

GATEWAY OF THE AMERICAS
SPECIFIC PLAN

Prepared for:

COUNTY OF IMPERIAL
Planning/Building Department
939 Main Street
El Centro, CA 92243

Submitted by:

GATEWAY OF THE AMERICAS
PROPERTY OWNERS

SPECIFIC PLAN NO. 97-0001

GATEWAY OF THE AMERICAS SPECIFIC PLAN

ADOPTED BY THE IMPERIAL COUNTY

BOARD OF SUPERVISORS

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I. INTRODUCTION AND BACKGROUND

A. ORGANIZATION OF REPORT

The Gateway of the Americas Specific Plan is organized into seven sections, as outlined below, to systematically implement the County's General Plan as it relates to this assemblage of properties.

- I. INTRODUCTION AND BACKGROUND: Briefly describes the project, the objectives of the plan, and its purpose, authority, and scope.
- II. PROJECT SETTING: Describes the project location, site features, local and regional context, and existing infrastructure. An overview of current market characteristics also is presented.
- III. SPECIFIC DEVELOPMENT PLAN AND PROGRAM: Describes the development concept and the components of the plan including land use, circulation, drainage, infrastructure, grading, public facilities and landscaping.
- IV. LAND USE REGULATIONS AND DESIGN GUIDELINES: Defines permitted and prohibited uses by land use category. Development standards, and design guidelines also are presented.
- V. IMPLEMENTATION: Describes the process for submittal and review of site development plans and the Specific Plan and Subdivision processes, as well as the provisions for changes, updates, and amendments to the plan. Proposed project phasing is discussed, along with financing options and implementation responsibilities as they relate to construction and maintenance.
- VI. GENERAL PLAN AND ENVIRONMENTAL ANALYSIS: Describes the project's conformance to and compliance with the County's General Plan. It also provides an analysis of the potential environmental impacts and their proposed mitigation.
- VII. APPENDICES: Appendices are included, as follows: (A) Project Consultants Listing, (B) Property Owners Listing and Ownership Descriptions, (C) Vehicular Traffic Generation Rates for Various Land Uses, and (D) Economic Impact Analysis.

B. EXECUTIVE SUMMARY

The Gateway of the Americas Specific Plan Area ("Gateway") is comprised of 16 separate private property ownerships, as well as those controlled by Federal, State, and local agencies. It is located adjacent to the International Boundary approximately 6 miles east of the City of Calexico. The planning area includes approximately 1,775 gross acres which are bounded on the west by the Ash Canal, on the north by a line parallel to and approximately one-quarter mile north of the centerline of State Route (SR) 98, on the east by the west bank of the Alamo River, and on the south by the northern right-of-way of the All American Canal.

The "Gateway" surrounds the new 87-acre International Port of Entry (POE) on the U.S. side of the border. This Federal facility will ultimately be the largest land crossing located along the 2,000-mile Republic of Mexico/United States border. The POE was completed and became fully operational on December 2, 1996. The U.S. General Services Administration (GSA) anticipates that in addition to all commercial traffic which has been redirected from the downtown Calexico crossing, much of the eastbound commercial traffic from the Tijuana area, which currently uses the Otay Mesa crossing in San Diego County, will be rerouted to the new POE. State Route (SR) 7, which links the POE and SR-98, is projected to carry an average of nearly 19,000 vehicles per day.

The "Gateway" is designed to support and maximize the economic benefits associated with the POE and the international commerce that it encourages. The "Gateway" is a very unique area because of its location adjacent to the international border and the POE, its direct access to Mexico, and its abundance of large tracts of readily developable land. The "Gateway" has the potential of becoming a major industrial/commercial center for Imperial County and the southwestern United States. This Specific Plan is written to assist Imperial County and the private landowners in the realization of this potential.

Gateway of the Americas is designed as a master-planned industrial and commercial complex consisting of 1,570 (Refer to Appendix "B") gross developable acres in private ownership. It is intended to provide for a full range of industrial uses, emphasizing base-sector manufacturing and also including wholesaling and distribution, assembly operations, transportation infrastructure, and related support services, including retail commercial. All or part of the Specific Plan area may be designated a Foreign Trade Zone. With potential rail access, and because of its strategic location adjacent to the Port of Entry, it has an exceptional marketing presence and draw for Imperial Valley. A statistical summary of proposed land uses is shown in Table I-1.

**Table I-1
Land Use Statistical Summary***

LAND USE TYPE	ACRES	PERCENT OF TOTAL ACRES
Retail/Commercial	277	16%
Industrial	1,144	64%
Rights-of-Way and Easements	242	14%
State Inspection Facility	25	1%
Port of Entry	87	5%
TOTAL	1,775	100%

*Refer to Appendix "B". Approximate acreages based on preliminary information and subject to changes noted herein.

The site was designated a Specific Plan Area (East Border Crossing SPA) by the County's Board of Supervisors on November 9, 1993 as part of an overall update of Imperial County's General Plan. Prior to any significant new use or development within the boundaries of the planning area, the Board of Supervisors must approve this Specific Plan and its associated documents.

C. SPECIFIC PLAN OBJECTIVES

The Gateway of the Americas Specific Plan implements the goals, policies, and objectives of Imperial County's General Plan.

Specific relationships between the General Plan and this document are identified and discussed in Section VI, General Plan and Environmental Analysis.

The consideration of the General Plan goals, the project's unique physical setting, and its compelling economic potential relevant to the planning area, the County, and the property owners, have resulted in the formulation of the following objectives:

1. A development strategy that creates new employment opportunities within Imperial County, consistent with market opportunities.
2. A land use plan that provides for a variety of industrial and commercial uses supportive to the International Port of Entry.
3. An implementation strategy that provides some flexibility in responding to market conditions with respect to authorized land uses, yet ensures compatibility with the other objectives of the Specific Planning Area (SPA) while promoting an economically efficient use of the land.

4. A project financing plan that provides the potential for a property owner/County partnership of private and public investment in the project, allowing it to respond to market opportunities as well as, provide employment opportunities and tax base.
5. Legal mechanisms (i.e.: development agreements, etc.) that provide certainty in the allowable land uses and define the project's obligation to provide public facilities, services, and utilities on a phase-by-phase basis as required to accommodate the incremental needs of the project.
6. Development guidelines that provide design criteria appropriate for the various types of land uses located throughout the SPA.
7. Policies, in conjunction with the SPA's EIR, setting forth the conditions and requirements for development of the project's phases designed to mitigate the environmental effects caused by the SPA development.

Objective 1

A development strategy that creates new employment opportunities within Imperial County, consistent with market opportunities.

Based upon the economic impact analysis prepared for the Gateway of the Americas project, the expected increase in crossborder traffic at the new Calexico Port of Entry is anticipated to lead to the creation of an estimated 6,350 new primary permanent jobs. These new positions will be principally in transportation, warehousing and trade-related activities which are typified by above average incomes.

In addition, another 6,330 new secondary support (induced) job positions could be created. These positions will be lower paid because of the large component of retail and services jobs implicit in this category of employment.

In total, more than 12,600 permanent new jobs could be created as a result of the expanded demand for consumer services created by the new Port of Entry facility. This, in turn, could stimulate housing market demand and associated retail sales benefiting nearby cities.

Finally, a substantial volume of "non-permanent" construction employment will occur. The construction of new commercial and industrial facilities directly related to the Port, represents another estimated 3,160 job years (one full-time employment position for one year) of construction activity over the buildout of the project. The total for primary and secondary construction employment for the same term is estimated at 23,386 job years.

Objective 2

A land use plan that provides for a variety of industrial and commercial uses supportive to the International Port of Entry.

The "Gateway" surrounds the new International Port of Entry and is adjacent to SR-7 and SR-98. Marketing reports and traffic studies have indicated that high volumes of traffic and commerce will be generated by these facilities. Because of this, it is envisioned that a broad array of industrial, commercial, and transportation-related services, as well as retail shopping, business offices, and transient habitation, will be required throughout the planning area. These include:

1. Warehousing facilities for the projected international truck-based commerce.
2. Distribution stations where goods will be collected and routed for changes in carrier or mode of transportation.
3. Custom brokerage facilities where import and export materials are processed.
4. Industrial facilities needing large parcels at competitive land prices, especially for those engaged in international commerce.
5. Office parks to house professional support services, administrative offices for the expected maquiladora industry, and other public and private services having a relationship to international commerce.
6. Shopping for last-opportunity purchases by people traveling into Mexico needing insurance and supplies.
7. Shopping by people who cross the border from Mexico to purchase goods and services in the United States, but do not wish to travel a long distance from the border. This is especially important for people walking across the border.
8. Transient habitation for persons needing housing accommodations near the international border while conducting business.

One key to the success of "Gateway" is providing land uses supportive of the International Port of Entry. Neither the County nor the property owners can fully predict the market or demand for various land uses through the buildout term of the SPA area. Accordingly, within the development framework provided by Chapter IV of this SPA flexibility in the description and interpretation of land uses, consistent with the ability of infrastructure to support, is an essential element of the ability to respond to market conditions, and allowing the County and the property owners to realize their goals. In this regard, the County and the property owners must be prepared to acknowledge a wide variety of needs, the exact nature of which may only become evident as the planning areas develop and specific projects are defined and realized by the eventual end users.

Objective 3

An implementation strategy that is responsive to market conditions with respect to authorized land uses, yet ensures compatibility with the other objectives of the Specific Planning Area (SPA) while promoting an economically efficient use of the land.

There is potential for a wide variety of uses within the "Gateway", yet marketing studies indicate that a more specific focused mix of land uses can be expected early on. Because of this, the project has been designed with careful consideration for the compatibility of land uses, both early on and as the development pattern unfolds and matures. Market opportunities for various types of authorized land uses will continue to be refined through the SPA's buildout.

Anticipated market conditions suggest that the early development focus for the project will be that area surrounding the Port of Entry facility, together with those properties abutting SR-7, and arterial County roads designated to serve the central commercial district.

Truck-related and distribution-oriented services are proposed to be located adjacent to the Port, so demand will be met in the most efficient way possible. Retail commercial, business park, and hotel/restaurant facilities are proposed to be located to provide convenient access to and from SR-7, SR-98, Gateway Road and the proposed internal roadway system. Industrial uses are proposed to be sited to provide a transition between the commercial and office uses next to SR-7, SR-98, Gateway Road and the proposed internal roadway system, and the primarily general industrial uses which are designated for the balance of the SPA.

Objective 4

A project financing plan that provides the potential for a property owner/County partnership with respect to the SPA that encourages both private and public investment in the project, allowing it to respond to market opportunities and the County goals of the SPA, providing both employment opportunities and tax base.

Private investment, as well as the use of public facility infrastructure financing techniques, is aided by a clear statement of the authorized land uses and required infrastructure facilities and services required to accommodate such land uses.

The Public Facility Financing Plan strategy outlined in this document sets forth several alternative financing mechanisms that may be used by themselves, or in combination with a private financing mechanism, to construct required infrastructure and/or to provide necessary services.

Objective 5

Legal mechanisms that provide certainty in the allowable land uses and define the project's obligation to provide public facilities, services, and utilities on a phase-by-phase basis as required to accommodate the incremental needs of the project.

In order for both public and private capital to be attracted to the development of the Gateway of the Americas, it is essential that the regulatory conditions affecting both the land uses which are authorized by the project and the infrastructure required to support those land uses can be fixed or vested so that there are reasonable assurances to investors that their investments in the project may be amortized through its continued development in accordance with the rules, regulations, and policies set forth in the SPA document. This "certainty" may take the form of development agreements or other mechanisms as may be defined by either State laws or local ordinance.

Objective 6

Development guidelines that provide design criteria appropriate for the various types of land uses located throughout the SPA.

Some areas of the SPA, immediately north of the border, are more sensitive from an aesthetic consideration than others. The area immediately north of the border and along the project's internal roadways will offer first impressions of the United States. This Specific Plan seeks to encourage development in a cost-efficient manner, but also provide a positive impression. Development regulations, therefore, contained in this Plan set forth different criteria for treatment of projects facing major roadways compared with other site locations.

Objective 7

Policies, in conjunction with the SPA's EIR, setting forth the conditions and requirements for development of the project's phases designed to mitigate the environmental effects caused by the SPA development.

The SPA sets forth performance criteria for determining the type, location size, number, and timing for the provision of various public facilities, including streets, sewer, water, etc., during the SPA's buildout. This performance criteria ensures that adequate infrastructure will be available for each phase of the SPA, and avoids the unnecessary oversizing and/or premature development of facilities which could adversely affect the SPA's fiscal viability.

In addition the Specific Plan identifies policies relative to the arrangement of land uses which have been located to maximize the efficiency of the plan while, at the same time, minimizing the plans negative environmental effects. As an example, the circulation system has been designed to allow the heaviest concentrations of commercial and

business traffic to flow efficiently through the core of the SPA along SR-7 and the major central roadways of the project to minimize the impact or disruption of primarily pedestrian shopping areas or the secondary surface streets intended to provide access to outlying industrial areas. Mitigation of potential environmental impacts will be evaluated and provided for in the Environmental Mitigation section of this plan.

D. DOCUMENT PURPOSE

The purpose of the Gateway of the Americas Specific Plan is to present a comprehensive development plan that is consistent with the County's General Plan. The Specific Plan is based on economic, planning, and engineering studies which catalog the site's unique development opportunities and constraints. It ensures a cohesive, integrated framework for industrial and commercial development, and the required infrastructure improvements.

The Specific Plan also serves as a foundation document to govern applicable property development policies, and it fulfills both local and state planning requirements by providing site-specific land use and development standards. It is intended that the Specific Plan be adopted by resolution. All subsequent parcel development and other land use changes will be reviewed and approved subject to consistency with this plan and the County's General Plan.

The Specific Plan document will be accompanied by an Environmental Impact Report (EIR) and a Public Facility Financing Plan (PFFP). The EIR will address, at a program level, both the environmental impacts of the proposed project, and the mitigation required for its incremental development. In addition, the four primary property owners will submit a series of Tentative Subdivision Maps that define their ownerships. The EIR will additionally address these maps at a project specific level. Together, the SPA, EIR and PFFP provide the County's elected officials and the public with the information necessary to fully understand the scope of the project and its associated impacts.

E. AUTHORITY AND SCOPE

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

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

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

II. PROJECT SETTING

A. COMMUNITY SETTING

1. Regional Location

The Gateway of the Americas Specific Plan Area ("Gateway") is located in the unincorporated area of Imperial County. The County is located in the southeastern corner of California. Imperial County is bounded on the west by San Diego County, on the north by Riverside County, on the east by the Colorado River, which forms the Arizona boundary, and on the south by 84 miles of the International Boundary with the United States of Mexico. Exhibits II-1 and II-2 depict the site in its international and regional context and in relation to other cities and features.

Site Description

The Specific Plan Area is located approximately 6 miles east of the City of Calexico. It consists of 16 separate ownerships with a gross project area of approximately 1,775 acres. With the exception of the Port of Entry and the State of California facilities, the ownerships are rural in nature and sparsely populated. The entire area is currently in transition from its historical agricultural base to more urbanized uses that are directly attributed to the Port of Entry. Housing is limited to a scattering of single-family residences, with the majority of homes situated in the northwestern quadrant of the SPA. Existing roadways include: Carr Road, an east/west two-lane County roadway; Rood Road, a north/south two-lane County roadway; and SR-98, an east/west State highway. The construction of SR-7, which links SR-98 with the Port of Entry and the United States of Mexico, has been recently completed and was opened to public use along with the Port in December 1996.

Existing land uses can be characterized as a checkerboard arrangement of agricultural lands. Crops currently produced include alfalfa, wheat, onions, lettuce, carrots, and various grass crops. Portions of the land area lie in a fallow state.

Agricultural irrigation water is conveyed through and around the site in a series of canals, laterals, and ditches. These facilities include the All-American, South Alamo, and Ash Canals. Agricultural water is drained by a network of pipe drains that discharge into the Alamo River or the South Central Drain. Storm drains, sanitary sewers, and domestic water supplies are nonexistent, except as developed to service the POE, and its support facilities on an interim basis, and the small individual package systems that provide service to the existing private residences.

Overall, "Gateway" is an area in transition, as evidenced by the Federal Government's determination to locate a new POE in this location and the State of California's decision to construct SR-7 to provide access. These facilities are the first steps in the physical transformation of "Gateway" from rural uses to more urban uses. Existing conditions are illustrated on Exhibit II-3 and shown on an aerial photograph on Exhibit II-4.

Property Descriptions

The Specific Plan Area is an assemblage of 16 separate private property ownerships. The Federal Government, State of California, and Imperial Irrigation District (IID) also control properties within the SPA. The current property ownerships are listed and mapped in Appendix B.

Surrounding Land Uses

The land to the east, west, and north of "Gateway" is predominantly used for agricultural purposes. This area is rural in nature, with large tracts planted in crops, and an occasional farmhouse or office in addition to various other agriculture support facilities. The All-American Canal is adjacent to "Gateway" on the south. Also to the south, across the canal, is the United States of Mexico and the City of Mexicali. Mexicali's population is approximately one million people. The urban fringe of Mexicali is reaching eastward towards the United States of Mexico's complementary new border facility located directly south of "Gateway". Proposed developments within Mexico include large tracts devoted to industrial uses to the south and east, as well as industrial and residential uses to the south and west.

An important land use, and one that is fully contained within "Gateway", is the 87-acre International Port of Entry. This facility, which is adjacent to the International Border, is in the approximate middle of the southern half of the planning area. This Federal facility has been developed by the U.S. General Services Administration (GSA). Construction of the POE began in 1993 and, at build-out, will result in the largest land crossing located along the 2,000-mile Mexico/United States border. The new POE involves the construction of five buildings totaling approximately 75,000 square feet, and 185,000 square feet of primary and secondary inspection areas under canopies. The buildings and processing areas are separated into commercial and noncommercial zones. The area within the POE is large enough to roughly accommodate a doubling of capacity in the future, if such an expansion is warranted by demand. The POE also includes a 175-foot clear-span bridge over the All-American Canal. The bridge consists of five noncommercial lanes, four commercial lanes, and northbound and southbound pedestrian walkways. The facility was opened for use December 2, 1996.

5. Existing Planning and Land Use Regulations

Applicable planning and land use policies include those within the Imperial County General Plan and Zoning Ordinance.

The County's General Plan currently describes the subject properties as the East Border Crossing Specific Plan Area (EBCSPA). The Land Use Element of the County's General Plan designates general land uses, policies, and objectives of the EBCSPA.

The County Zoning Ordinance specifies that the Specific Planning Area (SPA) is currently zoned General Agriculture (A-2 Zone) and Heavy Agriculture (A-3 Zone). These zoning designations (see Exhibit II-5) allow for uses such as field and forage crops, fruit tree groves, flowers, animal keeping, aquaculture, and dairies. Existing residential uses are allowed under these designations.

The EBCSPA was designated as such by the Board of Supervisors on November 9, 1993, as part of an overall update of the General Plan. Prior to any significant new use or development within the boundaries of the planning area, the Board of Supervisors must approve this Specific Plan and its associated documents. The terms EBCSPA and "Gateway", as intended, are entirely interchangeable within the context of this document.

6. Foreign Trade Zone

All or part of the Gateway of the Americas is currently in process to be designated a Foreign Trade Zone (FTZ). An FTZ is an area where foreign and domestic merchandise is considered by the United States Government not to be within U.S. Custom's territory, but rather in international commerce. When merchandise is considered in this manner, it may be brought into the Zone without a formal Customs entry and payment of duty or excise tax. The imposition of quotas and most other import restrictions are also postponed.

Merchandise may be manufactured or processed in the Zone, and the importer may choose either to pay the duty rate for the classification of the material when it was admitted to the Zone, or the classification of the foreign product that is removed from the Zone, whichever is lowest.

Other advantages include potential savings on state and local taxes. Merchandise also may be examined, tested, and sampled prior to resale, and duty payments on damaged or unwanted merchandise may be avoided. Further, merchandise may be altered, relabeled, or re-marked in the Zone in order to conform to U.S. Standards or other government regulations. And any foreign or domestic merchandise not otherwise prohibited by law may be stored in an FTZ for an unlimited period of time. These features may be important to certain businesses, and are a marketing asset for the project and Imperial County.

B. PHYSICAL SETTING

1. Existing Topography and Drainage

Existing natural ground elevations within the “Gateway” range from 25 to 35 feet above mean sea level (MSL). Fill areas associated with canal levees and the POE improvements range up to 10 and 20 feet respectively above adjacent natural grades. The South Alamo Canal generally divides the site into two major drainage basins draining easterly and westerly. One notable exception is the westerly half of the Rice property located south of SR-98 and abutting the canal along its westerly and southerly limits. Located east of the South Alamo, this land drains westerly via a culvert beneath the canal. Exhibit II-6 depicts the existing natural contours of the site.

a. Rainfall

The project experiences few storm events during the year with significant intensity. These storm events drop 1 to 2 inches per storm, usually during the late summer (July and August). The resulting runoff from these storms is generally low, due to the flat grades, the existing agricultural uses and the high absorption and infiltration rates of the on-site soils. Average annual rainfall for the area is less than 3.5 inches.

b. Existing Drainage Pattern

The westerly basin is bounded by the All American Canal to the south and the Ash Main Canal to the west. A small portion of the land easterly of the South Alamo Canal drains to the westerly basin. Immediately west of the Ash Main Canal is the South Central Drain which collects the runoff through several small diameter pipes running under the Ash Main Canal. These pipes are intended to carry only the irrigation runoff and do not have sufficient capacity for most storm events occurring during the mid-winter. The South Central Drain flows northerly and westerly to the Salton Sea.

The easterly basin is bounded by the All American Canal to the south and the Alamo River to the east. Runoff flows easterly to the river where it is collected and eventually flows to the Salton Sea. The Alamo River is characterized by flat grades and overgrown vegetation along its banks.

Highway SR-7 bisects the study area in a north-south direction. It intercepts surface runoff to the west and directs it through a series of storm drains to a detention basin on the west side of SR-7 south of SR-98. The detention basin is drained by a storm drain running along the north side of SR-98 with an outlet control at the Alamo River.

Throughout the project crop fields are underlain by french drain systems, approximately 6 feet deep, which feed into collection headers that connect to the drainage courses

servicing the site. The majority of the flow carried by the drainage courses throughout the year is due to agricultural runoff from irrigation, rather than rainfall.

c. Governing Agencies

The long-standing agricultural use of the land in this part of the County has resulted in the development of drainage systems and policies specifically tailored to farming. With respect to runoff water quantity, the IID and Imperial County both set policy and standards. All of the drainage courses servicing the site are owned and maintained by IID, as they also own the system of canals that delivers irrigation water to the area. Portions of storm drain systems installed within public streets are authorized through the encroachment permit process and issued by the Imperial County Public Works Department. Imperial County also sets drainage standards for private on-site development.

2. Geology and Soils

"Gateway" is situated within the Salton Trough section of the Colorado Desert physiographic province. The Salton Trough extends from upper Coachella Valley north of the Salton Sea to the Gulf of California, and is bounded by the Chocolate Mountains to the northeast and by the Peninsular Ranges of Southern California and Baja California to the west and southwest. The Salton Trough is a rift zone characterized by high seismicity, high heat flux extensional tectonics, crustal thinning, and rapid sedimentation. "Gateway" appears to be underlain by alluvium, sand dune, and lacustrine deposits. These deposits are underlain by marine and non-marine sedimentary rocks with a thickness of approximately 20,000 feet. These rocks, in turn, are underlain by pre-Tertiary rocks consisting of schist, limestone, gneiss, and granite.

The "Soil Survey for the Imperial County Area" rates the surface soils within "Gateway" as being marginal to excellent for agricultural use, if properly irrigated. The California Department of Conservation's Farm Land Mapping and Monitoring Program designates a majority of soils the SPA as prime farmland (land with the best combination of physical and chemical characteristics for the production of crops).

Fill soils associated with canal levees range up to approximately 10 feet in height. Fills associated with existing dirt roads near the easterly boundary are approximately 7 feet in height, whereas fills associated with the construction of SR-7 appear to be up to approximately 20 feet in depth. These fill soils are likely derived primarily from the local and onsite natural soils, and are comprised of silty to clayey sand.

The northeast corner of the SPA is diagonally traversed by the Imperial Fault. This area is within a State of California Special Studies Zone for Earthquake Faults (Alquist-Priolo Zone). The mapped fault trace is approximately 1 mile from the Port of Entry. Ground surface rupture on the Imperial Fault occurred as a result of a 1940 earthquake of

magnitude 6.9 to 7.1. Surface rupture occurred on the same fault as a result of a 1979 earthquake of magnitude 6.5.

3. Biological Resources

a. Flora

"Gateway" currently supports three small natural vegetation communities, as well as its large expanse of agricultural cultivation. The natural plant communities include Sonoran creosote bush scrub, Sonoran wash scrub, and Colorado riparian scrub. According to the project's biological technical report, no sensitive plant species were observed, nor are any expected, due to the agricultural conversion of the site.

b. Fauna

A site-specific biological field survey was conducted as a part of the Environmental Impact Report analysis. Forty-two species of animals were observed. Of these species, seven are considered sensitive including the burrowing owl, lowland leopard frog, great blue heron, black-crowned night heron, great egret, snowy egret, and turkey vulture. All of these species are considered important biological resources; however, the burrowing owl and lowland leopard frog are considered the most important.

4. Existing Circulation Plan

a. Introduction

SR-7 and SR-98 currently serve "Gateway" on a regional basis. Rood and Carr Roads are local County roadways. The Circulation Element of the County's General Plan identifies future roadway configurations envisioned for the County. The Circulation Element is shown on Exhibit II-7. The Circulation Element was originally developed to provide access to all areas of the County, and roads were sized to accommodate future traffic demands. In 1969, the Circulation Element of the General Plan was adopted, with the Scenic Highways Element being added in 1974. In 1990, the Circulation/Scenic Highways Element Plan was revised by the Imperial County Planning and Building Department, and Public Works Department. In 1993, a Circulation Element revision was completed with input from private citizens, as well as staff from the Imperial Valley Association of Governments (IVAG), Southern California Association of Governments (SCAG), and the State of California Department of Transportation (CalTrans). Within this planning network, improvements to SR-7, linking it with Interstate 8 to the north, are currently in progress.

b. County Roadway Classifications

Imperial County's roadway network consists of a highly integrated combination of street types. The County's Prime Arterial classification generally provides six travel lanes within a 126-foot right-of-way, with parking permitted and a raised median. Its primary purpose is to carry through traffic and provide a direct connection to the State Highway system. The Major Arterial classification generally provides four lanes, is 82 feet in width within a 102-foot right-of-way, and has a raised median. The primary function of a major arterial is to carry through traffic and its secondary purpose is to provide access to abutting property. The Secondary Arterial classification generally provides four travel lanes and is 64 feet wide curb to curb in 84 feet of right-of-way. Its primary purpose is to provide for local traffic movement and access to abutting property, and for movement between collector streets and streets of higher classification. Secondary arterials provide traffic circulation service within residential, commercial, and industrial areas.

The Collector roadway classification generally provides one lane in each direction with a 40-foot roadbed within 70 feet of right-of-way, allowing for a 15-foot parkway strip and provision for parking. Its primary purpose is to provide for local traffic movement and direct access to the Collector street system. Many Collectors serve industrial and business areas and are not identified on the Circulation Element. Exhibit II-8 displays the Imperial County Roadway and Right-of-Way Standards. Table II-1 contains the County of Imperial Standard Street Classifications and relates levels of service to various roadway classifications.

It should be noted that the level of service standards summarized in Table II-1 may be updated and amended periodically. It is the intent of this Specific Plan to incorporate any of these future amendments when they are officially adopted by the Board of Supervisors. Additionally, it should be noted that the volumes and level of service criteria in Table II-1 are based on street or roadway segment criteria. If a more refined intersection peak hour analysis is completed using the latest *Highway Capacity Manual* procedures and the operations method for determining level of service, then the values in Table II-1 may be used.

Table II-1

Imperial County Street Classification Average Daily Vehicle Trips

ROAD		LEVEL OF SERVICE				
CLASS	CROSS SECTION	A	B	C	D	E
Prime Arterial	106/126	22,200	37,000	44,600	50,000	57,000
Major Arterial	82/102	14,800	24,700	29,600	33,400	37,000
Secondary Arterial	64/84	13,700	22,800	27,400	30,800	34,200
Collector	40/70	1,900	4,100	7,100	10,900	16,200
Local Street	40/60	*	*	4,500	*	*
Residential Street	40/60	*	*	1,500	*	*
Residential Cul-de-Sac or Loop Street	40/60	*	*	200	*	*

* Levels of service are not applied to residential streets, since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

Source: Imperial County

c. Border Crossing/SR-7

A new international border crossing between the United States and Mexico has been built and was opened for use December 2, 1996. The primary purpose for developing the new Port of Entry was to relieve major congestion at the existing port facility in downtown Calexico. The new facility design optimizes surveillance, control, and efficient throughput of vehicles, and provides separation between commercial and noncommercial traffic. All commercial vehicles currently passing through the downtown Calexico port will be processed through the new border station. The new station will also accommodate passenger vehicles and pedestrian traffic. With the opening of the new Port of Entry, the existing downtown Calexico station will continue in use, but will process only pedestrian and noncommercial traffic.

In addition to the new border facilities mentioned above, a new access roadway, SR-7, has been constructed between SR-98 and the border crossing. SR-7 is planned to accommodate growth in cross-border traffic and better meet the needs of commercial transporters and passenger vehicles passing between the United States and Mexico. The new highway connection will also relieve major congestion at the existing downtown Calexico facility. That facility, constructed in 1974, experienced an average annual growth rate of 18.3% in persons crossing between 1986 and 1990. This is the highest growth rate of any of the major U.S./Mexico Border Ports of Entry. Calexico has the

third highest count for persons (drivers, passengers, and pedestrians) entering the United States among the top 11 southern border crossing stations. It is surpassed only by the much larger urban centers in San Diego, California and El Paso, Texas.

5. Existing Public Services and Facilities

a. Police Protection

"Gateway" is currently served by the Imperial County Sheriff Department. The closest station is located just south of the City of El Centro on Applestill Road. The El Centro station employs about 70 sworn officers, 30 of which perform in a patrol capacity. This station is approximately 10 miles from the SPA, and has an average response time of 15 minutes. The Sheriff Department operates a patrol in the Holtville/Calexico area (East Beat) which currently has one to two patrol unit(s) on line at any given time.

Under the current "mutual aid" agreement additional law enforcement services could be provided by the City of Calexico Police Department. With 30 officers in approximately 25 vehicles (14 black & whites/11 unmarked), the Department has an average City-wide response time of three minutes for emergency calls. There is currently no patrol service in the vicinity of the SPA. If required, response time to the SPA would be approximately 10 minutes.

The California Highway Patrol (CHP) and various Federal agencies including the Immigration and Naturalization Service (INS) and the Drug Enforcement Agency (DEA) are currently located within the Port of Entry facility. Additionally, the County Sheriff's Department has applied for a grant to fund establishment of a "East Calexico Port" substation within the Port Facility. If funded, the facility would be manned by approximately 7 officers.

b. Fire Protection

"Gateway" is located in the unincorporated area of Imperial County. Emergency response to the area is the responsibility of the County. The County's main headquarters fire station is located about 15 miles away, in the City of Imperial. The County also maintains a substation in Heber which provides limited backup support. This station is located within 10 miles of the SPA.

Medical

Imperial County currently has two active hospitals: El Centro Regional Medical Center in El Centro and Pioneers Memorial Hospital in the City of Brawley.

The El Centro Regional Medical Center is the hospital nearest to the project. This facility has a 107-bed capacity which includes 21 prenatal, 12 pediatric, eight intensive care, four intensive care for newborns, and 62 unspecified beds. The Pioneer Memorial Hospital is an 80-bed facility located approximately 30 miles from the City of Calexico.

Emergency medical response to the project area would be provided by the Calexico Fire Department, which reports to the base hospital in El Centro. An emergency room physician in El Centro determines to which facility the patient will be sent. A third existing facility, Calexico Hospital in the City of Calexico is currently closed due to financial and state licensing problems. The hospital is currently in the process of reorganization and, due to its closer proximity to the SPA, would provide a desirable medical treatment option.

d. Solid Waste Disposal

Three different types of landfills exist within the County: Class I (hazardous wastes), Class II (special waste), and Class III (municipal waste). There are currently 10 County-operated Class III disposal sites throughout the Valley. The current disposal capacity of existing landfills is considered to be sufficient to meet the needs of the County to at least the Year 2005. Landfills near the Cities of Brawley, Imperial, and Calexico are on County property. Landfills near the Cities of Holtville, Niland, Salton City, Hot Mineral Spa, Ocotillo, and Palo Verde are on Bureau of Land Management (BLM) property. The Picacho Landfill serves the Winterhaven/Bard area and is located on land owned and operated by the Quechan Indian Reservation. In addition to these County landfills, Imperial Republic Acquisitions operates a private Class III waste disposal facility in the unincorporated area northwest of the City of Imperial; GSX Services operates a Class I facility west of the City of Westmorland; and Desert Valley Company operates a Class II solid waste disposal/storage site northwest of the City of Westmorland.

The Calexico Landfill, located west of the City of Calexico on SR-98, would be the primary solid waste disposal site for the SPA. As of March 1996, the design capacity for this landfill is 2,102,800 cubic yards, with an approximate 10-year life expectancy. There are currently no plans to expand this landfill or develop any new facilities in the area. The Holtville Landfill, located northeast of the City of Holtville, is a potential secondary disposal site for the project area. The design capacity of this landfill, again, as of March 1996, is 207,200 cubic yards on a 40-acre site, with a life expectancy of 10 to 15 years.

Recycling in the County is limited to privately owned and operated drop-off centers.

6. Existing Infrastructure

a. Water

The Imperial Irrigation District (IID) is responsible for supplying water to the Imperial Valley. The source of the water supply is the Colorado River via the All-American Canal, which imports water by gravity flow at an annual rate of approximately 3.0 million acre-feet. Based on an annual average water demand of 5 acre-feet per acre for agricultural uses, the 1,775-acre SPA currently uses approximately 8,500 acre-feet of irrigation water annually.

With the exception of the small package treatment plant constructed to service the Port Facility, there is currently no potable water system serving the SPA.

b. Sewer

There is currently no regional sewer system serving the SPA. Individual residences and the Port of Entry are self-contained.

7. Existing Public Utilities

a. Electricity

Electrical power to "Gateway" is supplied by the IID, which served approximately 80,000 customers in 1995, including 42,000 in the Imperial Valley. The IID produces a total of 490 megawatts (MW) of electrical power, with 95% generated from burning natural gas and oil, and the remaining 5% from hydroelectric plants along the All-American Canal. The peak demand in 1995 was 630 MW. Based on these numbers, IID is currently purchasing approximately 338 MW of electrical power from El Paso Electric, Western Area Power, Arizona Public Services, and other utilities. In 1996, the IID plans to decrease the amount of electrical power purchased from other utilities to 288 MW.

Continual upgrading of the District's electrical supply and distribution system has enabled IID to continue to provide efficient electrical service for residential, commercial, and industrial growth based on the use of conventional fuel sources. New agreements with the Los Angeles Department of Water and Power and Southern California Edison provide continued transmission service, allowing the District to increase its power purchase opportunities from other sources in the Southwest. The IID is anticipating and planning for rapid growth within the Imperial Valley, including "Gateway" and the Port of Entry.

b. Geothermal Energy

Imperial County potentially represents one of the largest geothermal resources in the world. The geothermal resource can provide a relatively clean source of power as compared to other energy sources such as coal and petroleum. Geothermal "hot spots" have not been identified at or near the SPA; the closest active geothermal facilities are the East Mesa (Magma) Geothermal Plant, located 15 miles to the northeast and the Heber Geothermal Plant approximately 10 miles from the SPA.

c. Natural Gas

Southern California Gas Company has no gas lines in the vicinity of "Gateway" . The closest existing facility to the SPA is a high-pressure system with 6-inch-diameter lines maintained in the City of Calexico around and adjacent to the intersection of SR-111 and SR-98. A new pipeline project, however, which would extend service in Carr Road to within approximately 2500 feet of the southwest corner of the SPA, is anticipated to begin construction in the Spring/Summer of 1997. This system is capable of supplying natural gas with the extension of facilities to reach the SPA.

d. Telecommunications

Telephone service to the project area is provided by Pacific Bell, with on-line service to the POE and CHP station/U.S. Customs inspection building. Existing fiber cable communication lines extend along the north side of Carr Road and the east side of Rood Road between the POE and SR-98. A cross-connect terminal exists in the northeast corner of Rood and Carr Roads.

C. EXISTING MARKET OVERVIEW

An Economic Impact Analysis has been prepared by Alfred Gobar Associates. This analysis studied the impact on Imperial Valley's economy of the anticipated increases in cross-border truck traffic at the International Port of Entry. The report has outlined the implication of these economic effects. They are summarized in Table II-2 below and included in their entirety as Appendix D.

Table II-2

Summary of Economic Effects of Increased Cross-Border Truck Traffic

Assumption:	
Increase in annual cross-border truck traffic from 176,825 a year in 1994 to 730,000 a year at the horizon planning date.	
Primary Impact:	
Demand for 4.26 million square feet of new industrial floor area, ±245 - 310 acres of new industrial development.	
Demand for development of 65 acres for new commercial facilities.	
Increase employment by 6,350 jobs.	
Increase annual payroll (1994 prices) by \$205,930,500.	
Total Impact - Primary and Induced:	
Employment (Permanent)	12,680 jobs
Population	33,995
Construction:	
Primary	
Industrial	4.26 million square feet
Commercial	65.0 acres
Secondary	
Housing, Including Vacant	9,300 to 9,700 DU
Retail	1.10-1.34 million square feet
Retail	0.4 million square feet
Other Commercial	
Increased In-Store Taxable Retail Sales	\$175 to 186 million per year in 1994 prices
Construction Employment	23,386 job years

(Please see Section 2 Exhibits 1-8.pdf)

III. SPECIFIC DEVELOPMENT PLAN AND PROGRAM

A. INTRODUCTION

Development of Gateway of the Americas is enhanced by several exciting design opportunities and tempered by a few major constraints. The new International Port of Entry has created opportunities for industrial and commercial activities and must be accommodated.

The North American Free Trade Agreement (NAFTA) has opened the door to an era of expanding economic growth both north and south of the border. A potential for increased cross-border traffic has clearly been identified and must be serviced.

Gateway of the Americas is poised to meet these needs because it has a large supply of relatively inexpensive land, access to an adequate supply of water, an available skilled and semiskilled labor pool, and the potential for excellent transportation services, including truck and rail.

These opportunities are only constrained by the lack of existing public facilities, services, and utilities which must either be developed onsite or be extended to the site to make development feasible and assure conformance with the County General Plan.

The proposed Specific Plan is a direct response to these opportunities, constraints, and issues. The plan seeks to establish a framework within which the potential of the site may be realized through an implementation process that provides for essential public facilities, services, and utilities on a phased basis and in such a manner to accommodate projected needs.

B. PLANNING BACKGROUND

The Gateway of the Americas Specific Plan Area ("Gateway") is, as previously stated, comprised of 16 separate private property ownerships, as well as those additional lands controlled by Federal, State and local agencies. The planning area includes an area of approximately 1,775 gross acres. Of this total, approximately 1,571 gross acres are privately held, while the remaining 204 gross acres consist of governmental agency holdings. (Port of Entry, State Inspection Facility, State and County Rights-of-way, etc.)

The Gateway of the Americas site was designated a Specific Planning Area by the Imperial County Board of Supervisors on November 9, 1993 as part of an overall update to the County's General Plan. As part of that action, the Board adopted Specific

Objectives and Policies to be implemented as a part of the planned development. Conformity of this plan with those stated objectives and policies is outlined in Section VI of this plan.

C. GENERAL PROJECT DESCRIPTION

Consistent with the Board of Supervisors Adopted Goals & Policies, the Gateway of the Americas Specific Plan is designed to be developed with primarily industrial, office and warehousing uses which will account for not less than 65% of the net developable area (exclusive of land for major roadway right-of-way, infrastructure improvement and natural or recreation open space uses) of the SPA. The remaining area is intended to provide supporting retail and service commercial uses.

For the purpose of development of this plan, the proponents of the SPA have agreed to impose upon themselves a more restrictive overall land use mix of approximately 80% industrial and 20% commercial. If future market analysis demonstrates a demand for additional commercial uses, the plan may be amended to increase the commercial component up to the County's originally adopted 35% limit. This increase if allowed, would be limited to a prorata share of the ownership acreages identified by the SPA (Appendix B).

The land use development potential for each private land holding within the Specific Plan has been allocated based upon ownership acreages. In general, the amount and type of development permitted each larger landowner (i.e. 20 acres or more) directly corresponds to the size of each property ownership in the 80/20 ratio discussed above. The exception to this rule occurs with the smaller land holdings (i.e.: less than 20 acres) which are located or of a size such that a 80/20 split of industrial and/or commercial land use designation is not feasible or appropriate.

D. LAND USE PLAN

The project's proposed land uses and organizational pattern are shown on Exhibit III-1. The land uses directly respond to the General Plan's requirement that no less than 65% of the project's net developable area be for industrial-type uses. The balance of the planning area is devoted to retail/commercial uses, rights-of-way and easements, the State of California inspection facilities, and the International Port of Entry. The uses are distributed over the SPA in a system designed to ensure compatible and efficient use of the land, while responding to the unique market conditions and the complex ownership patterns associated with the property.

A system of internal primary roads has been designed to interface with the existing SR-7 and SR-98 and work with the surface street network to efficiently move auto and truck traffic in and out of the Specific Plan Area. These roadways also will provide the corridors for the extension of utility systems into the area and will be landscaped to create an efficient, well-designed, and safe environment.

One unique opportunity for "Gateway" is the potential for the provision of rail service into the site by extending Union Pacific Railway spur line, if future user demands warrant it.

In addition to these features, project monumentation and special landscape treatments will be provided at major entries and key intersection locations. As a part of the overall development, an integrated system of streetlights, traffic control signals, and roadway signage will be installed in conformance with County standards.

Individual projects will be required to respond to planning, architectural, and landscape guidelines incorporated into the Specific Plan regulations and processing requirements. These guidelines were developed to ensure that land uses not only are compatible with existing adjacent uses, but also with each other. The guidelines also encourage architecturally compatible buildings that are responsive to the climatic conditions of Imperial County.

Landscaping will be provided as required by the guidelines. Recommended plant materials are a direct response to the Valley's environment, with the goal being to provide shade and greenscape that is not unduly water dependent.

Given the Gateway of the Americas Specific Plans unique setting and purpose the types of industrial and commercial land uses permitted with the SPA have been specifically adapted to address the special needs of its users. Exhibit III-2 illustrates the proposed zoning classifications for areas within the SPA. Although more thoroughly presented in Chapter IV, a brief description of each major underlying land use classification is as follows:

1. **"Gateway" Industrial**

The Industrial (GI) land use category is intended to provide suitable locations for industrial, manufacturing, and certain heavy commercial uses related to serving the International Port of Entry and its projected cross-border truck commerce. The Industrial standards and regulations are designed to encourage the development and use of property in a manner consistent with efficient industrial and manufacturing operations. Regulations concerning permitted use, property development, off-street parking, and application of Industrial performance standards are intended to ensure high-quality development which accommodates the special needs of both national and international users.

2. “Gateway” Commercial

The Commercial (GC) land use category is intended to provide development areas for a mix of auto- and pedestrian-oriented commercial and retail activities specifically reflective of and supportive of the industrial office and warehousing users at this Port of Entry location. The Commercial category is applied to areas adjacent to the internal roadway network where high levels of activity are anticipated. The Commercial standards and regulations are designed to support a rich and diverse multi-ethnic experience for persons shopping, working, or partaking in recreational activities within the SPA.

3. Government/Special Public

The Government/Special Public (GSP) land use category is intended for those areas of the plan devoted strictly to Governmental purposes such as the Port of Entry and State of California Vehicle Inspection Station.

E. CIRCULATION PLAN

1. Overview

The Specific Plan proposes a local circulation system which incorporates and supports SR-7 and other existing or proposed County General Plan Circulation Element roadways. Exhibit III-3 illustrates the proposed circulation plan to support the 1,775-acre specific plan area.

The exhibit, in addition, illustrates existing and proposed signalized intersections throughout the project. In addition to all-way movements planned at the signalized intersection locations, additional property access points along SR-98 are shown symbolically with arrows. These access points may provide for all traffic movements, left turns in but not out, or right turns in and out, depending on traffic, safety, and phasing of the planned roadway system.

The exact nature and locations of these access points will be determined when actual mapping and development proposals are made and a specific analysis can be completed. The precise characteristics of these access points, all way or partial access, may change over time as traffic levels and patterns change. Additionally, provisions for agricultural access and crossings to support ongoing farming operations, will be reviewed and evaluated at the tentative map/plot plan review stage of development.

Depending on parcel frontage, access to local and collector streets should not be limited, except that, if possible, driveways should be at least 50 feet apart on a parcel. On major roads, driveways should be a minimum of 100 feet apart on a parcel, provided that each parcel may be permitted at least two driveways.

Access onto primary roads should be a minimum of 80 feet apart and 100 feet from road intersections, if possible. Parcels with less than 80 feet of frontage on primary roads should pool access points with adjacent parcels. Each parcel fronting a primary road should be permitted at least one access point. Commercial lots need at least two access points. Site-specific plans with parking layouts will be required to resolve any nonconforming driveway proposals.

Driveway maximum allowable total widths and number shall generally conform with Table III-1, except as noted above.

**Table III-1
Suggested Maximum Width and Number of Driveways**

TOTAL FRONTAGE OF PARCEL (FT)	MAXIMUM TOTAL ALLOWABLE WIDTH OF ALL DRIVEWAYS (FT)	MAXIMUM NUMBER OF DRIVEWAYS
0 - 40	24	1
41 - 80	30	1
81 - 90	50	2
91 - 110	60	2
111 - 200	70	3
201 - 300	75	3
301 - 400	105	4
401 - 1000	120	4
Over 1000	150	5

Notes:

Driveway widths shall be measured at bottom of fully depressed area and shall not include any portion of the tapered curb. Total driveway widths shall not exceed 60% of the parcel frontage (measured at the curb line, not including the curb return).

Driveways or tapered curbs are not permitted to encroach into curb return.

No separate driveway shall exceed 30 feet in width unless, as determined by the Traffic Engineer, some unusual condition requires a greater width.

Unless some unusual condition exists, 2 feet (minimum) of full-height curb will be required between driveway and property line extended.

Exhibits III-4 and III-5 show the proposed Specific Plan street cross sections for each of the proposed new street functional classifications illustrated in Exhibit III-3. With the exception of the local and the Industrial Collector each of the cross sections is consistent with the County Street Standards. In some cases larger parkway areas, landscape easements, or building setbacks are proposed. These additional easements outside of the normal County right-of-way are illustrated on each of the appropriate cross sections. For the local and industrial collectors proposed pavement widths are wider than standard to accommodate expected higher volumes of trucks.

2. Specific Plan Area Traffic Generation

Other important considerations for development of the Specific Plan are project phasing and offsite roadways. However, to determine possible development phases and related improvements, an evaluation of the traffic generation and distribution was completed.

To determine the roadway sizes needed to accommodate the various types of trips, the land uses and traffic generation rates were combined and the total number of trips related to buildout of the SPA was estimated. Table III-2 summarizes the acreage of each type of land use and uses the average trip generation rate established for that type of use.

As shown in Table III-2, full buildout of the entire SPA area is estimated to generate slightly less than 215,000 trip ends. Each trip end represents either an origin or destination of a trip. Consequently, it takes two trip ends (i.e., an origin plus a destination) to make up one trip in the SPA area. It should also be noted that the land uses assumed for this analysis represent previously stated overall mix of approximately 20% commercial and 80% industrial.

The traffic analysis prepared as a part the EIR for the project has established that potential traffic growth may impact the SR-7/ SR-98 intersection as the project approaches buildout. Exhibit III-3.1 illustrates one possible interchange improvement concept featuring a grade separated design within existing SR-7 right-of-way to which minimizes impacts to the proposed circulation system and usable land area of the SPA. This intersection, as well as others throughout the project will be monitored throughout the implementation of the SPA to insure that adequate levels of service are maintained.

**Table III-2
SPA Buildout Traffic Generation
(All Trip Types Except Through Traffic)**

USE	ACRES (% total)	TRIP GENERATION RATE	ADT
Industrial/Employment Centers (No Commercial)*	1139.6 (80%)	90 / acre	102,564
Commercial (Strip Commercial Rate)	281.0 (20%)	400 / acre	112,400
Total	1420.6 (100%)		214,964

* This use classification used here for trip generation rates and ADT calculations only. Land use plans does allow support commercial uses with industrial land use zones.

For purposes of conducting project review or updates to this Specific Plan, the latest SANDAG-recommended Traffic Generation Rate Summary will be used. (See Appendix C, Vehicular Traffic Generation Rates for Various Land Uses.)

3. Specific Plan Transportation Management

The Gateway of the America's Specific Plan proposes to implement various Transportation Systems Management (TSM) and Transportation Demand Management (TDM) programs to limit and/or mediate traffic generation in and around the project. A detailed identification of TSM/TDM would include the following:

- ◆ Ridesharing (car and van pooling)
- ◆ Parking and traffic management
- ◆ Work hour programs (Flextime)
- ◆ Pedestrian (walking)
- ◆ Program administration and marketing

Reductions in traffic generation and in particular peak hour traffic have been achieved through the implementation of TSM/TDM programs comprised of many of the above elements. Following is a general description of various TSM/TDM measures.

a. Ridesharing

This action is designed to increase the amount of ridesharing, with two or more persons traveling by any mode of transportation, and reduce the number of trips made by single occupant autos. The Gateway Plan could include incentives which encourage employees to actively cooperate with commuter computer to promote ridesharing. Initially, parking spaces could be designated exclusively for car poolers. The number could be increased or decreased as demand and use dictate.

b. Parking and Traffic Management

This TSM/TDM action establishes a coordinated parking program which discourages automobile use, encourages the use of alternative modes and makes more efficient use of the street system. The Gateway Plan could include preferential parking designated for ridesharers.

c. Work Hour Programs

Wherever appropriate staggered work hours and flextime programs may be implemented. These programs result in the spreading of peak-period arrival and departure trips onto the street system and have the effect of reducing impacts normally concentrated during the peak hour. For example, if the P.M. peak hour of traffic flow is 4:30 to 5:30 P.M., by shifting enough workers' schedules so that their departure from work is either before or after these times, overall peak period times can be minimized. This TSM/TDM measure is therefore particularly effective in reducing peak hour impacts.

d. Pedestrian (walking)

This TSM/TDM action is designed to encourage pedestrian travel between major activity centers by improving and maintaining pedestrian access, facilities and safety. Efforts to provide on site services and facilities within convenient walking distances, however, will help minimize trip making.

e. TSM Program Administration and Marketing

A transportation coordinator maybe established, through regulatory devices such as CC&Rs to encourage the use of non-auto modes of travel and all TSM/TDM measures. The coordinator could provide displays and direction for the alternate modes available, and distribute informational aids to employees. This overall coordinated action may provide the basis of implementation and application of the direct TSM/TDM action.

While this action does not directly contribute to trip generation reduction, it provides necessary support for other actions which do result in reduction in Gateway traffic generation and reduce peak hour impacts. Periodic surveys, evaluations and reports to management and the Planning or Public Works Directors may be used to determine the effectiveness and costs of TSM measures. This information in turn could be used to refine the program.

4. Specific Plan Area Roadway Phasing

All roadways within the SPA shall be developed consistent with the phasing program identified in Section V of this Plan. The location, classification and sizing of each major roadway segment is identified by Exhibit III -3. Any development proposal requesting deviation from these standards, shall accompany their request with an independently prepared traffic analysis which illustrates that the proposed deviation phasing, timing, roadway classification, location, etc., is supported by sound traffic engineering principles and is consistent with the intent of this SPA. This deviation shall be reviewed and approved by the County.

F. GRADING CONCEPT

The Specific Plan Grading concept is shown on Exhibit III-6. The grading concept is intended to maintain the current landform wherever possible. This concept considers the minimum street slope required for adequate drainage and coordinates with the design requirement for onsite storm drain retention facilities. It is anticipated that overall grading will balance within the Specific Plan Area. In order to maximize grading efficiency and to balance Phase I grading on site, it may be necessary to grade more than one phase or portions of a phase at a time.

To assure conformance with the Specific Plan and County regulations, grading plans will be produced as site specific development is proposed. Erosion control mitigation will be provided in accordance with County standards and the current regulations of the National Pollution Discharge Elimination System (NPDES).

G. INFRASTRUCTURE PLAN

1. Water Facilities Plan

The minimum and maximum water use for the project is estimated to be 1.8 million gallons per day (mgd) and 3.6 mgd respectively. For planning purposes, 3.6 mgd was assumed to be the average day water demand for the project. This estimate represents the high side of water usage and should be reevaluated as development proceeds to

determine if some facilities proposed could be reduced in size. Table III-3 provides the water use factors used to estimate project flows.

Table III-3
Water Use Factors

LAND USE	MINIMUM	MAXIMUM
Commercial	1,500 GPD/AC	2,750 GPD/AC
Industrial	1,250 GPD/AC	2,500 GPD/AC

Peaking factors of 2 and 4 were used to estimate maximum day and peak hour demands respectively.

The water distribution system was sized to provide a 4,000 gpm fire flow under maximum day demands with a residual pressure of no less than 20 psi or no more than 10 psi pressure drop anywhere in the system under peak hour demands, whichever is greater.

Water storage, treatment and pumping facilities will all be located on one site at the south eastern corner of the project, adjacent to the Alamo River and the All-American Canal. The source of water for the project will be Imperial Irrigation District's All-American Canal. Storage for the project will be kept in a potable water and raw water reservoir and the All American Canal. The potable water reservoir will hold one average day's storage plus fire flow requirements. The raw water reservoir will hold two days storage and the All American Canal will provide the remainder of the 10-days storage requirement.

Water will flow by gravity to the raw water reservoir and will be pumped to the water treatment plant when needed. The treatment plant is proposed to be a package system, consisting of modular units, where each unit contains a rapid mix tank, flocculation tank, settling basin and a filter. The modular unit concept will allow the treatment plant to be constructed incrementally, as needed.

Once water passes through the treatment plant, it will flow by gravity to the treated water storage tank. A potable water booster pump station will pump water from the treated storage tank to the water distribution system.

The distribution system will have a 20-inch diameter pipe looped within the project which will allow the project to be phased while still maintaining the infrastructure necessary to provide fire flow. Distribution system pipe will be required to be jacked under existing canals and built under or over relocated canals.

Design and operations of the water treatment facilities, storage reservoirs, and distribution systems will conform to guidelines from the following:

California Department of Health Services
County Department of Health Services Environmental Health
Air Pollution Control District
Department of Water Resources Division of Safety of Dams
Insurance Services Office
National Fire Protection Code

Water facilities discussed in this plan are preliminary and may be re-evaluated as development proceeds. Additional water facility options may be proposed and approved as part of the tentative mapping process. For example, smaller pipes may be used if originally anticipated water demands are less than anticipated.

2. Sewer Facilities Plan

The estimated minimum and maximum average day sewage flows for the project are estimated to be 1.1 and 2.6 million gallons per day (mgd) respectively. Minimum and maximum sewage generation factors used to size the sewage conveyance facilities were 800 gpd/ac and 1,800 gpd/ac. The 1,800 gpd/ac factor was used to determine pipe size and the 800 gpd/ac factor was used to determine if sewers had sufficient slopes to prevent deposition of solids during low flows. A peaking factor of 2.5 was used to determine peak flows.

The gravity sewer collection system utilizes pipes with a minimum 12-inch diameter. A 12-inch sewer was chosen to accommodate businesses which potentially generate large quantities of wastewater. 12-inch minimum diameter pipes were also selected since they may be laid at a flatter slope than smaller pipes while still allowing the wastewater to travel at a velocity which will prevent the deposition of solids.

The project can be separated into three sewage drainage basins ultimately requiring a total of three lift stations. Flows from the western and northeastern basin will be pumped into the southeastern basin. Flows in the southeastern basin will gravity flow into a pump station at the treatment plant site. A canal splits the western basin from the northeastern and southeastern basin. The force main which conveys flow from the western basin to the southeastern basin will have to be jacked under the canal. Two temporary sewage lift stations will be required to pump sewage flows during the initial phases of the development. The temporary lift stations will be abandoned and demolished after the permanent lift stations have been constructed and put into service.

The proposed treatment plant will utilize the Advanced Integrated Pond System (AIPS), which consists of an integrated, multi-stage, anaerobic-aerobic biological reactor system. AIPS is a treatment process which features waste minimization, wherein

sludge production is minimized, energy demands are minimized, and personnel requirements are minimized. AIPS provides inherent buffer capacity to accept highly variable hydraulic and organic shock loadings. An AIPS WWTP has been in operation in Napa County, California, for over 30 years without the need to remove sludge. Daily sludge handling has not been required during this 30-year period. This pond-based system is considered well adapted to process high strength and variable industrial and agricultural waste as well as municipal wastes which would be considered typical of the Imperial County area. Treated wastewater is proposed to be disposed of in the Alamo River which forms the eastern project boundary and is adjacent to the treatment plant site.

Interim septic tank and leach field systems may be installed to service some areas of the project early on. If installed the sewer treatment plant site will be used as one location. A second site may be located within the westerly drainage basin (Exhibit No.. III-8). Once 25,000 GPD of sewage is being generated, a package activated sludge treatment plant may be constructed to treat sewage and the interim septic systems will be abandoned. Once 100,000 GPD of sewage is being generated then the ultimate treatment facilities will be constructed. The possible interim septic tank and leach field system(s) would be designed and installed in accordance with the Imperial County Health Department and the Department of Water Resources requirements. Waste materials from a septic tank system would be disposed of directly to an acceptable/available offsite processing site.

Based on a preliminary infiltration rates of $\frac{1}{4}$ gallon to 2.5 gallons per square foot per day, and a capacity of 25,000 GPD, the size of the leach field/infiltration ponds may range from 10,000 to 100,000 square feet. The size of the leach field/infiltration ponds may be reduced in size as warranted with additional soils testing.

Sewer facilities discussed in this plan are preliminary and may be re-evaluated as development proceeds. Additional sewer facility options may be proposed and approved as part of the tentative mapping process. For example, temporary lift sewage stations may be located closer to developed areas if needed and force mains may be routed to alternate sewers.

3. Proposed Drainage Facilities

a. Agency Policy

Because of limited information on the capacity of existing drainage facilities, the current policy of the Imperial Irrigation District (IID) permits the discharge of one 12-inch-diameter pipe per 160 acres of drainage area without detailed capacity studies. Imperial County requires that proposed streets be passable and have dry traffic lanes during storms, and that the first floor level of all buildings and entrance roads be located at a level above the storm water surface of a 100-year flood event.

b. Drainage Concept

An underground storm drainage system which would accommodate 100% of all peak design flows without detention would be difficult to implement due to the relatively flat natural land gradients and shallow depths of discharge points and the large sizes of improvements necessitated by these factors.

The drainage concept for the SPA involves the construction of an underground storm drain system within the street rights-of-way. The County design criteria requires the system accommodate the 100-yr. 24-hour rainfall. To reduce the size of the required storm drainpipes, individual lots will be required to detain the 100-yr. 24-hour rainfall onsite. This onsite detention of rainfall will be accomplished in landscape areas, by constructing these areas at a minimum 12" to 24" lower than adjacent grade. The outlet from the landscape areas will allow the free drainage of low flows, but will meter the runoff from major storm events. Parking areas will be designed to pond to a maximum depth of 6" during storm events.

The partial detention on individual parcels may not completely compensate for the increased runoff due to development within the SPA. To accommodate the increased flows, regional detention may be required. The portion of the SPA draining to the east will utilize the Alamo River for any detention required. The river typically contains a minimal amount of water under normal conditions. A levee will be constructed across the river. Low flow pipes will allow current drainage patterns to continue, but may hold back outflows from major storm events. The westerly-draining portion of the SPA will use detention available by widening the South Central Drain within existing rights-of-way. Additional drainage pipes under the Ash Canal will transmit SPA runoff to the detention basin within the South Central Drain.

c. Drainage Facilities

Storm drainpipe sizes, located within street or other rights-of-way, will be sized to accommodate peak design flows for runoff within street right-of-way and outlets to drain onsite detention facilities within 72 hours. Sizes will likely vary from approximately 18" to 60".

On site detention facilities will be sized to accommodate anticipated design volumes. The landscape guideline portion of this SPA (see Section IV) will encourage that the basins be located toward the front portion of each property, in particular along the street frontage of each development parcel and be integrated into the landscape theme of each lot. Irregular widths and depths are encouraged with variable side slopes of a maximum 2:1 gradient. Detention basins are anticipated to be at minimum approximately 1 to 2 feet deep, depending upon basin size/capacity and the elevations of available outlets. With proper planning and safety procedures, detention basins

could potentially be used for overflow parking or recreational uses since they would be dry most of the time. Outlet pipes will be designed to drain detention facilities within 72 hours.

The Alamo River falls under the jurisdiction of the U.S. Army Corps of Engineers. The Corps will require permits under Sections 404 and 401 of the Clean Water Act for the dredging or discharge of fill into the Alamo River. A 1603 Agreement will be negotiated with the California Department of Fish & Game. IID has an existing permit from the Corps allowing maintenance of the Alamo River upon 48-hr. notice.

d. Construction Phasing/Maintenance

The major drainage improvements within rights-of-way will be constructed with the backbone road facilities to provide for the orderly development of drainage facilities. Detention Basins, if required, will be constructed outside of the road rights-of-way in easements. Maintenance will be by County Service Area or other as may be acceptable to and approved by the County of Imperial.

4. South Alamo Canal

As part of Phase I improvements, the South Alamo Canal will be undergrounded in the vicinity of the “4-points” intersection of Maggio Road and Menvielle Road. The costs associated with said undergrounding will be allocated based upon an accepted agreement between the four affected landowners, the County and the IID. The overall length of the “shared” portion of this undergrounding effort has been limited to the sum of the south/north (Menvielle Road) and east/west (Maggio Road) legs where the east/west length is equal to that necessary to accomplish the south/north portion. During the development of this plan, numerous undergrounding options were studied and reviewed. Ultimately, the “west/south” alignment study was chosen as the preferred option by the County with the “east/north” alignment being selected as a secondary option (See Exhibit III-9). The final undergrounding location will be determined by County and the IID. Affected property owners will receive compensation based upon an independent land appraisal accepted by the County. The Imperial Irrigation District (“IID”) currently has a program where by matching fund’s equal to fifty-percent of the cost for undergrounding is contributed to a qualified project. The Gateway project has been identified and targeted by the IID for funding out of its 1998-1999 budget.

Consistent with existing General Plan Policy encouraging the undergrounding of canals in urban areas where public safety is at issue, the Specific Plan may utilize additional measures such as the fencing or covering of canals. Said measures shall be consistent with identified potential public safety impacts that arise out of this primarily industrial development.

With regard to maintenance this Plan recommends that the CSA or other managing entity, fund repair/replacement of landscaping and/or paving damaged or disturbed by IID as part of any future underground canal repair activity.

H. PUBLIC SERVICES

1. Police and Fire Protection

As a part of the tentative mapping process for the initial phases of project, the County will request the dedication of an approximately 1-1.25 acre site, for public safety service facilities. Based upon demands, it is anticipated that the County will develop, at some future date, a combined Police and Fire Department facility to serve the Specific Plan Area.

2. Solid Waste

Waste management services will be provided by a County-approved waste management entity. Gateway of the Americas will cooperate with the waste management entity in order to comply with Federal, State, and local regulations.

The County landfill at Calexico would act as the primary solid waste disposal site for the SPA, with BLM's Holtville site providing a potential secondary facility for the project site. The Calexico landfill is anticipated to be available for use until approximately 2005, while Holtville is estimated to maintain its capacity until 2005 - 2010.

3. Electrical

Imperial Irrigation District will provide extension of the electrical network from existing facilities which traverse the project as each phase of the project occurs. The IID has indicated two new electrical substations may be needed to service the project at buildout. The first substation will likely be constructed along the All American Canal at the southeast corner of the SPA to service the initial phases of the project. The second substation, if required, would be sited at the northwest corner of the project in the vicinity of SR98 and Mary Morino Road (see Exhibit III-1). The extensions of the electrical facilities needed to provide service to the project will be constructed within the public street right-of-way whenever possible. Easements will be provided for any electrical infrastructure located outside the street right-of-way.

4. Natural Gas

The Southern California Gas Company is obligated to provide service to the Specific Plan Area. Currently the closest existing facility to the SPA is a high-pressure system of 6" lines in the vicinity of the intersection of SR-111 AND SR-98 in the City of Calexico. A new pipeline project, which would extend service in Carr Road to within approximately 2500 feet of the southwest corner of the SPA, is anticipated to begin construction in the Spring/Summer of 1997. This system, when extended, is adequate to serve the SPA. All infrastructure natural gas facilities will be constructed underground and within the street right-of-way or easements.

5. Telecommunications

Telephone and telecommunications services for the project will be provided by Pacific Bell. Onsite facilities currently exist along Carr and Rood Roads. The current on-site and adjacent facilities will be augmented by Pacific Bell. All on-site telephone facilities will be constructed underground and within the street right-of-way.

I. LANDSCAPE

The high-quality setting and environment envisioned for Gateway of the Americas will be ensured in part through landscaping. The proposed landscape program will give structure, orientation, and identity to the overall project by providing integrated plantings along roadways and at key focal points, as well as requiring that individual parcels be landscaped.

The proposed program recommends a palette of low-water-use plant materials compatible with the extreme climate of Imperial Valley. Irrigation systems will be required to implement water savings features such as drip emitters.

Each of the proposed landscaped areas are characterized as follows:

1. Streetscape

Landscape areas along roadways are intended to reinforce the overall goal of providing orientation based on plant material types and density of plantings. Roadway landscape areas include project front yard areas.

Installation and maintenance of roadway landscaping will be the responsibility of a County Service Area, Landscape Maintenance District or other entity as may be acceptable to and approved by the County of Imperial.

2. Entries and Community Planting

Special plantings will be provided at the intersections of SR-7 and SR-98. Plantings also will be provided in the median of roadways, where applicable, and at special intersections.

The design of said landscape improvements shall first be reviewed and approved by the County for potential roadway maintenance and traffic safety concerns. Installation and maintenance of these plantings will be the responsibility of a County Service Area, Landscape Maintenance District or other entity as may be acceptable to and approved by the County of Imperial.

3. Individual Projects

Individual projects are required to provide a minimum landscape coverage of 10%.

Project landscaping will be installed within building and parking setbacks, parking areas, side- and rear-yard setbacks, and in planting areas. Plant material recommended to be used in these areas should come from a palette of trees, shrubs, vines, and groundcovers that have been proven over time to perform in the climatic extremes of the Imperial Valley.

Water-conserving irrigation systems are recommended to be used in all cases.

Installation and maintenance of individual project landscaping is the responsibility of the individual property owner unless otherwise provided for by this plan.

(Please see [Section 3 Exhibits 1-10.pdf](#))

IV. LAND USE REGULATIONS AND DESIGN GUIDELINES

A. PURPOSE AND INTENT

This section outlines the land use regulations and design guidelines for properties to be developed within the Gateway of the Americas. These standards were formulated to ensure compliance with the spirit and intent of the Imperial County Zoning Code, and General Plan land use policy.

The provisions contained herein provide a development framework for the creation of a well designed and highly marketable industrial and commercial complex. They also provide for a logical and timely sequence of governmental review and approval. These standards will be utilized to determine compliance during the tentative map, conditional use permit, and/or the building permit application review process. In order to obtain County approval, plan submittals must meet the following standards.

B. GENERAL PROVISIONS

1. The Gateway of the Americas Specific Plan establishes the policies, standards, and regulations that will guide the orderly development of site-specific parcels within the Specific Plan Area. Regulations not specifically covered by the Plan will be governed by existing County regulations.
2. Imperial County zoning regulations in effect at the time of individual project submittal will be applicable, except where addressed and/or modified by the Gateway of the Americas Specific Plan.
3. All tentative maps, conditional use permits, building permit, and/or other applicable submittals will be reviewed for consistency with the land use regulations, development standards, and design guidelines of the Gateway of the Americas Specific Plan.
4. If any regulation, condition, program, or portion of this Specific Plan is held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and the invalidity of such portion shall not affect the validity of the remaining provisions.

5. If a situation arises which is not sufficiently addressed in this Specific Plan, or is not clearly understandable, the County Planning Commission will render a determination consistent with the intent of the Specific Plan and/or the Imperial County zoning ordinance. The decision of the Planning Commission may be appealed to the Board of Supervisors in accordance with the County's current appeal procedures.
6. All construction and development within the boundaries of the Gateway of the Americas shall comply with the applicable provisions of the Uniform Building Code, and the various related mechanical, electrical, plumbing, and State of California Subdivision Map Act and Guidelines, as adopted by the County.
7. All plans submitted to the County shall be prepared by California state licensed architects, engineers, landscape architects, or other registered design professionals as may be required by State and/or County statute.

C. ZONING AREAS ESTABLISHED

1. SPA (Specific Planning Area)

To be inserted upon completion of Draft Zoning language by County.

a. Gateway of the Americas Specific Planning Area

The Gateway of the Americas SPA provides a method for the orderly implementation of the General Plan, in particular, the East Border Crossing Specific Plan Area (EBCSPA) as approved by the County Board of Supervisors on November 9, 1993.

The Gateway of the Americas Specific Plan establishes land use designations, permitted uses, development regulations and design guidelines for all development within its boundaries.

2. GSP (Government/Special Public)

To be inserted upon completion of Draft Zoning language by County.

3. APOZ (Alquist-Priolo Overlay Zone)

a. Purpose and Applicability

The Alquist-Priolo Overlay Zone is intended to identify those areas within the SPA that have been identified by the State of California as having the potential of being subjected to intense seismic activity due to their proximity to the Imperial Fault.

b. Permitted Uses/Conditionally Permitted Uses

The uses permitted or conditionally permitted within the APOZ Zone shall be the same as those permitted by the underlying base zone.

c. Development Standards

The development standards of the APOZ Zone shall be the same as those of the applicable underlying base zone.

d. Special Regulations

All development designed for human-occupancy and proposed to be located within the limits of the APOZ Zone shall require a geotechnical investigation per the terms of the Alquist-Priolo Act. The findings and recommendations of said report shall be incorporated into the construction/development of said improvements.

D. LAND USE DESIGNATIONS

1. GC (Gateway Commercial)

a. Purpose and Applicability

The "Gateway" Commercial land use designation is intended to establish development areas for business providing retail and service uses supportive of the local market and the International Port of Entry.

Uses permitted as a part of this land use designation include the range of automobile service related industries such as car washes, fueling stations, sales and auto repair centers, the range of commercial/retail including regional, community or neighborhood shopping centers, commercial shops, supermarkets, discount club stores, furniture,

lumber, hardware, and garden centers, education centers, financial institutions, hospitals, libraries, office facilities, restaurants, parking facilities and transportation centers.

b. Permitted Uses

The following uses are permitted in the GC land use designation provided that they meet all other requirements of this Specific Plan:

AGRICULTURE

All existing agricultural uses except for livestock production, fishing, hunting, and trapping.

RESIDENTIAL

Residential uses existing as of the adoption of this Specific Plan.

RETAIL TRADE

Agricultural/Nursery Supplies and Services:

Activities typically include, but are not limited to, the retail sale from premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods. Uses typically include, but are not limited to: feed and grain stores, well drilling, tree service firms and nurseries.

Automotive, Marine Craft, and Aircraft Parts and Accessories:

Activities typically include, but are not limited to, the sale of new automotive, marine craft, and aircraft parts and accessories. Excludes salvage/junk yards.

Automotive Sales:

Activities typically include but are not limited to the display, retail sale, or lease of new and used automobiles, minor automotive repair, automotive bodywork, and installation of accessories.

Automotive and Light Truck Repair:

Activities typically include, but are not limited to, automotive and light truck repair, the retail sale of goods and services for automotive vehicles and light trucks and the cleaning and washing of these vehicles. Uses typically include, but are not limited to: brake, muffler and tire shops and automotive drive-through car washes. Disabled vehicles must be screened from public view.

Building Supplies:

Activities typically include, but are not limited to, sales of paint, glass, hardware, fixtures, electrical supplies, garden supplies (outside sales and display permitted when located in a screened area as an accessory use to a store), hardware, lumber, swimming pools, and spas.

Business Supplies and Equipment:

Activities typically include, but are not limited to, retail sales from the premises of office machines, equipment, and supplies primarily to firms utilizing the goods, rather than to individuals. Excludes the sale of motor vehicles or products used in the construction of buildings or other structures.

Convenience Stores:

Activities typically include the retail sale of a variety of frequently needed personal items, which may include the sale of fuel and related products.

Durable Goods:

Activities typically include, but are not limited to, retail sales of durable goods generally characterized by long-term utility or consumption, such as furniture, household appliances, floor and window coverings, musical instruments, garden supplies (outside sales and display permitted when located in a screened area as an accessory use to a warehouse store), pets and pet supplies (no kenneling), clothing and foot apparel, yardage goods, jewelry and watches, hobby supplies, toys, photographic supplies, electronics, music and musical instruments, videotapes, secondhand, surplus or thrift merchandise, objects of art, saddlery, sporting goods, outdoor recreation and athletic equipment (including ammunition and firearms as an ancillary use to a department or sporting goods store only) and bicycles, motorcycles and mopeds. Excludes sexually oriented businesses, and sale of motor vehicles, manufactured homes, and recreational vehicles.

Personal Goods:

Activities typically include, but are not limited to, retail sales of new personal goods characterized by short-term utility or consumption; uses typically include, but are not limited to, drugstores, sundries, florists, gifts, souvenirs, greeting cards, and newspapers and magazines.

Food and Beverage Sales:

Activities typically include, but are not limited to, retail sale from the premises of food and beverage for off-premises consumption, such as food markets, retail bakeries, delicatessens and liquor stores.

EATING AND DRINKING ESTABLISHMENTS

Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for onsite or offsite consumption, such as bona fide restaurants (including incidental dancing), coffee shops, delicatessens, and ice cream parlors, including drive-through fast-food type services. Excludes bars, taverns and nightclubs.

SERVICES AND RELATED SUPPORT FACILITIES

Administrative and Professional Offices:

Activities typically include, but are not limited to, executive management, administrative, or clerical services for private and public firms; additional activities may include the provision of advice, design information, or consultation of a professional nature. Uses typically include, but are not limited to, corporate office headquarters; branch offices; data storage centers; telephone answering services; architect's, lawyer's, financial planners, accountants, and insurance sales offices; security and commodity brokers; insurance agents and carriers; contractor's offices (office only, no construction equipment or buildings material storage); real estate offices; mail-order houses (office only, no shipping and/or merchandise storage).

Automotive Rental Agencies:

Activities typically include, but are not limited to, rental from the premises of motor vehicles, including incidental maintenance service.

Truck Service Centers:

Activities typically include, but are not limited to, the sale from the premises of goods and the provision of services normally required for the operation of truck and heavy vehicles including the sale of petroleum products. Permitted accessory uses include sale of replacement items, the performance of repairs, truck washes, towing services, temporary truck and trailer storage. Additional uses may include eating and drinking establishments, mini-marts, fast food restaurants, retail trade, services and related support facilities.

Automotive Service Stations:

Activities typically include, but are not limited to, the sale from the premises of goods and the provision of services normally required for the daily operation of motor vehicles, including the principal sale of petroleum products. Permitted accessory uses include incidental sale of replacement items, the performance of minor repairs, car washes, and towing services (excluding motor vehicle storage) and fast food or mini-mart retail sales.

Conference/Convention/Meeting Facilities:

Activities typically include, but are not limited to, meeting rooms and halls for conferences and conventions, along with ancillary catering services.

Financial Institutions:

Activities typically include, but are not limited to, banks, savings and loans, and credit unions.

Hotels and Motels:

Activities typically include, but are not limited to, services to transient guests on a less than monthly basis, such as hotels and motels. Excludes private boarding houses.

Medical and Health Care Services:

Activities typically include, but are not limited to, therapeutic, preventive, or correctional personal treatment by physicians, dentists, and other medical practitioners, as well as the provision of medical testing and analysis services. Health care uses typically include those performed by medical clinics, family planning clinics, in-patient health care facilities, etc.

Personal services:

Activities typically include, but are not limited to, provision of services which primarily care for the needs of individual households rather than businesses, such as barber/beauty shops, dry cleaning, dressmaking/tailors, photography studios, picture framing, locksmiths, shoe repair, diet salons, fitness centers, ticket agencies, day care facilities, travel bureaus and agencies, postal and mailing services, video rentals, and animal grooming services. Excludes escort services, hypnotists, tattoo parlors, fortune-telling businesses, massage parlors, and sexually oriented business.

Repair and Rental Services:

Activities typically include, but are not limited to repair services, and/or rental of household appliances, electronics, watches and clocks, jewelry, shoes and apparel, or other durable goods, including minor furniture repair and upholstery as an accessory use only, when in conjunction with furniture sales. Excludes motor vehicle repair or upholstery.

Business Support Services:

Activities typically include, but are not limited to, services or firms rather than individuals of a clerical, employment, or minor processing nature, including photocopy, blueprint, and message services.

Health Clubs and Spas:

Recreational sport and health-related activities performed either indoors or outdoors (when screened from view of public rights-of-way and adjacent properties), such as health facilities, spas, gyms, and tennis clubs.

Recreational Schools and Studios:

Activities typically include, but are not limited to, providing instruction of skills by private institutions or firms. Excludes accredited schools through Grade 12.

Trade and Vocational Schools:

Activities typically include, but are not limited to, organized instruction of skills by private institutions or firms. Excludes accredited schools through Grade 12.

6. **MANUFACTURING AND ASSEMBLY**

a. Light Manufacturing

Activities typically include, but are not limited to, labor intensive manufacturing, assembly, and fabrication or repair processes that do not involve large container truck traffic or the transport of large-scale bulky products. The new product may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer. Such uses may include, but are not limited to: electronic microchip assembly; printing, publishing and allied industries; candy and other confectionery products; bottle, canned soft drinks, carbonated water; apparel and other finished products; paper board containers and boxes; drugs; small fabricated metal products such as hand tools, general hardware, architectural and ornamental metal work; toys, amusement, sports, and athletic goods. The activities do not produce odors, noise, vibration, (hazardous waste material) or particulates that would adversely affect other uses in the structure or on the same site. Where 24-hour on-site surveillance is necessary, a caretaker's residence may be permitted when approved by a Conditional Use Permit

7. WHOLESALE STORAGE AND DISTRIBUTION

a. Light \Medium Wholesale Storage and Distribution

Activities typically include, but are not limited to, wholesaling, storage, and warehousing services, moving and storage services, custom house brokers and storage and wholesale to retailers from the premises of finished goods components, parts and/or food products and distribution facilities for large scale retail firms. Activities under this classification shall be conducted in enclosed buildings. Retail sales from the premises may occur when approved as a Conditional Use. Where 24-hour on-site surveillance is necessary, a caretaker's residence may be permitted when approved by a Conditional use Permit.

8. TRANSPORTATION FACILITIES

Activities typically include, but are not limited to, transportation-related uses such as bus, railroad, park and ride facilities, taxi stations, and other mass-transit related facilities.

9. SERVICE AND NON-PROFIT ORGANIZATIONS OR SERVICE CLUBS AND LODGES

Charitable Fundraising Organizations:

Excludes bingo or other gaming activities

10. PUBLIC, SEMIPUBLIC, AND INSTITUTIONAL USES

Activities typically include, but are not limited to, the following public or semipublic uses:

Commercial Day Care, including Preschools and Nursery Schools

Hospitals

Public Facilities including Libraries, Museums, Parks, and Post Offices

Law Enforcement/Life Safety

11. SIMILAR USES PERMITTED BY PLANNING COMMISSION DETERMINATION

The Planning Commission may determine that an unlisted use is similar to and not more objectionable to the general welfare than those uses listed in this section.

c. Uses Permitted With a Conditional Use Permit Only

The following uses are permitted in the GC land use designation subject to first securing a conditional use permit in accordance with the procedures and standards established within the Imperial County Land Use Ordinance:

1. WHOLESALE, STORAGE, AND DISTRIBUTION

Public Storage

Activities include mini-warehouse or recreation vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations. Activities to store household items other than storage operations are not allowed on the premises. Where 24 hours on-site surveillance is necessary a caretaker's residence may be permitted when approved as a part of the Conditional Use Permit.

2. RETAIL TRADE

a. Animal Care:

Activities typically include, but are not limited to, the provision of animal care treatment, and boarding services of large and small animals. Uses typically include, but are not limited to: animal clinics, large and small animal hospitals, and kennels.

b. Automotive and Major Truck Repair:

Activities typically include, but are not limited to, heavy automobile and heavy truck repair such as transmission and engine repair, the painting of vehicles, body work, and the installation of major accessories. Disabled vehicles must be screened from public view.

3. EATING AND DRINKING ESTABLISHMENTS

Bars, Taverns and Nightclubs:

Includes live entertainment, and adult entertainment.

4. SERVICES AND RELATED SUPPORT FACILITIES

Building Maintenance Services:

Activities typically include, but are not limited to, maintenance and custodial services, window and carpet cleaning services, exterminating services, and janitorial services.

Communication Services:

Activities typically include, but are not limited to, broadcasting and other information relay services accomplished primarily through the use of electronics and telephonic mechanisms such as telecommuting centers, recording studios, television and radio stations, and telegraph offices. Excludes radio or television towers.

Entertainment:

Activities typically include, but are not limited to, sports performed either indoors or outdoors, educational and entertainment services to assembled groups of spectators or participants including water parks, swimming centers, skating and ice rinks, bowling alleys, family entertainment centers, bingo, dance halls, massage parlors, escort services, campgrounds, rodeos, golf courses, driving ranges, fortune teller's parlors, zoos, sexually oriented business, theaters (excluding drive-in), and amusement arcades (only as an accessory use to a family entertainment center).

5.

TRANSPORTATION FACILITIES

Heliports/helistops

RECYCLING FACILITIES

Small Collection Facilities as an accessory to the primary permitted use.

PUBLIC, SEMIPUBLIC, AND INSTITUTIONAL USES

Activities typically include, but are not limited to, the following public or semipublic uses:

Amphitheaters

Churches, Temples, and Other Places of Worship

Colleges and Universities

Mortuaries, excluding Crematoriums

TEMPORARY USES

Temporary uses and special events are permitted in the "Gateway" - such as swap meets, rock concerts, etc.

SIMILAR USES PERMITTED BY PLANNING COMMISSION DETERMINATION

The Planning Commission may determine that an unlisted use is similar to and not more objectionable to the general welfare than those uses listed in this section.

d. Minimum Lot Dimensions*

Area:	10,000 SF
Street Frontage:	50 feet
Width:	50 feet
Depth:	50 feet

* *Legally established lots existing prior to the adoption of this plan need not comply with the minimum lot dimension standard and may be developed as otherwise permitted by this SPA.*

e. Minimum Yards

Front:	10 feet
Interior Side:	5 feet
Street Side:	10 feet
Rear:	5 feet

f. Maximum Building Coverage

Maximum Building Coverage	50%
Maximum Coverage Including Parking	90%

g. Building Height

Building height is restricted to four stories or 60-feet, except for non-habitable tower elements such as chimneys, mechanical equipment housings, elevator shafts, etc.

h. Off-Street Loading Facilities

- (a) Buildings shall be designed with the loading areas primarily located to the side and rear of the building.
- (b) Loading areas shall be designed to provide for backing and maneuvering onsite and not from a public street.
- (c) Loading docks shall not encroach into building setbacks.

- (d) All loading areas fronting a public street shall be screened from view by any one or combination of the following:

- screen walls (similar in design and materials to main building)

- building/walls extensions

- ornamental landscaping adequate to serve intended purpose.

i. Trash Enclosures

All open outside storage of trash is prohibited in the "Gateway". Trash containers must be shielded from view. If the area is outside, it must be screened by a masonry wall not less than 6 feet in height, and have opaque gates.

j. Outdoor Storage

- (a) No outdoor storage shall be permitted, unless adequately screened by an opaque material.
- (b) All storage areas viewed from a public street shall be screened by a wall similar in design and in material to the adjacent building and/or ornamental landscaping adequate to serve the intended purpose.
- (c) Location of outdoor storage areas shall be shown on the development site plan.

k. Parking

Offstreet parking shall be provided in the GC land use designation in accordance with the standards contained in this section.

l. Landscaping

All areas not devoted to buildings, driveways, and similar areas shall be landscaped and irrigated in accordance with the standards contained in this Section.

m. Signs

Signage proposed within the GC land use designation shall be provided in accordance with the standards established within the Imperial County Land Use Ordinance.

n. Yard, Property and Building Maintenance

The maintenance of building and areas with the GC land use designation shall be provided in accordance with the standards contained in the Section.

o. Architectural Design Guidelines

All buildings and structures proposed to be erected within the GC land use designation shall be designed and constructed in accordance with the standards and guidelines contained in this section.

2. GCC (Gateway Central Commercial) Overlay

a. Purpose and Applicability

The Gateway Central Commercial Overlay land use designation is intended to establish development areas within the GC Zone that will be limited to commercial/retail uses only.

With the exception of permitted land uses, all other development standards and regulations of the GC land use designation shall apply to property located within the GCC Overlay.

b. Permitted Uses

The following uses are permitted in the GCC land use category provided that they meet all other requirements of the Specific Plan:

1. **All uses permitted with the GC (Gateway Commercial) land use designation, except the following:**

a **MANUFACTURING AND ASSEMBLY**

1. **Light Manufacturing**

Activities typically include, but are not limited to, labor intensive manufacturing, assembly, fabrication or repair processes which do not involve large container truck traffic or the transport of large scale bulky products. The new product may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer. Such uses may include, but are not limited to: electronic microchip assembly; printing, publishing and allied industries; candy and other confectionery products; bottle, canned soft drinks, carbonated water; apparel and other finished products; paper board containers and boxes; drugs; small fabricated metal products such as hand tools, general hardware, architectural and ornamental metal work; toys, amusement, sports, and athletic goods. The activities do not produce odors, noise, vibration, (hazardous waste material) or particulates that would adversely affect other uses in the structure or on the same site. Where 24-hour on-site surveillance is necessary, a caretaker's residence may be permitted when approved by a Conditional Use Permit

b. **WHOLESALE STORAGE AND DISTRIBUTION**

1. **Light \Medium Wholesale Storage and Distribution**

Activities typically include, but are not limited to, wholesaling, storage, and warehousing services, moving and storage services, custom house brokers and storage and wholesale to retailers from the premises of finished goods components, parts and/or food products and distribution facilities for large scale retail firms. Activities under this classification shall be conducted in enclosed buildings. Retail sales from the premises may occur when approved as a Conditional Use. Where 24-hour on-site surveillance is necessary, a caretaker's residence may be permitted when approved by a Conditional use Permit.

3. GI (Gateway Industrial)

a. Purpose and Applicability

The "Gateway" Industrial land use designation is intended to provide development areas for modern, industrial- and office-type uses which are compatible with each other and support the operation of the International Port of Entry.

This designation is intended to accommodate industrial type uses such as industrial/business parks with commercial areas, industrial parks without commercial areas, industrial plants, manufacturing and assembly plants, warehousing, distribution, truck and rail container storage, and research and development facilities.

b. Permitted Uses

The following uses are permitted in the GI Zone provided that they meet all other requirements of this Specific Plan:

1. AGRICULTURE

All existing agricultural uses except for livestock production, fishing, hunting, and trapping.

2. RESIDENTIAL

Residential uses existing as of the adoption of this Specific Plan.

3. RETAIL TRADE

a. Agricultural/Nursery Supplies and Services:

Activities typically include, but are not limited to, the retail sale from premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods. Uses typically include, but are not limited to feed and grain stores, well drilling, tree service firms and nurseries.

b. Automotive and Light Truck Repair:

Activities typically include, but are not limited to, automotive and light truck repair, the retail sale of goods and services for automotive vehicles and light trucks and the cleaning and washing of these vehicles. Uses typically include, but are not limited to brake, muffler and tire shops and automotive drive-through car washes. Disabled vehicles must be screened from public view.

4. **SERVICES AND RELATED SUPPORT FACILITIES**

a. **Administrative and Professional Offices:**

Activities typically include, but are not limited to, executive management, administrative, or clerical services for private and public firms; additional activities may include the provision of advice, design information, or consultation of a professional nature. Uses typically include, but are not limited to, corporate office headquarters; branch offices; data storage centers; telephone answering services; architect's, lawyer's, financial planners, accountants, and insurance sales offices; security and commodity brokers; insurance agents and carriers; contractor's offices (office only, no construction equipment or buildings material storage); real estate offices; mail-order houses (office only, no shipping and/or merchandise storage).

b. **Conference/Convention/Meeting Facilities:**

Activities typically include, but are not limited to, meeting rooms and halls for conferences and conventions, along with ancillary catering services.

c. **Repair and Rental Services:**

Activities typically include, but are not limited to repair services, and/or rental of household appliances, electronics, watches and clocks, jewelry, shoes and apparel, or other durable goods, including minor furniture repair and upholstery as an accessory use only, when in conjunction with furniture sales. Excludes motor vehicle repair or upholstery.

d. **Business Support Services:**

Activities typically include, but are not limited to, services or firms rather than individuals of a clerical, employment, or minor processing nature, including photocopy, blueprint, and message services.

e. **Health Clubs and Spas:**

Recreational sport and health-related activities performed either indoors or outdoors (when screened from view of public rights-of-way and adjacent properties), such as health facilities, spas, gyms, and tennis clubs.

f. **Trade and Vocational Schools:**

Activities typically include, but are not limited to, organized instruction of skills by private institutions or firms. Excludes accredited schools through Grade 12.

MANUFACTURING AND ASSEMBLY

a. Light Manufacturing:

Activities typically include, but are not limited to, labor intensive manufacturing, assembly, fabrication or repair processes which do not involve large container truck traffic or the transport of large scale bulky products, but may include limited rail traffic. The new product may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer. Such uses may include, but are not limited to: electronic microchip assembly; printing, publishing and allied industries; candy and other confectionery products; bottle, canned soft drinks, carbonated water; apparel and other finished products; paper board containers and boxes; drugs; small fabricated metal products such as hand tools, general hardware, architectural and ornamental metal work; toys, amusement, sports, and athletic goods. The activities do not produce odors, noise, vibration, (hazardous waste material) or particulates which would adversely affect other uses in the structure or on the same site. Where 24-hour on-site surveillance is necessary, a caretaker's residence may be permitted when approved by a Conditional Use Permit.

b. Medium Manufacturing:

Activities typically include, but are not limited to, manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. Such uses may include, but are not limited to: frozen foods; canned food; fresh agricultural products; textile products; furniture and fixtures; converted paper and paper board products; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipments and supplies; office, computing and accounting machines. Activities may produce noise, odors, vibrations, illumination or particulates that affect the persons residing in or conducting business in the vicinity. Where 24-hour on-site surveillance is necessary, a caretaker's residence may be permitted when approved by a Conditional use Permit.

6. **WHOLESALE, STORAGE, AND DISTRIBUTION**

a. Light/Medium Wholesale, Storage and Distribution

Activities typically include, but are not limited to, wholesaling, storage, and warehousing services, moving and storage services, customs house brokers and storage and wholesale to retailers from the premises of finished goods, components, parts and/or food products and distribution facilities for large scale retail firms. Activities under this classification shall be conducted in enclosed buildings. Retail sales from the premises may occur when approved as a Conditional Use. Where 24-hour on-site surveillance is necessary, a caretaker's residence may be permitted when approved by a Conditional use Permit.

7. **RETAIL TRADE**

a. Building Contractor's Offices and Yards:

Activities typically include, but are not limited to, offices and storage of equipment, materials, and vehicles for contractors who are in the trades involving construction activities which include, but are not limited to, plumbing, painting, electrical, roofing, carpentry, and other services. Screening of outdoor storage is required.

b. Building Contractor's Storage Yards:

Activities include, but are not limited to, the maintenance and outdoor storage of large construction equipment such as earthmoving equipment, cranes, and outdoor storage of building materials in an unscreened manner.

8. **SERVICES AND RELATED SUPPORT FACILITIES**

a. Laundry Services, Institutional or Commercial:

Activities typically include, but are not limited to, institutional or commercial linen supply and laundry services, cleaning plants, carpet and drapery cleaning, and diaper service laundries.

b. RV Parks/Campgrounds:

Activities typically include services to transient guest for time periods not to exceed 90 days duration. Excludes tent camping.

9. **PUBLIC, SEMIPUBLIC, AND INSTITUTIONAL USES**

Activities typically include, but are not limited to, the following public or semipublic uses:

a. Parks

b. Post Office

- c. Law Enforcement/Life Safety Facilities
- d. Water treatment plants
- e. Sewer treatment plants
- f. Flood Control Facilities (other than on-site detention)

10. **SIMILAR USES PERMITTED BY PLANNING COMMISSION DETERMINATION**

The Planning Commission may determine that an unlisted use is similar to and not more objectionable to the general welfare than those uses listed in this section.

c. Uses Permitted With a Conditional Use Permit Only

The following uses are permitted in the GI Zone subject to first securing a conditional use permit in accordance with the procedures and standards established within the Imperial County Land Use Ordinance:

RETAIL TRADE

Liquor Stores

- b. Convenience Stores:

Activities typically include the retail sale of a variety of frequently needed personal items, which may include the sale of fuel and related products.

EATING AND DRINKING ESTABLISHMENTS

- a. Bars, Taverns and Nightclubs:

Includes live entertainment, and adult entertainment.

3. **SERVICES AND RELATED SUPPORT FACILITIES**

- a. Radio or Television Towers

- b. Entertainment:

Activities typically include, but are not limited to, sports performed either indoors or outdoors, educational and entertainment services to assembled groups of spectators or participants including swimming centers, skating and ice rinks, bowling alleys, family entertainment centers, bingo, dance halls, massage parlors, escort services, campgrounds, rodeos, golf courses, driving ranges, fortune teller's parlors, zoos, sexually oriented business, theaters (excluding drive-in), and amusement arcades (only as an accessory use to a family entertainment center).

4. MANUFACTURING AND ASSEMBLY

a. Minimum Impact Heavy Manufacturing:

Activities typically include but are not limited to, manufacturing, compounding of material, processing, assembly, packaging, treatment, or fabrication, activities which may have frequent rail or truck traffic or the transportation of heavy large scale products. Activities in this area may generate noise, odor, vibration, illumination, or particulates which may be obnoxious or offensive to persons residing or conducting business in the vicinity. Uses typically use raw materials to fabricate semi-finished products which include, but are not limited to: forge shops, metal fabricating facilities, open welding shops, lumber woodworking facilities, heavy machine shops, chemical storage and distributing, plastic plants, and light or vacuum casting facilities. Not permitted within this area are uses which require massive structures outside of buildings such as cranes or conveyor systems or unscreened open-air storage of large quantities of raw, semi-refined, or finished products. Where 24 hours on-site surveillance is necessary, a caretaker's residence may be permitted when approved by a Conditional Use Permit.

5. WHOLESALE, STORAGE AND DISTRIBUTION

a. Heavy Wholesale, Storage and Distribution:

Activities typically include, but are not limited to, warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw, or semi-refined products requiring further processing, fabrication or manufacturing. Typically uses include, but are not limited to: trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products. Outdoor storage is permitted. Where 24-hour on-site surveillance is necessary, a caretaker's residence may be permitted as a part of a Conditional Use Permit.

6. TRANSPORTATION FACILITIES

a. Heliports/helistops

7. COMMUNICATION AND PUBLIC UTILITIES

Activities typically include, but are not limited to, the repair, maintenance, and installation of utilities or communication facilities such as microwave facilities, and electrical transmission and generating facilities. Includes communication or utility towers.

8. RECYCLING FACILITIES

Activities typically include the collection and/or processing of recyclable material. Excludes junk, salvage, and automobile dismantling yards.

9. TEMPORARY USES

Temporary uses and special events are permitted in the "Gateway" - such as swap meets, rock concerts, etc.

10. SIMILAR USES PERMITTED BY PLANNING COMMISSION DETERMINATION

The Planning Commission may determine that an unlisted use is similar to and not more objectionable to the general welfare than those uses listed in this section.

d. Minimum Lot Dimensions*

Area:	20,000 SF
Street Frontage:	50 feet
Width:	50 feet
Depth:	75 feet

* *Legally established lots existing prior to the adoption of this plan need not comply with the minimum lot dimension standard and may be developed as otherwise permitted by this SPA.*

e. Minimum Yards*

Front:	15 feet
Interior Side:	10 feet
Street Side:	10 feet
Rear:	10 feet

* 20-foot minimum setback required for all yards abutting the southerly boundary of the SPA

f. Maximum Building Coverage

Maximum Building Coverage	50%
Maximum Lot Coverage Including Parking	90%

g. Building Height

Building height is restricted to 60-feet, except for tower elements that are not habitable, except for non-habitable tower elements, such as chimneys, mechanical equipment housings, elevator shafts, etc.

h. Off-Street Loading Facilities

- (a) Buildings shall be designed with the loading areas primarily located to the side and rear of the building.
- (b) Loading areas shall be designed to provide for backing and maneuvering onsite and not from a public street.
- (c) Loading docks shall not encroach into building setbacks.
- (d) All loading areas fronting a public street shall be screened from view by any one or combination of the following:
 - 1. screen walls (similar in design and materials to main building)
 - 2. building/walls extensions
 - 3. ornamental landscaping adequate to serve intended purpose.

i. Trash Enclosures

All open outside storage of trash is prohibited in the "Gateway". Trash containers must be shielded from view. If the area is outside, it must be screened by a masonry wall not less than 6 feet in height, and have opaque gates.

j. Outdoor Storage

- (a) Outdoor storage is permitted.
- (b) All storage areas viewed from a public street shall be screened by a wall similar in design and in material to the adjacent building and/or ornamental landscaping adequate to serve the intended purpose.
- (c) Location of outdoor storage areas must be shown on the development site plan.

k. Parking

Off-street parking shall be provided in the GI land use designation in accordance with the standards contained in this Section.

l. Landscaping

All areas not devoted to buildings, driveways, and similar areas shall be landscaped and irrigated in accordance with the standards contained in this Section.

m. Signs

Signage proposed within the GI land use designation shall be provided in accordance with the standards established within the Imperial County Land Use Ordinance.

n. Yard, Property and Building Maintenance

The maintenance of building and areas with the GI land use designation shall be provided in accordance with the standards contained in the Section.

o. Architectural Design Guidelines

All buildings and structures proposed to be erected within the GI land use designation shall be designed and constructed in accordance with the standards and guidelines contained in this section.

E. PARKING REGULATIONS

1. Parking Development Standards

The following development standards apply to off-street parking areas.

a. Standard Spaces

A standard parking space shall have a minimum dimension of 9 feet in width and 20 feet in depth.

b. Compact Spaces

A compact parking space shall have a dimension of 8 feet in width and 17 feet in depth. In commercial and industrial projects with 20 or more parking spaces, up to 20% of the required spaces provided may be compact size as defined herein.

c. Handicapped Spaces

Whenever off-street parking is required, spaces dimensioned to provide for handicapped access shall be provided in accordance with Title 24 of the California Code of Regulations and the Americans With Disabilities Act.

2. Shared Parking

Parking facilities may be used jointly for uses with significantly different peak hours of operation if approved by the Planning Director. Requests for shared parking must meet the following requirements:

- A parking study must be submitted by the applicant demonstrating that there will not exist substantial conflict in the peak hours of parking demand for the uses for which joint use is proposed.
- The number of parking stalls which may be credited against the requirements for the uses involved will not exceed the number of stalls reasonably anticipated to be available during differing hours of operation.
- Parking spaces designated for joint use will not be located an unreasonable distance from any use served.
- A written agreement must be drawn to the satisfaction of the Planning Director and executed by the parties concerned assuring the continued availability of the number of stalls designated for joint use. This agreement must be recorded, and will require County approval prior to termination.

3. Parking Requirements

**Table IV-1
Required Number of Off-Street Parking Spaces**

TYPE OF OCCUPANCY, USE, OR STRUCTURE	REQUIRED PARKING
Professional Office Personal Services	Four parking spaces per 1,000 SF of GFA (250 SF of GFA per parking space).
Retail Sales and Services Eating and Drinking Establishments	Four parking spaces per 1,000 SF of GFA (250 SF of GFA per parking space).
Automotive and Equipment Sales, Rental and Repair (all types) Business Equipment Sales and Service	Two and a half parking spaces for every 1,000 SF of GFA (400 SF of GFA per parking space).
Public assembly (including, but not limited to, dance halls, mortuaries, auditoriums, and such not named elsewhere)	One parking space for every four persons, based on the total occupancy permitted by the Uniform Building Code.
Spectator Sports and Entertainment (limited use type)	One parking space for every three persons permitted to occupy the premises.
Religious Assembly	One parking space for every four persons, based on the total occupancy of the largest assembly room permitted by the Uniform Building Code.
Child Care and Small Schools	One parking space for every 200 SF of GFA in commercial zones; or One parking space for every 300 SF of GFA in industrial zones.
Hospitals (Acute, general)	One and three quarters parking spaces for each bed of authorized capacity.
Other Facilities providing overnight medical care (other than general hospitals), including, but not limited to: mentally retarded facilities, psychiatric hospitals, skilled nursing facilities, intermediate care homes.	One parking space for every four beds.
Agricultural, Industrial, and Wholesale Storage uses and buildings, except as specified elsewhere in this section.	The sum of the following: One parking space for every 300 SF of GFA. One parking space for every 300 SF of open space used for production operations.
Barns and other Agricultural Buildings; Horticulture (all types); Tree Crops, Row and Field Crops;	None required.

TYPE OF OCCUPANCY, USE, OR STRUCTURE	REQUIRED PARKING
Mini-Warehouse (i.e.: mini-storage, self-storage, etc.) Use Type	The sum of the following: One parking space for every 300 SF of area used for office or maintenance purposes. Two parking spaces for the caretaker's dwelling, if applicable.
Other occupancies, uses and buildings not specified elsewhere in the Parking Schedules.	One parking space for every 300 SF of GFA.
Warehouse Industrial	One space per five hundred (500) square feet of gross floor area for the first ten thousand (10,000) square feet and beyond that, one space per five thousand (5,000) square feet of gross floor area.

4. Parking Lot Lighting

Each plan for construction of a building with onsite parking must include the following:

- An exterior lighting (photometric) plan consisting of a point-by-point foot-candle layout (based on a ten foot grid center) extending a minimum of twenty (20) feet outside the property lines. This required photometric plan must be prepared by an electrical engineer registered in the State of California.
- The design of lighting fixtures and their structural support must be architecturally compatible with the project's building and property.
- Illumination or glare from the exterior lighting system onto adjacent properties or streets shall be minimized to the maximum extent feasible.
- Lighting intensity must provide a minimum 1½ foot candles.

5. Parking Lot Striping

Parking lots must be completely striped, indicating individual parking spaces and traffic lanes. Handicapped spaces shall be striped, marked and signed in accordance with Title 24 of the California Code of Regulations and the Americans With Disabilities Act.

F. LANDSCAPE MASTER PLAN

Exhibit IV-1, Landscape Master Plan, illustrates the landscape concept for the "Gateway". The Landscape Master Plan text functions as a landscape design manual that supplements the Specific Plan. This section provides design standards for subsequent submittals of landscape plans as they relate to the improvements within the "Gateway". The Landscape Master Plan is organized as follows:

1. General Criteria for Design and Plant Material Selection.
2. Landscape Plant Material List.
3. Design Techniques for Specific Landscaping Conditions.

1. General Criteria for Design and Plant Material Selection

The following criteria are used to create a framework for the design of landscape settings or zones (streets, entries, open space areas) and selection of respective plant material within the "Gateway". They are as follows:

Xeriscape Principles.
Streetscape Planting Design Criteria.
Parcel/Lot Planting Design Criteria.

a. Xeriscape Principles

Efficient irrigation systems and grouping plant materials with similar watering needs are key to the xeriscape concept. Hydrozoning, or grouping trees, shrubs, and groundcovers with equivalent irrigation requirements, ensures that plant material will not be over-watered or under-watered.

Another fundamental of the xeriscape concept involves the use of proper horticultural practices. Using soil amendments and/or mulching around plants helps keep the root zone moist as well as discouraging weeds, a constant source of maintenance problems.

The design, installation, and maintenance of the individual landscape zones outlined in the Landscape Master Plan should observe the fundamentals of the xeriscape concept.

b. Streetscape Landscape Design Criteria

Streetscape design and plant material selection should be made with several factors in mind, including:

Scale and hierarchy of associated arterials or streets.
Travel speed of individual arterials or streets.
Design compatibility or image with adjacent land use or landscape setting.

Exhibit IV-1, Landscape Master Plan, illustrates the alignment or location of the various landscape zones within the "Gateway". The plan exhibit is diagrammatic in nature; thus, additional documentation will be required at site plan submittal to further express the details of the plan. The Landscape Master Plan, however, presents a guiding design framework for the incremental development of public streets, gateway entries, and special intersections. The following are the guiding design components of the Landscape Master Plan:

(1) Gateway Highways - SR-7 and Highway 98

Although the design, improvement and maintenance of these rights-of-way are obligation and responsibility of CalTrans, SR-7 and Highway 98 represent the first impression of the "Gateway" for visitors, and thus their design should have a prominent visual impact. Plant material selection and streetscape design should reflect the scale and hierarchy of vehicular travelways.

Recommended street trees for SR-7 and Highway 98 are outlined in the Landscape Plant Material List. The trees have been selected based on the image and scale qualities required of Gateway Highways and adjacent land uses. Shrub and groundcover plantings should mirror the urbanized and developed character of adjacent land uses. Drought-tolerant species with an ornamental quality are recommended. Use of turf is only recommended at Gateway Entries, Special Intersections, and individual parcel/lot entries.

Minimum tree size: 15-gallon containers or equal/palm: 10ft. brown trunk height.

Trees to landscape area ratio: One tree every 40 LF of landscaped right-of-way.

(2) Gateway Primary and Gateway Secondary - Four-Lane Arterials With and Without Medians

Gateway Primary and Gateway Secondary streets have broader design orientation, primarily because they bisect or front the majority of development parcels of the "Gateway". Travel speeds are often faster than collector or local streets; thus, viewers will be unable to distinguish specific plant material varieties. A limited plant palette of trees is recommended in order to maintain an ordered and uniform appearance along parkways.

Observation of xeriscape principles is urged in the design of streetscapes. Refined ornamental planting schemes should be supplemented with drought-tolerant species. Drought-tolerant plantings are not recommended in low basin type landscape areas or along the toes of large slope areas, due to irrigation water collecting at the base of the slopes. Use of turf, if desired, is only recommended at Gateway Entries, Special Intersections, and individual parcel lot entries.

Recommended street trees are outlined in the Landscape Plant Material List. The trees have been selected based on the image and scale qualities of streets and adjacent land uses.

Minimum tree size: 15-gallon containers or equal/palm: 10ft. brown trunk height.

Trees to landscape area ratio: One tree every 40 LF of landscaped right-of-way.

(3) Gateway Industrial Collector and Local Streets

The majority of streets within the "Gateway" will be localized in character, meaning they will be oriented to and servicing individual industrial and commercial parcels. A variety of plant material in the form of trees, shrubs, and groundcovers will appear within the street-oriented frontage of individual parcels as part of a natural process of incremental development.

Xeriscape principles again should be fundamental to the design of streetscapes. The plant material palette should reflect a coordinated and cohesive theme to individual developments along Gateway Industrial Collector and local streets.

The close proximity of individual parcels and interaction of pedestrians within collector and local streetscapes requires special attention to selection of plant material that is aesthetically pleasing, durable under heavy foot traffic, and easy to maintain.

The Landscape Plant Material List outlines a selection of characteristic trees for streetscapes. Selected trees are representative of smaller-scale ornamental trees suited to collector and local streets.

Minimum tree size for: 15-gallon containers or equal.

Tree to landscape area ratio: One tree every 40 LF of landscaped right-of-way.

(4) Gateway Commercial

The Gateway Commercial street is viewed as the primary vehicular and pedestrian street within the "Gateway". Several prominent gateway entries and special intersections are located along the Gateway Commercial street. Because of the

commercial or civic nature of the street, a more formal pattern of landscaping is warranted along the District Main Street. Restrictions on the use of lawn are relaxed along the parkway edge, due to the heavy foot traffic anticipated along the street.

The Landscape Plant Material List outlines a selection of characteristic trees for the Gateway Commercial street.

Minimum tree size: 10-foot trunk heights for palms, 15-gallon containers or equal.

Tree to landscape area ratio: One tree every 40 LF of landscaped right-of-way.

(5) Gateway Entry Areas and Special Intersections

Gateway Entry Areas and Special Intersections define the primary entry points to the "Gateway" and individual land use districts. The design intent of Gateway Entry Areas and Special Intersections is to identify visual nodes along Gateway Major and Gateway Collector streets; thus, limits should be established in defining the various entry boundaries. Gateway Entry Areas and Special Intersections should reflect the quality and image of adjacent developments.

The use of lawn as a groundcover is a sensitive issue in light of Southern California's periodic rainfall shortages. Lawn as a groundcover should be used selectively within landscape settings of "Gateway". Within Gateway Entry Areas and Special Intersections, however, the use of lawn as a predominant groundcover is warranted, because of the limited dimensions of entry areas and the images expressed of a refined and well-maintained commercial/industrial district.

Minimum tree size: 24" box containers.

Tree to landscape area ratio: One tree for every 600 SF of landscaped right-of-way and or setback area.

c. Parcel/Lot Landscape Design Criteria

Prior to the use or occupancy of any lot or premises, it is recommended that the lot or premises not devoted to buildings, structures, driveways, sidewalks, outdoor storage, or loading areas be landscaped. Areas designated for future development or expansion need only be required to adequately control dust and erosion.

Due to climatic extremes of the Imperial Valley, the installation of plant materials during the cold months (December through March) and the hottest summer/fall months (July through September) can be difficult. Container plant materials not acclimated to the area easily can suffer from frost damage or sun/heat exposure resulting in partial or entire foliage loss, even though such materials are perfectly suited to the temperature

ranges once established. If planting must be done during these difficult periods, plant establishment may be difficult and require a prolonged period of time and additional maintenance. If, in the County's judgment, the installation of required project landscaping should be deferred to insure its successful establishment, a Temporary Certificate of Occupancy may be issued for a period of time to allow improved climatic conditions.

Landscaping must be provided and maintained on all parcels, including street right-of-way areas, in accordance with the following standards:

1. All front- and side-yard areas in all land use zones must be landscaped.
2. All required landscaping shall include the planting of trees at a minimum ratio of one tree per 600 SF of landscaping. A minimum of 25% of the required trees shall be a minimum of 24-inch box size when planted. Other trees shall be a minimum of 15 gallons or equal in size when planted.
3. For all off-street parking areas of five or more spaces, 5% of the parking areas shall be landscaped. Required landscaping shall be evenly distributed throughout the parking area, including appropriate number of trees.
4. Landscaping shall include a balance mix of trees, shrubs, and groundcovers. Groundcover shall be a minimum of 50% vegetative. Non-vegetative groundcover may include rocks, wood chips, pavers and other artificial cover.
5. Efficient irrigation systems and grouping plant materials with similar watering needs are key to the xeriscape concept adopted for landscape areas within the "Gateway". All irrigation systems shall contain an adequate backflow prevention device.
6. All landscaped areas shall be maintained in a clean, neat, and healthy condition. Maintenance shall include proper watering, fertilizing, weeding, removing litter, and replacement of plants when necessary.
7. Site plan submittals shall indicate type, size, and location of all landscaping materials.
8. Detention basins are to be incorporated as a landscape feature of the parcels front yard area. Where possible, efforts should be made to combine adjacent parcel basins. Combining basins will conserve usable front yard area and enhance overall street appearance.

2. Landscape Plant Material List

The following lists of trees have been prepared to help identify appropriate trees for each streetscape "zone" and related site condition. The list does not include all the trees that may be found to be appropriate for the "Gateway". In an effort to maintain a sense of continuity, order, and cohesive development design, the following trees are noted as approved trees for the "Gateway".

a. Theme Tree: Palm Tree

Palm trees, in the form of Fan Palms and Date Palms, are a prominent skyline feature and landmark of Imperial Valley. Palm trees are symbolic of the valley's indigenous landscape character, the low desert of the southwest region. Because of the palms' unique and attractive contribution to the Imperial Valley landscape, palm varieties should be prominently woven into the landscape settings of the "Gateway". Specific palm tree varieties are recommended for the various streetscape zones of the "Gateway".

(1) Approved Street Trees for Gateway Highways Streetscapes

<i>Brachychiton populneus</i>	Bottle Tree
<i>Ficus retusa</i>	Indian Laurel Fig
<i>Fraxinus uhdei</i>	Evergreen Ash
<i>Pinus spp.</i>	Pine Tree
<i>Pistacia chinensis</i>	Chinese Pistache
<i>Quercus virginiana</i>	Southern Live Oak
<i>Schinus molle</i>	California Pepper
<i>Ulmus parvifolia</i>	Chinese Elm
<i>Washingtonia filifera</i> **	California Fan Palm**
<i>Washingtonia robusta</i> *	Mexican Fan Palm*

* Not recommended for use along Highway 98. Primary street tree (60% minimum of plantings) along SR-7.

** Recommended for use at Special Intersections and Gateway Entry Areas.

(2) Approved Street Trees for Gateway Primary and Secondary Collector Streetscapes

<i>Brachychiton populneus</i>	Bottle Tree
<i>Ceratonia siliqua</i>	Carob Tree
<i>Cupressus glabra</i>	Smooth Arizona Cypress
<i>Ficus retusa</i>	Indian Laurel Fig
<i>Lagerstroemia indica</i>	Crape Myrtle
<i>Olea europaea</i>	Olive

<i>Phoenix canariensis</i> **	Canary Island Date Palm**
<i>Phoenix dactylifera</i> **	Date Palm**
<i>Pinus spp.</i>	Pine Tree
<i>Prosopis</i>	Mesquite
<i>Quercus virginiana</i>	Southern Live Oak
<i>Schinus molle</i>	California Pepper
<i>Ulmus parvifolia</i>	Chinese Elm
<i>Washingtonia filifera</i> **	California Fan Palm**
<i>Washingtonia robusta</i> *	Mexican Fan Palm*

* Primary street tree (60% minimum of plantings).

** Recommended for use at Special Intersections and Gateway Entry Areas.

(3) Approved Street Trees for Gateway Industrial Collector and Local Streetscapes

All Gateway Major and Gateway Collector trees including the following:

<i>Acacia spp.</i>	Acacia
<i>Albizia julibrissin</i>	Silk Tree
<i>Chilopsis linearis</i>	Desert Willow
<i>Ficus retusa</i>	Indian Laurel Fig
<i>Fraxinus uhdei</i>	Evergreen Ash
<i>Jacaranda mimosifolia</i>	Jacaranda
<i>Parkinsonia aculeata</i>	Mexican Palo Verde
<i>Schinus terebinthifolius</i>	Brazilian Pepper
<i>Ulmus parvifolia</i>	Chinese Elm
<i>Washingtonia filifera</i>	California Fan Palm
<i>Washingtonia robusta</i> *	Mexican Fan Palm*

(4) Approved Street Trees for Gateway Commercial Streetscapes

<i>Brachychiton populneus</i>	Bottle Tree
<i>Ceratonia siliqua</i>	Carob Tree
<i>Cupressus glabra</i>	Smooth Arizona Cypress
<i>Ficus retusa</i>	Indian Laurel Fig
<i>Fraxinus uhdei</i>	Evergreen Ash
<i>Lagerstroemia indica</i>	Crape Myrtle
<i>Olea europaea</i>	Olive
<i>Phoenix dactylifera</i>	Date Palm
<i>Pinus spp.</i>	Pine Tree
<i>Prosopis</i>	Mesquite

<i>Querus virginiana</i>	Southern Live Oak
<i>Schinus molle</i>	California Pepper
<i>Ulmus parvifolia</i>	Chinese Elm
<i>Washingtonia filifera</i>	California Fan Palm
<i>Washingtonia robusta</i> *	Mexican Fan Palm*

* Primary street tree (100% minimum of plantings within street right-of way).

3. Design Techniques for Specific Landscaping Conditions

The following section outlines the recommended standards for specific streetscape design conditions within the "Gateway":

Manufactured slopes
Medians

Each of the above landscape areas can be found in one or more of the landscape zones.

a. Manufactured Slopes

1. All slopes to be constructed at a gradient steeper than 6:1 and in excess of 5 feet in vertical height shall be planted with herbaceous or prostrate shrubby groundcover suitable for erosion control.
2. In addition to the above requirements for groundcover, all slopes greater than 15 feet in height shall be planted with shrubs, minimum 1 gallon in size, at an average rate of one per 200 SF. Trees are to be planted at the rate specified per the respective streetscape zone.
3. For seeded plantings, at least 50% of the viable seed count shall be deep rooting species.
4. The planting design technique should be informal, with a planting layout that reflects natural patterns and softens manufactured slopes. Tree, shrub, and groundcover planting on slopes shall be designed to complement and blend with planting themes in adjacent zones or areas.

b. Medians (Center Islands)

1. The planting area of medians shall be a minimum width of 6 feet wide. Maintenance walks along curbs shall be a minimum width of 1.0 feet. Turn-pocket noses will not be planted, unless they are wider than 5 feet.
2. Planting areas must be graded to drain excess surface water through a system of inlets and drainage pipes, and carried away to the street's storm drainage system. All required paved surfaces in medians and maintenance aprons shall be textured and colored concrete or inlaid pavers to complement other materials. High-flow drip irrigation shall be used in medians.
3. Tree selections and spacing should allow for vehicle visual clearance at maturity. Groundcover and shrubs should not exceed a height of 36 inches. Planting concepts shall utilize drought-tolerant shrubs or turf substitutes.

c. Detention Basins

1. Detention basins, as required, are to be integrated with adjacent landscaping within the setbacks of individual parcels. The design of detention basins shall express a natural appearance while incorporating proper engineering techniques. See exhibit titled Detention Basin.
2. Concrete lined basins are not allowed. The surface area of basins shall incorporate a combination of aggregate rock material and landscape vegetation. The purpose of the rock material and vegetation is to prevent soil erosion while allowing water infiltration into the surrounding soil.
3. The aggregate rock material shall include a combination of crushed rock of varying sizes and large cobbles. Landscape vegetation shall be a low, prostrate, drought tolerant plant material. Plant material should be introduced within the aggregate rock basin in a random/natural layout.
4. Detention basins are to be cleaned and maintained in the same fashion as other parcel landscape areas.

G. MAINTENANCE

1. Landscape Maintenance

All landscaping on a given property shall be maintained by the owner of each property according to the best standard practices in the industry for high-quality landscaping (Type A). Mowing, pruning, trimming, and feeding of plants must be accompanied periodically according to the season. Special care must be given to all plant material during the first year. Should any tree, shrub, or portion of groundcover suffer from improper irrigation, improper fertilization, damage due to insects or fungus resulting in weak or stunted growth, or from climate extremes, the plants must be replaced in a timely manner. Repairs necessary to keep the irrigation system operating efficiently must be done by the property owner in an expeditious manner.

2. Area Maintenance

All walks, drives, parking areas, and service entries shall be kept free from litter and soil by the property owner or his designee.

- a. All areas of the property shall be kept clean and attractive.
- b. Unsightly accumulation of trash, weeds, or rubbish is prohibited.

3. Building Repair

All buildings and other improvements shall be kept in good condition, and adequately painted or otherwise finished to present a crisp and well-kept appearance.

H. ARCHITECTURAL DESIGN GUIDELINES

1. General

Architectural design integrity will be ensured within the Gateway of the Americas by consideration of the following architectural guidelines.

- a. Buildings are recommended to be simply designed with a sensitivity for the local desert environmental conditions. Solar orientation must be considered when siting buildings and in developing a landscape design. Openings and entries to buildings should be clearly defined and accented with plant materials for orientation.

- b. The scale of the project should be given careful consideration, particularly large industrial buildings. Building placement should vary to include both parallel and skewed angles to the street, in order to provide diversity and discourage long, uninterrupted expanses of facade.
- c. All building sides are to be considered. Buildings shall not have a special treatment only on the facade facing public street rights-of-way. The architectural concept must be consistent on all sides of the building, although the intensity of treatment may vary. In this regard, extra treatment may be given to the primary street frontage side of the building, as long as the basic facade treatment is carried around the structure.
- d. Any accessory building and/or enclosures, whether attached to the main building or not, must be of similar design and materials to the main building.
- e. Rooftop mechanical equipment shall be completely screened by architectural means such as parapet walls or rooftop wells which are integrated into the building's architecture. The use of picket-fence type screening is prohibited.
- f. Permanent buildings of mobile/modular construction is prohibited.

2. Building Mass

All buildings are encouraged to have a horizontal appearance accomplished through the use of horizontal bands and/or lines.

Building exterior walls shall be visually reduced to human scale by:

Fragmenting the structures into smaller or multiple walls in order to create a three dimensional appearance.

Creating horizontal shadow lines.

Clustering small scale features, such as planter walls around major building forms.

3. Materials

Building materials are to be durable, aesthetically pleasing, and relatively maintenance free. Changes in texture, relief, and/or materials are encouraged.

The following building materials are encouraged to be used through the Gateway Commercial and Gateway Industrial zones:

Exterior Wall Finishes: Exterior wall finishes are to be smooth skin or uniform texture appearance. Acceptable materials include sandblasted concrete, masonry, stucco, architectural metal panels and glass. Wood siding is allowable for commercial buildings only.

- Concrete – Textured forms or sandblasting should be utilized for tilt-up construction panels. Smooth concrete features should have either integral color or painted surfaces.
- Masonry – Brick must be hard fired face brick in earth tone, medium range colors. Standard concrete block is acceptable however no more than fifty percent of the concrete block exterior wall elevation should be made of a single color or texture. Artificial stone is discouraged.
- Stucco – Textures are limited to machine spraying and light hand trowel or float finishes. Earth tones and light colors are preferred.
- Architectural Metal Panels – Metal panels should not be highly reflective or brightly colored. Metal panels that emulate other materials or have strong graphic patterns are discouraged. Corrugated metal panels are discouraged.
- Glass – Glass used on buildings should be limited to window glass. The use of spandrel glass, highly reflective glass or dark tinted glass is discouraged.
- Wood Siding – Wood siding shall be boards. Plywood siding is not permitted. All wood siding shall be finished, either painted or stained in earth tone or light colors.

Roof Materials: Clay tile and colored pre-finished standing seam metal roofs are encouraged. Flat roof designs require crushed rock or similar uniform coverage treatment when the roof is visible from adjacent properties. Crushed rock and metal roof are to be of an approved earth tone color. Galvanized metal roofs are discouraged.

4. Colors

Building facades should not be designed with strong “supergraphic” patterns and colors. Color variations should be subtle as opposed to harsh white/dark contrasts. Colors are to be from the palette of natural earth tones such as those seen in the regional desert environment.

I. SIGNAGE

1. Standards for Monument Signs

Free-standing monument signs shall comply with all of the following standards.

- a. No monument sign shall be located within the existing road right-of-way or designated future road right-of-way.
- b. The maximum height of a monument sign shall not exceed six feet (6') above average lot elevation, measured within radius of thirty feet (30') from the center of the sign.
- c. The monument sign shall be a minimum of ten feet (10') from any common property line, they shall be no closer than twenty feet (20') on center on any property or between properties.
- d. Lighting of monument signs shall be so arranged and installed as not to produce glare on other properties in the vicinity or upon the adjacent highway.
- e. Monument signs shall be no closer than five feet (5') to a public right-of-way.
- f. Monument signs shall be constructed of durable materials and maintained in an aesthetic acceptable fashion.

2. Standards for Pole Signs

Free standing pole signs (single, double or triple poles) shall comply with the following standards.

- a. The maximum area of the sign shall not exceed 200 square feet per side.
- b. Pole signs shall be located so that no part of the sign extends into or beyond any existing street right-of-way or any proposed street right-of-way.
- c. The maximum height of a pole sign shall not exceed twenty-four feet (24') to the top of the sign.
- d. Pole signs shall be a minimum of ten feet (10') from any side yard common property line and shall be a minimum of forty feet (40') on center, if on the same property or between properties.
- e. Lighting of pole signs shall be arranged so as not to produce glare on other adjacent properties in the vicinity or upon adjacent highways.
- f. Pole signs shall be at least three feet (3') back from public right-of-way lines.
- g. Pole signs shall be erected to withstand a minimum of 80 mile an hour wind velocities and meet all UBC requirements.

3. Standards for Signs Attached to Buildings

Signs attached to a building or wall shall comply with all of the following standards.

- a. All signs attached to a building or a wall shall be attached flat against the building or wall and parallel thereto and shall not extend more than eighteen inches (18") from the surface of the building/wall. Exceptions to this provision are as follows:
 1. Signs may be mounted below the soffit of a canopy, or over-hang or below a porch and may be perpendicular to the building provided that they do not exceed twelve inches (12") above the soffit or beam and maintain a minimum of eight foot (8') vertical clearance above any travel way, corridor, exit or court.
 2. Signs may be attached to a building above the wall or parapet provided the sign does not exceed four feet (4') in height, and does not exceed height limitations set forth elsewhere in this Title and does not contribute to the roof loading.
 3. Lighting of signs attached to buildings shall be arranged as not to produce glare on adjacent properties in the vicinity and the source of light shall not be visible from adjacent property or public street.

(Please see [Section 4 Exhibits 1-10.pdf](#))

V. IMPLEMENTATION

A. INTRODUCTION

This section describes the development review and process for individual development projects within the Gateway of the Americas Specific Plan Area, summarizes phasing strategies for improvements to be provided in conjunction with Specific Plan implementation, and discusses financing mechanisms for implementation of public services and facilities in the Public Facilities Financing Plan.

B. DEVELOPMENT REVIEW PROCESS

1. General

An array of plans and documents have been prepared and will be processed concurrently with the Gateway of the Americas Specific Plan including master tentative map(s), Public Facilities Financing Plan, Development Agreement(s) and EIR. These documents, in combination with the Gateways Specific Plan, form the primary framework to guide future development within the SPA. Future development proposed within the Specific Plan Area will, in addition, require land development permits for grading and building construction. County review of these permit applications shall ensure consistency of the proposed improvements with the design guidelines and development criteria outlined in the Specific Plan, Public Facilities Financing Plan and the Development Agreement(s).

The Specific Plan Area will be developed in compliance with the criteria outlined in this Specific Plan and its companion documents and in accordance with the land use and zoning regulations of Imperial County. In cases where discrepancies occur between the Specific Plan and County-wide development standards, the development guidelines contained in the Specific Plan shall prevail.

2. Development Review Process

Imperial County is responsible for the administration of this Specific Plan in the review and processing of individual development project applications intended to implement said plan. All proposed development shall be subject to an approval process, requiring one or more of the following stages of approval:

- Pre-application Conference (optional)
- Subdivision Map (if required);

- Development Permit (Conditional Use Permit, Variances, Sign Permits and other Administrative Permits, etc.);
- Building Permit.

All proposed development applications shall be submitted on forms provided by the County. Processing fees shall be those fees prescribed by the County that are in effect as of the date of acceptance of said application.

These review processes are more fully explained as follows:

a. Pre-application Process

The Planning Department encourages that all potential applicants request a pre-application conference in order to review development proposals prior to filing of a formal application. The purpose of this conference is to acquaint the County with the intentions of the applicant, to acquaint the applicant with any applicable Specific Plan policies and procedures, to identify County Codes and improvement standards applicable to the proposal, and to identify any known significant development opportunities and/or constraints on the proposed site.

b. Subdivision Map

Development of the "Gateway" will be implemented in part through a series of tentative maps, approval submitted to create developable lots or parcels. As mentioned previously, a series of master tentative maps have been filed and will be processed concurrently with this Plan. Implementation of this Plan will require the final mapping of these areas and/or the tentative and final mapping of areas outside the initial mapping area.

Subdivision Maps shall be processed and reviewed pursuant to the County's Subdivision Ordinance and the California Subdivision Map Act, and may only be approved if found to be in conformance with the provisions of this Specific Plan.

c. Development Permits

1. Plot Plan Review

Except as provided by this SPA, no permitted development shall occur, and no building permit or grading permit shall be issued for any permitted use or development until an application for a plot plan review has been submitted to and approved by the Planning/Building Department.

All submittals shall be subject to the filing requirement as outlined in the County's Land Use Ordinance. Submitted plans shall be reviewed for conformance with the standard and guidelines contain in Section IV of this plan as well as all other applicable County regulations.

2. Conditional Use Permit/Variances

Land uses requiring Condition Use Permits are identified in Allowable Uses by Land Use Category of this Specific Plan. Projects requiring a Conditional Use Permit or variances from the provisions of the County Zoning Ordinance, when applicable, will be processed pursuant to the Imperial County Zoning Code and this document.

3. Signage Permits and Other Administrative Permits

All proposed projects, including signage and new land uses, within existing structures that do not require Plot Plan Review Conditional Use Permit approval shall be subject to Administrative Review by the Planning Director or his or her designee. The purpose of Administrative Review is to ensure compliance with the Gateway of the Americas Specific Plan (including the Design Guidelines and the Development Standards) and applicable sections of the Imperial County Zoning Code. The Planning Director may forward any such decision to the Planning Commission, pursuant to the Imperial County Zoning Code. The decision of the Planning Director may be appealed to the Planning Commission.

d. Building Permits

Applicants shall submit construction documents as required by the Imperial County Building and Engineering Departments. Said plans shall be specifically reviewed for conformance with the standard and design guidelines contained in Section IV of this SPA.

e. Design Guidelines Conformance

All proposed development within the "Gateway" is subject to the provisions of the Design Guidelines contained within this document. In conjunction with the applicable review process (i.e., Staff Review, Plot Plan Review, Conditional Use Permit, Subdivision, etc.), Imperial County will review project submittals for consistency with the Design Guidelines. In addition to any County of Imperial required "findings" of approval of a given development application, the following Design Guideline "findings" of approval also must be made:

1. The proposed project conforms with Gateway of the Americas Specific Plan, including all applicable Development Standards and Design Guidelines.
2. The proposed project is compatible with and enhances the established desired development character of the Specific Plan Area.

f. Concurrent Processing

Where projects are required to file and process more than one application under this section, the applications shall be grouped and processed concurrently. Said applications shall be reviewed and approved by the higher review body, in instances where review levels vary among grouped applications (i.e. Administrative, Planning Commission, etc.).

C. SPECIFIC PLAN AMENDMENTS AND MINOR MODIFICATIONS

Because the East Border Crossing development will be phased over a period of approximately 30 years, it is anticipated that market conditions and development practices may change, thereby necessitating Specific Plan Amendments. Amendments may be initiated by an owner of private property within the SPA or by the County. If the Amendment is deemed major by the Planning Director, it will be processed in the same manner as a Formal Amendment to the original Specific Plan. Proposed Amendments deemed to be minor modifications by the Planning Director, and as defined herein, will be processed administratively through the Administrative Permit process.

Depending upon the nature of the proposed Specific Plan Amendment, supplemental environmental analysis may be required. It is the applicant's responsibility to provide an analysis of the impacts of the proposed amendment relative to the original EIR.

1. Minor Modifications

The following modifications are considered minor in nature and do not require a Formal Specific Plan Amendment.

- a. Phasing of construction, including combining of planning areas.
- b. Utility alignments and adjustments to phasing of utilities. Minor adjustments may include earlier construction, substitution of oversized facilities in adjacent phases, and similar adjustments.
- c. Utility service road alignments.

- d. Final facility sizing, and precise location of water, sewer, and storm drainage improvements.
- e. Change in utility and/or infrastructure servicing agency.
- f. Arterial or collector road alignment revisions where the roadway centerline moves less than 200 feet.
- g. Decrease in development density or intensity.
- h. Transferring of land use categories from one area of the Plan to another.
- i. Minor landscape and streetscape design modifications which are consistent with the intent of the design guidelines contained in this document.
- j. Deletion of unnecessary drainage facilities or infrastructure when recommended or approved by the County Engineer.
- k. Specific modifications of a similar nature to those listed above, which are deemed minor by the Planning Director, which are in keeping with the spirit and intent of the Specific Plan, and which are in conformance with the General Plan.
- l. The Planning Director shall have the authority to allow the “merging of lots” currently shown on the Tract Map, in the event, the developer, prior to recordation, requests that one or more lots be combined, Planning Director shall take into consideration the requirements of the Gateway Plan, the Map Act, County Ordinance and the overall integrity of the Map. The Planning Director shall not have the authority to further divide any such lots.

2. Formal Specific Plan Amendments

All Specific Plan modifications which do not meet the criteria for minor modifications stated above shall be deemed to require a formal Amendment to this Specific Plan. Specific Plan Amendments shall be processed pursuant to the provisions of the Imperial County Zoning Code, and this Specific Plan.

D. PHASING

1. General

The primary objective of the phasing plan for the Gateway of the Americas Specific Planning Area is insure that all necessary public facilities and services are provided in an efficient and cost-effective manner concurrent with need during the entire development period of the project.

For the purposes of planning and evaluating the implementation of the project, it has been assumed that Gateways will develop in four phases over a period of thirty (30) years. Additionally, Phase 1 has been further divided into five (5) subphases to allow a more precise view of the critical earliest stages of the project (Exhibit V-1).

Based upon this phasing concept, traffic, sewer, water, drainage and other technical studies have been prepared to determine the types and general location for improvements required to serve the development. This information has, in turn, been utilized to develop preliminary costs for the project, and ultimately, a Public Facilities Financing Plan for Gateways.

The Public Facilities Financing Plan for The Gateway of the Americas Specific Plan sets forth, in specific detail, the type and/or location of services and facilities to be provided. Additionally, future tentative subdivision maps filed to implement this Plan shall be reviewed and conditioned to assure consistency with the SPA and that appropriate services and improvements are provided.

2. Phase 1

Given the vast area of the SPA, the large number of individual land ownership's (16), and the varying ability of these individuals to participate in the financing of the costly improvements required to initiate development, the phasing plan for Gateways focuses in detail on the first five subphases of Phase 1, as an illustration of the overall development implementation strategy.

Phase 1 consists of the construction and/ or installation of the basic backbone facilities required to support the development of the first approximately 460 acres of the project with industrial and commercial land uses.

The most recent economic study prepared for the site indicates that the project will support an initial development phase of approximately +400 "net pad" acres (net developable acres as defined herein, exclusive of all circulation.) This figure is roughly equivalent to the approximately 460 total net developable acres indicated by for Phase 1, which also excludes backbone streets, but includes local or internal circulation improvements equivalent to approximately 10-15% of the land area.

The ownership of Phase 1 is divided among the four largest landowners who have initiated and funded the preparation of this SPA and will be participating in the financing and construction of the initial backbone improvements. Major backbone elements include the construction of primary roads and traffic improvements, water transmission and treatment facilities, sewer conveyance and treatment facilities, drainage improvements, the undergrounding of a portion of an existing irrigation canals at the “4-points” intersection, etc.

a. Sub-Phase One Implementation

(1) Conditions

Due to its geographic location, the absence of existing and available public utilities and the tremendous capital costs associated with implementation of major backbone utility facilities to support the land uses of the SPA, a project the size and scope of Gateway would not be economically feasible if the phasing implementation plan required extensive front loading of the infrastructure capital costs. It is with this basic premise that Gateway will be implemented utilizing a scaled down initial infrastructure implementation plan for the initial subphases of development that maintains the full integrity and capacity of the infrastructure collection and conveyance master plans for water and sewer (Exhibit V-3). This scaled down plan will result in reduced costs associated with the capital improvements that will be borne by the Four Major property owners of land within Gateway according to each of their respective allocation of benefit as determined by an Assessment Engineer. This will allow these landowners to bring subdivided property online and concurrently stimulate market demand which is directly related to subsequent phasing and infrastructure implementation.

(2) Implementation

A. Roads: Portions of the following backbone circulation roads will be constructed in the first subphase (Exhibit V-3): Rood Road, Maggio Road, Carr Road and Menvielle Road. The length and full width of these roads will be significantly reduced allowing most of the required utilities to be concealed in non-paved dedicated right-of-way. The scaled down road requirements will be described more fully in the appropriate final engineering improvement plans.

B. Water: The water treatment plant will be phased-in beginning with a scaled down version to be installed at the permanent water treatment plant site.. The full backbone improvements for conveyance will be installed to bring service to land uses adjacent to the above described backbone roads.

C. Sewer: Sewage treatment will be scaled down for subphase one by allowing temporary septic tank and leach field systems to be installed at the permanent wastewater treatment plant site as well as the lift station site in the western basin. Each

septic system will be sized to handle approximately 25 thousand GPD. Once one or both of these temporary systems reach their capacity, transition into a packaged plant or first phase pond-based wastewater treatment system will be implemented at the permanent treatment plant site thus terminating the use of both of the temporary facilities. Collection and conveyance pipelines will be installed concurrently with the initial backbone roads and as more fully described in the appropriate final engineering improvement plans.

D. Dry Utilities: All dry utilities will be installed in the same manner as water and sewer in that it will maintain the capacity and integrity of the backbone infrastructure master plans while servicing reduced core land uses adjacent to initial road improvements.

3. Phases 2-4 (Phase Transitioning)

a. Guidelines

The primary goal of the Phase 1 implementation program is to encourage the establishment of a central infrastructure core or common backbone through the cooperative efforts of the abutting four major property owners. Once established, this central infrastructure hub would serve as the basis for the development of Phase 1 as well as all subsequent development phases.

Following the installation of the Phase 1 backbone, the landowners and/or developers of subsequent phases may, through the mapping and development review process, propose the extension infrastructure to their area(s), adjacent or not, based upon compliance with the following review criteria. The proposed extension project shall:

- Demonstrate consistency with the terms and provisions of this Specific Plan (ie: land use, circulation, infrastructure, etc.) as well as the County Zoning Ordinance and General Plan;
- Be reviewed for compliance with the California Environmental Quality Act (CEQA):
- If within a “special district” sphere of influence, request annexation, as required, into that district prior to issuance of development permits (ie: CSA, CFD, etc.)
- If not abutting an existing previous development phase, acquire all offsite easements and/or rights-of-way as may be required to allow the extension of required services from their existing termination point;
- If not abutting an existing previous development phase, the extension of infrastructure shall be sized to accommodate the later connection of all interviewing development phases;

- Bear the full cost of the extension of facilities until such time as a Reimbursement Agreement may provide recovery of costs through the collection of fees from subsequent developments.
- Reimburse, by cash or through collection of fees, the developers of previous phases for existing infrastructure based upon predetermined benefit assessment schedule.

4. County Service Area

a. Governing Body

The governing body, which is established by law to administer the operation of a county service area, is the Board of Supervisors. It is likely that the board will contract with private entities to operate sewer and water facilities in Gateway.

b. Functions

The county service area established for Gateway may provide any one or more of the following types of extended services within the project. They are:

- Police protection
- Fire protection
- Ambulance service
- Water service
- Sewer service
- Refuse collection
- Landscape Maintenance

The County Board of Supervisors governs the service areas and provides by resolution, the service activities of each service area. Formation of service areas or the addition of service to existing areas are initially requested by property owners or by the Board of Supervisors when they find that such services are necessary or convenient to the public.

With the cooperation of the Imperial Irrigation District providing poles and lights and supplying electricity, a County Service Area is possible.

c. Formation

The formation process may be initiated by: (1) resolution of the Board of Supervisors on its own initiative signed by two members of the board, or a resolution adopted by a majority of members of the governing board of any city in a county; or (2) a petition, submitted to LAFCO, signed by not less than 10% of the registered voters residing within the area. After receipt of the written request or petition, LAFCO will fix a time and place for a public hearing on the establishment of the service area.

LAFCO may authorize the conducting authority to form a county service area without notice, hearing, or an election, if the Commission has received written consent to the formation signed by all of the landowners within the proposed service area.

d. Annexation

After the county service area has been formed, the boundaries of the service area may be altered and the following may be annexed:

1. Both contiguous and noncontiguous territory.

Proceedings for annexation are initiated pursuant to Sections 56000 et seq. of the Government Code.

5. Financing Mechanisms

The PFFP will analyze the appropriate methods and available means of financing the required capital improvements.

The four major landowners who will be sharing in the capital improvement costs associated with sub-phase one infrastructure can utilize cash, private financing or public financing. There are two likely vehicles for public financing of which one or both in combination may be utilized. They are: (1) Mello-Roos Community Facility District Financing; (2) Assessment District.

Similar to the structure outlined in the above described county service area, the boundaries of one or more financing districts can be enlarged by subsequent annexation. The four major landowners will be assessed their respective share of the capital improvement costs at which time the landowners will have the flexibility of utilizing non-public financing prior to public improvement bonds being sold within the financing district. For landowners who choose not to pre-pay the capital improvement costs with non-public financing will be assessed pursuant to the requirements of the PFFP.

E. PUBLIC FACILITIES FINANCING PLAN

1. Overview

A variety of public finance mechanisms have been evaluated to determine the appropriate programs for the Gateway to the Americas Specific Plan (the "SPA")(Gateway the "Plan", the "Specific Plan", or the "Project") developed by the County of Imperial (the "County"). These mechanisms generally call for the imposition of building permit fees combined with the sale of one or more debt instruments that place a burden on the County and/or local property owners to generate sufficient revenues to cover debt service. A final more complete report, including detailed quantitative recommendations, is currently being prepared and will be attached as an Appendix to this Plan. This report will be called the Public Facilities Financing Plan ("PFFP").

In the interest of minimizing the amount of debt issued by the County or its surrogates, the most appropriate funding techniques would call for the developers in the Specific Plan to maximize their use of infrastructure financing obtained from private sources. This could involve the direct construction or funding of public improvements by developers, or the financing of public improvements through the collection of fees by the County from developers. Whenever possible, the County should look to the private sector to provide the infrastructure financing necessary to make development feasible. If the developers involved in a project are large and well-capitalized, they may have the wherewithal to obtain equity financing and loans to fund infrastructure through joint venture partnerships, banks, insurance companies, etc. Under these circumstances, the County would be able to maintain a hands-off approach to the financing of public improvements, and rely on the private sector to provide the necessary funds.

Unfortunately, it is unlikely that the Project will attract a sufficient number of developers who can fund the necessary infrastructure privately. The multiple ownerships and large amounts of acreage that now exist within the Plan, the Project's long projected absorption period, and the location of this Specific Plan area all suggest that the SPA will be built out by a number of different developers. Most, if not all of these developers, will not have sufficient equity available to fund up-front infrastructure, and will not be able to find a lender willing to make an infrastructure loan on undeveloped property. While many of these developers (or the merchant builders who will be purchasing parcels from them) will have sufficient funding to pay some up-front fees to finance public improvements, these fees would not be collected during the time period when they are first needed, which is prior to the beginning of commercial/industrial construction. This untimely collection of fees tends to recur on a regular basis, as the fees necessary to build public improvements in each phase of development are not collected until well after the time they are needed.

It is in this context that the public debt financing programs available to the County were evaluated. There have been a variety of these programs established by the State Legislature over the years, each of which is appropriate for specific types of

infrastructure financing problems. A brief description of each of the programs under consideration for use in the SPA is included in this Preliminary PFFP.

2. ALTERNATIVE FINANCING MECHANISMS

Several different financing mechanisms may be used at some point during Project development to fund public facilities and services required by the SPA. Land-secured bonds, bonds secured by a pledge of revenues, impact fees, and other funding alternatives will be analyzed in detail at each specific plan stage prior to implementation. The primary features and potential applications in the Plan of each financing mechanism are discussed below.

As it is the County's policy that all new development pay its own way, any financing mechanisms which would put at risk the County's General Fund, or would require the County to levy a tax or assessment on property owners outside of the SPA to pay for public improvements from which they derive little or no benefit was rejected. This requirement enabled the elimination of general obligation bonds and certificates of participation backed by the General Fund from consideration. It also placed in doubt the implementation of an Infrastructure Financing District, which would take property tax increment revenues away from the County, thereby indirectly impacting the County's General Fund. The decision to establish an Infrastructure Financing District would be highly political, and would probably be determined by the County Board of Supervisors on some future date.

a. County Service Areas

(1) Introduction

County Service Areas (CSAs) are designed to provide a mechanism to furnish extended public services to unincorporated areas experiencing high growth. A CSA is authorized to provide any governmental services which Imperial County is authorized by law to perform and which the County does not already perform to the same extent on a countywide basis. The costs, then, are borne by the citizens who directly benefit from the increased services, while the decision-making remains with the County Board of Supervisors.

Services provided through a CSA can be funded through user fees or special assessments. A user fee must directly relate to the cost of providing such service and the benefit received by each user; the revenues from this source are strictly limited. There is no statutory limit on the amount of special assessment levied by a CSA, but these assessments would be levied on the property tax bill and would therefore be considered as part of the total effective tax rate.

A more politically acceptable form of public finance calls for the use of land-secured bonded indebtedness in the form of a special assessment district ("AD") or a Mello-

Roos Community Facilities District ("CFD"). This type of financing is non-recourse to the County (as well as to the property owner), with the ultimate collateral being the property located within the special district. Property owners generally pay an annual assessment or special tax to cover debt service payments on land-secured bonds. An AD can pay for a variety of types of public improvements, as long as these improvements directly benefit the parcels within the AD in proportion to the amount these parcels are assessed. A CFD can fund any type of public improvement with a useful life of five years or more, as well as certain types of public services. A CFD is a more flexible district than an AD in terms of the types of improvements that can be funded, the method by which payments for the improvements can be apportioned among properties, the coordination of tax rates in districts which intend to sell multiple bond issues, and the ability to pay directly for construction without incurring debt. These types of districts and other applicable financing mechanisms are discussed in greater detail below.

(2) Application in "Gateway"

The County of Imperial will commence proceedings to create a County Service Area ("CSA") for the Specific Plan Area. The CSA will handle operation and maintenance of all capital improvements dedicated for public use. Furthermore, the CSA will provide essential services for the SPA area commensurate with the development of the SPA.

b. Impact Fees

(1) Introduction

Impact fees are monetary exactions (other than taxes or special assessments) that are charged by local agencies in conjunction with approval of a development project. Impact fees are levied for the purpose of defraying all or a portion of the costs of a public facility, improvement, or amenity that benefits the Project. The collection of impact fees does not require formation of a special district; a fee program is implemented by a public agency's adoption of a resolution or ordinance.

Impact fees are paid by builders or developers, typically at the time a building permit is issued. The public facilities funded by impact fees must be specifically identified, and there must be a reasonable relationship, or "nexus," between the type of development project and the need for the facilities, the cost of the facilities, and the need to impose a fee.

While developer fees cannot typically be leveraged (i.e., provide security for bonds or other debt instruments), fees can be used in conjunction with debt financing to help retire bonds secured by other means (e.g., land). In this case, developer fees can generate supplemental revenues to reduce future special taxes or assessments, or free up tax increment or other revenues for alternative uses. Developer fees can also be

used to generate reimbursement revenues to property owners or public agencies who have previously paid more than their fair share of public improvement costs.

(2) Application in Gateway

Impact fees will be an important component of the Specific Plan. Fee revenues will be utilized to the maximum extent possible to reduce costs associated with the issuance of debt. A fee ordinance will be adopted by the County prior to development in the SPA. Fee programs may be updated and revised as part of future development phases. Because fees are collected as development occurs and certain facilities will need to be in place prior to development, fee revenues may be collected in future years to reimburse developers or public financing districts that have paid to cover certain costs prior to the availability of fee revenues.

c. Mello-Roos Community Facilities Act of 1982

(1) Introduction

The Mello-Roos Community Facilities Act (the "Act") [Section 53311 et. seq. of the Government Code] was enacted by the California State Legislature in 1982 to provide an alternate means of financing public infrastructure and services subsequent to the passage of Proposition 13 in 1978. The Act complies with Proposition 13, which permits cities, counties, and special districts to create defined areas within their jurisdiction and, by a two-thirds vote within the defined area, impose special taxes to pay for the public improvements and services needed to serve that area. The Act defines the area subject to a special tax as a Community Facilities District (CFD).

A CFD may provide for the purchase, construction, expansion, or rehabilitation of any real or other tangible property with an estimated useful life of at least five years. A CFD may also finance the costs of planning, design, engineering, and consultants involved in the construction of improvements or formation of the CFD. The facilities financed by the CFD do not have to be physically located within the CFD.

Formation of a CFD authorizes a public agency to levy a special tax on all taxable property within the CFD in the manner prescribed in the formation documents. Property owned or irrevocably offered to a public agency may be exempted from the special tax. Mello-Roos special taxes are collected at the same time and in the same manner as property taxes, unless otherwise specified by the agency. Special tax revenues may be used to pay debt service on bonds sold to provide funding for the construction or acquisition of public capital facilities; special taxes may also be used to pay directly for facilities and public services.

Mello-Roos bonds can be short or long-term obligations. Typically, long-term bonds have either a twenty-five or thirty year maturity. Short-term notes or bonds can be

issued to provide interim funding; these obligations are then retired when another source of revenue becomes available.

(2) Application in Gateway

The Gateway PFFP will anticipate making use of long-term Mello-Roos bonds. Mello-Roos bonds would be issued at various stages throughout build out of the SPA by one or more property owners in order to close funding gaps that exist due to the timing of fee revenues. Proceeds of Mello-Roos bonds would likely be used to fund a variety of facilities, including roads, sewer and water improvements, and flood control facilities. Mello-Roos bonds would be retired from special taxes collected from property owners and developers in Gateway.

d. 1913/1915 Act Assessment Bonds

(1) Introduction

In 1979, the California Court of Appeals, in *County of Fresno vs. Malmstrom*, ruled that special benefit assessments levied pursuant to the Improvement Act of 1911 and Municipal Improvements Act of 1913 are not "special taxes" under Proposition 13's definition of such taxes. The result of this decision has been a proliferation of Special Assessment Districts ("ADs") throughout the State, using the Municipal Improvements Act of 1913 to initiate proceedings for the formation of an AD, and the Improvement Bond Act of 1915 to issue bonds. These Acts provide mechanisms for issuers to construct or acquire public improvements, to apportion the costs through liens against the properties in a designated area which directly benefit from the improvements (the "Assessment District"), and to finance the liens through the issuance of tax-exempt bonds.

Public works improvements are eligible for Assessment District financing to the extent that properties within the District receive a special, measurable, local, and direct benefit from such improvements. Traditionally, improvements to be financed using an AD include, but are not limited to, streets and roads, water, sewer, flood control facilities, utility lines, and landscaping. Other types of public improvements which have a "regional" significance (e.g., major roads, bridges, flood control facilities) are only partially eligible, based on the proportion of benefit from the improvements that can be assigned to parcels within the AD. Traditionally, items of general benefit to a community, such as schools, fire stations, and parks, have not been eligible for Assessment District financing.

Each parcel of property within an AD is assessed a portion of the costs of the public improvements and services to be financed by the AD, based on the proportion of benefit received by that parcel. Assessment liens are levied at the time of formation of the AD and installment payments are collected along with property taxes on a semi-annual

basis. Bonds issued pursuant to the 1915 Act are land secured obligations and, in the event of non-payment of assessments, the property could be sold at a foreclosure sale to generate revenues to pay off outstanding bonds.

Under Proposition 218, adopted by the State's voters in November 1996, an election of the property owners within a proposed AD must be held prior to the formation of the AD. Each property owner is assigned a number of votes based on the amount of assessments they would pay, and a majority vote is necessary to form the AD.

(2) Application in Gateway

All facilities that can be funded by an Assessment District can also be funded by a Mello-Roos CFD. As Mello-Roos financing will likely be used to fund facilities for which ADs cannot be used (i.e., any regional facilities), a Mello-Roos CFD may be designed to provide funding for all facilities in the same program. However, in the event that funding is only needed for improvements that qualify for AD financing, some property owners may decide to use an AD for their infrastructure.

e. Revenue Bonds

(1) Introduction

Revenue bonds are bonds payable from a special fund—a limited source pledge will secure payment of the bonds. As such, these bonds usually finance facilities for a revenue generating enterprise and are payable from the revenues of that enterprise. There are a number of statutes authorizing the issuance of revenue bonds. The most commonly used statute is the Revenue Bond Law of 1941.

The Revenue Bond Law of 1941 allows cities, counties, and certain special districts to issue revenue bonds to finance, among other things, water and sewer collection, supply, and treatment facilities. The law requires a majority vote to authorize the size and purpose of the bond issue. Because these bonds are secured by a pledge of revenues and not an agency's general fund, they typically carry a higher interest rate than general obligation bonds but a lower interest rate than land secured debt. In addition, there is usually a requirement that revenues generated from an enterprise exceed debt service on bonds by twenty-five percent (25%). This "coverage" protects the bond holders from small delinquencies and defaults that may occur.

(2) Application in Gateway

The Gateway PFFP will propose making use of revenue bonds for water and sewer improvements. In years where fee revenues are insufficient to provide funding for these facilities, revenues generated from monthly water and sewer charges will be committed to repayment of debt service on revenue bonds. These charges will result in a monthly

bill for water and sewer that is slightly higher than those in surrounding areas of Imperial County.

f. Landscaping and Lighting Act of 1972

(1) Introduction

The Landscaping and Lighting Act of 1972 authorizes local public agencies to impose assessments on benefited property to fund the installation, construction, and maintenance of the following:

- Landscaping
- Statues, fountains, and ornamental structures
- Lighting facilities, including traffic signals
- Improvements appurtenant to the foregoing, including grading, curbs, gutters, sidewalks, and water and drainage facilities
- Park or recreational improvements, including land preparation, lighting, playground and recreational equipment, and public restrooms
- Land acquisition for park, recreational, or open space purposes
- Maintenance or servicing of the foregoing improvements

The assessments placed on benefited properties may be levied on an annual basis, and are typically collected semi-annually as part of the property tax bill. The assessments may be used to pay directly for installation, construction, or maintenance of eligible improvements, or may be used to pay debt service on bonds issued to cover installation and construction costs. Should bonds be sold, they are non-recourse to the issuing public agency, in that the agency has no financial liability associated with these bonds. The bond holders look to the property owners for their semi-annual assessment payments, and will pursue foreclosure proceedings against those properties which are delinquent in paying their assessments.

A Landscaping and Lighting District ("LLD") burdens only property owners within the LLD itself, not property owners throughout the public agency's jurisdiction. LLD bonds are non-recourse to the agency, so the general fund and the agency's taxing capacity are not at risk.

Under Proposition 218, adopted by the State's voters in November 1996, an election of the property owners within a proposed LLD must be held prior to the formation of the LLD. Each property owner is assigned a number of votes based on the amount of assessments they would pay, and a majority vote is necessary to form the LLD.

(2) Application in Gateway

Formation of an LLD could serve as a method for the County to maintain landscaping in the SPA and would provide a protest opportunity for affected landowners. However, the County may also incorporate the levy of Mello-Roos special taxes for landscape maintenance and other services.

g. Infrastructure Financing Districts

(1) Introduction

In 1990, the State Legislature approved Senate Bill ("SB") 308, which provides for the formation of Infrastructure Financing Districts ("IFDs") to finance regional infrastructure needs. SB 308 extends the use of tax increment ("TI") financing to undeveloped areas within the boundaries of an IFD. IFD financing is similar to tax increment financing within redevelopment project areas, in that it uses ad valorem property tax revenues to pay for public improvements without imposing special taxes or assessments on the land.

An IFD may finance the purchase, construction, expansion, or improvement of any real or tangible property with an estimated useful life of fifteen years or longer. Authorized facilities must be of community-wide significance and provide significant benefits to an area larger than the area of the proposed IFD. Examples of permissible projects include the following:

- Highways, interchanges, arterial streets, and transit facilities
- Sewage treatment and water reclamation plants
- Water collection and treatment facilities
- Flood control levees and dams, retention basins, and drainage channels
- Child care facilities and libraries
- Parks and open space
- Facilities for the transfer and disposal of solid waste

When forming an IFD, a "base year" is identified; the ad valorem tax revenues paid on the assessed property value in the base year continue to be passed through to the agencies that receive ad valorem tax revenues. However, the revenues that result from an increase in assessed value above the base year assessed value are called tax increment ("TI") revenues, and a portion of these revenues are retained by the IFD. An IFD can then issue bonds secured by the TI revenue it receives, or will receive, because of the continuing increase in assessed value.

Revenues from an IFD may be pledged to repay bonds issued by a Special Assessment District or Mello-Roos CFD, or may be advanced to an Integrated Financing District (discussed in Section III below) as part of a reimbursement agreement. The IFD may issue tax allocation bonds or Certificates of Participation payable from anticipated tax increment.

(2) Application in Gateway

Due to current revenue limitations, it is not anticipated that the County or other public agencies will contribute a portion of the property tax revenues to help pay for regional improvements. However, as the assessed value increases due to development in the community, an IFD may be a viable alternative to pay for facilities that will serve an area larger than the SPA without adding to the burden on the Gateway property owners. Transit and highway improvements are prime candidates for this type of funding if it is available in future years.

h. Federal/State Grants and Loans

(1) Introduction

A number of grant and low-interest loan programs are available through various federal and state agencies to fund public facilities. Several of these programs are discussed below.

California Trade and Commerce Agency

Rural Economic Development Infrastructure Program: provides loans for the construction, improvement, or expansion of public infrastructure with the intent of creating jobs in rural cities and counties.

State Department of Housing and Community Development

Community Development Block Grant Program: provides grants to low income communities for the construction or expansion of essential services, including sewer treatment and collection.

State Department of Water Resources

Water Conservation Loan Program: provides low interest loans for the construction of water reclamation storage and distribution facilities, as well as the purchase of land and land easements, for replacement of existing potable water supply.

Ground Water Recharge Loan Program: provides low interest loans for the construction of water reclamation storage and distribution facilities, as well as the purchase of land and land easements, for replacement of existing potable water supply.

Local Water Supply Loan Program: provides low interest loans for the construction of water reclamation storage and distribution facilities, as well as the purchase of land and land easements, for replacement of existing potable water supply.

State Water Resources Control Board

State Revolving Fund: provides low interest loans for the construction of publicly owned wastewater treatment facilities and collection systems.

Water Reclamation Loan: provides low interest loans for the construction of water reclamation projects for water supply purposes.

United States Department of Agriculture (Rural Economic and Community Development Services)

Water and Waste Disposal Loans: provides low interest loans for water and waste disposal to low and moderate income rural communities (population less than 10,000).

Community Facilities Loans: provides low interest loans to construct, enlarge, or otherwise improve community facilities providing essential services, including sewage treatment, in low and moderate income rural areas and towns with a population of 20,000.

Water and Waste Disposal Grants: provides up to 75 percent grant for eligible water and waste disposal project costs, based on the community's ability to afford the project.

(2) Application in Gateway

The County will continually evaluate the availability of federal and state funds for public facilities to maximize outside funding sources and minimize the burden on property owners. If there is the potential for necessary facilities to qualify for a program, the responsible agency will submit an application and make every effort to secure funding. When it is applicable and feasible, facilities will be designed in such a manner that may increase the chances to obtain federal and/or state funding.

3. REIMBURSEMENT PROGRAM

It is important for the County to consider the establishment of some type of reimbursement program to assure that developers who oversize some of their infrastructure improvements will receive payments from future developers who benefit from such improvements. This program would be particularly important to assure that the smaller property owners pay their fair share of infrastructure costs, even if their properties are too small to support the sale of bonds. A fee program such as a Bridge and Thoroughfare District, which reimburses the earlier developers through fees collected from future developers, could be established to meet this need. The County might also consider an Integrated Finance District, which places contingent liens on future developers' parcels to assure that they will not be developed prior to payment of an assessment to the earlier developer(s) who oversized some of their public improvements. While a reimbursement program does not generate monies in a timely manner to directly fund infrastructure and public facilities, it is a key component of a financing plan which intends to treat all property owners fairly.

(Please see Section 5 Exhibits 1-3.pdf)

VI. GENERAL PLAN AND ENVIRONMENTAL ANALYSIS

A. INTRODUCTION

This section will demonstrate the project's conformance with General Plan criteria. It also discusses the project's Environmental Impact Report (EIR) and provides an analysis of the potential environmental impacts associated with proposed development.

B. GENERAL PLAN CONFORMANCE

1. Relevant General Plan Policies

Land Use Element. This Element outlines the following objectives and policies for the SPA.

- The SPA is intended to be developed primarily with industrial, office, and warehouse space for manufacturers, customs brokers, freight forwarders, and corporate or administrative offices. Secondary land uses would include retail, restaurant and service commercial outlets, a truck service center, motel accommodations, housing and recreation.
- Preparation of the Specific Plan shall be coordinated with the City of Calexico and all affected local, state and federal agencies, and major property owners on both sides of the International Border.
- Extension of public services to the SPA shall be provided concurrent with need.
- Extension of rail service to the SPA will provide additional economic benefits for the project and should be pursued.
- Existing agricultural uses adjoining the SPA shall be protected from incompatible land uses, and the "right to farm" shall be preserved.
- Water quality, natural habitat and visual benefits of the Alamo River shall not be adversely impacted by proposed development.
- The primary land uses of industrial, office and warehouse space shall account for not less than 65 percent of the net developable area of the SPA. Net developable area excludes land for major roadways, other infrastructure improvements, and natural or recreational open space. The remaining 35 percent is limited to retail, restaurant and service commercial outlets, truck service center, motel accommodations, and housing.

- An adequate, independent market analysis shall be required to support proposed land uses. The market studies shall include an analysis of the need for housing, including employee housing affordable to low to moderate income households.
- Development plans shall be coordinated with the U.S. General Services Administration (GSA), Border Patrol and other appropriate federal agencies; landowners on the Mexican side of the International Border; appropriate agencies of the Mexicali city government and the Republic of Mexico; Caltrans and other appropriate state agencies; the City of Calexico; and Imperial Irrigation District (IID).
- 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, domestic water, transportation, fire and police protection.
- The Specific Plan shall be accompanied by an Environmental Impact Report which includes an analysis of project impacts to include the following: agriculture, air and water quality, biology, cultural resources, growth inducement, traffic, visual/aesthetics, and such other issues as required by the County of Imperial and other Responsible Agencies.

Circulation and Scenic Highways Element. Applicable objectives and policies of this Element include the following:

- Require a traffic analysis for any new development that would generate more than 500 average daily trips;
- Create special crossings for farm equipment at busy agricultural roads;
- Maintain, improve and expand public transit services such as passenger rail and bus routes to keep pace with population and job growth, and to meet community needs;
- Develop and improve safe, non-motorized circulation facilities such as bicycle routes and pedestrian walkways;
- Cooperate with adjacent agencies and communities such as the U.S. and Mexican governments, California Department of Transportation (Caltrans) and the City of Calexico to provide maximum compatibility of adopted circulation facilities;
- Encourage the reduction of vehicle miles traveled and total number of daily and peak-hour vehicular trips through development and implementation of Transportation Demand Management (TDM) and Transportation Systems Management (TSM) strategies such as staggered work hours, telecommuting, shuttle service to and from transit facilities at major employment centers, ride sharing, park-and-ride lots and transit subsidies;

- Maintain curb use priorities that consider, in descending order, the needs of through traffic, transit stops, bus turnouts, passenger loading, and short- and long-term parking;
- Prohibit freight loading and unloading on public streets;
- Where appropriate, construct public transit facilities on arterials including bus stops with lighted shelters, benches, telephones and route information signs;
- Establish transit stops adjacent to major employment centers;
- Encourage the use of railroad freight service and efficient rail freight loading access facilities to minimize long-haul truck traffic;
- Provide properly designed pedestrian facilities for the handicapped and elderly to ensure their safety and enhanced mobility.

Seismic and Public Safety Element. Applicable objectives and policies of this Element include the following:

- Utilize information related to geologic and seismic hazards as furnished by the State Geologist when siting a proposed project, and reduce risk and damage due to seismic hazards by appropriate regulation and mitigation techniques;
- Reduce fire hazards by the design of new developments;
- Encourage underground pipelining of all open canals adjacent to and within urban areas to prevent accidental drownings, without placing unreasonable cost burden on agricultural water users;
- Identify potential risk and damage due to inundation from dam failure and/or water releases;
- Minimize the possibility of hazardous materials/waste spills, and assure the protection of ground and surface waters from such spills;
- Implement the geologic hazards section of the County's codified ordinances pursuant to the requirements of the Alquist-Priolo Earthquake Fault Zoning Act; and
- Regulate and restrict development near major water courses and floodplains through application of appropriate land use measures.

Agricultural Element. This Element provides the following applicable goals and objectives to ensure the managed use of agriculture resources:

- Allow conversion of agricultural land to non-agricultural uses only where identified in the County General Plan;
- Hazard-prone areas such as earthquake faults should remain designated for agricultural uses;
- Prohibit "leapfrogging" or "checkerboard" patterns of non-agricultural development in agricultural areas that render these areas more difficult to economically and conveniently farm;
- Limit the introduction of conflicting uses into farming areas;
- Maintain routes which are essential for the transportation of farm products and oversized farm equipment through agricultural and non-agricultural areas;
- Utilize transitional land uses around urban areas as buffers between agricultural areas including rural residential uses, industrial uses, recreation areas, roads, canals and open space;
- In the absence of transitional land uses, create buffers or large parcel sizes within new development adjacent to agricultural land which would be affected by agricultural operations to minimize conflicts with such operations;
- Ensure future availability of adequate and affordable irrigation water to existing agricultural areas;
- Encourage re-use of treated wastewater that would be economically beneficial for agricultural irrigation; and
- Encourage agricultural-related commercial and industrial uses near agricultural operations that would package, process or market agricultural commodities produced in the area, provided their conversion to non-agricultural-related uses is prohibited.

Conservation and Open Space Element. This Element promotes the protection, maintenance and use of the County's natural resources, with particular emphasis on scarce resources and resources that require special control and management, for their ecological value as well as for their direct benefit to the public. It identifies the following applicable goals, objectives and policies to ensure the managed use of environmental resources and to prevent loss of resources available to future generations:

- Preserve the integrity, function, productivity and long-term viability of sensitive habitats, plants and animal species;
- Identify, reduce or eliminate all forms of pollution which adversely impact biological resources;

- Protect and preserve significant cultural resources;
- Maximize energy conservation and efficiency of utilization, and minimize impacts on energy sources;
- Enhance the aesthetic character of new development;
- Protect all water courses for their continued use and development;
- Regulate development in or adjacent to water courses;
- Ensure the use and protection of rivers and other waterways in the County; ensure proper drainage and provide accommodation for storm runoff from urban and other developed areas in manners compatible with requirements to provide necessary agricultural drainage;
- Protect and improve water quality and quantity for all water bodies in the County;
- Eliminate potential surface and groundwater pollution through regulations as well as educational programs;
- Reclaim polluted water bodies such as the Alamo River, if deemed necessary;
- Discourage the use of hazardous materials in areas of the County where significant water pollution could pose hazards to humans or biological resources;
- Encourage water conservation and efficient water use among municipal and industrial water users as well as reclamation and reuse of wastewater;
- Coordinate with the appropriate agencies for the availability of water to meet future domestic, industrial/commercial and agricultural needs;
- Ensure that all facilities shall comply with current federal and state requirements for attainment of air quality objectives;
- Cooperate with all federal and state agencies in the effort to attain air quality objectives;
- Establish buffers to separate future development from adjacent native habitats to ensure the perpetual regeneration of these habitats which provide important breeding and foraging areas for native and migratory birds and animals;
- Minimize road crossings or other disturbances of riparian habitat;
- Protect wildlife corridors which are essential to the long-term viability of wildlife populations;

- Require landscaping in all developments to prevent erosion on graded sites;
- Identify, document and recognize the value of significant historic and prehistoric resources; provide for the preservation of representative and worthy examples; and assess proposed land uses for impacts upon these resources;
- 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;
- Prohibit structural development in designated floodways, unless permitted by specific development standards and proper hydrologic design upon review by the Department of Public Works to assure no public safety hazards or significant impacts to wildlife; and
- Restrict structural development in areas of known seismic activity or in the vicinity of an active fault.

Water Element. This Element is intended to assure that water resources are conserved to the extent feasible, and to provide for the long-term viability and availability of this resource. The following are applicable goals, objectives and policies of this Element:

- Encourage land uses that economize on water consumption, reduce equivalent dwelling unit demand for domestic water resources, and make available affordable water resources for continued urban growth and development;
- Preserve riparian and ruderal habitats as important biological filters, and as breeding and foraging areas for native and migratory birds and animals;
- Assure the safety of ground and surface waters from toxic or hazardous materials through implementation of appropriate mitigation measures for significant impacts on water quality and quantity;
- Provide safe and efficient community waste water treatment facilities which adequately serve future development within the Imperial Irrigation District service area;
- Regulate and encourage economical use of domestic water resources through implementation of applicable state codes, promotion of drought-resistant native and non-native desert landscaping, and efficient and cost-effective water conservation methods in all types of urban development;
- Encourage the reclamation and use of agricultural and urban waste waters in urban landscaping, golf course and wildlife habitat areas, wherever practical;
- Coordinate with the County and California Regional Water Quality Control Board to assure that discharge from community wastewater treatment plants meet or exceed applicable state and federal standards;

- Encourage innovative methods of wastewater treatment which reduce discharge of contaminants into surface waters, while enhancing ruderal and riparian habitats; and
- Encourage fair and appropriate assessment of fees and charges for the deliveries of urban and agricultural waters, and for water treatment capacity.

2. Policy Conformance

The project conforms with the Land Use Element objectives and policies for the Gateway SPA. In particular, Section IV of the Specific Plan allows for the primary (e.g., industrial, office and warehouse) and secondary (e.g., retail, restaurant and service commercial, truck service, motel and housing) land uses listed in the objectives. Although the proposed mixture of 80% primary land uses and 20% secondary land uses for the SPA conflicts with the 65% and 35% mix recommended in the objectives, the Specific Plan allows for flexibility in the types and amounts of development in each phase as long as the land use mix at buildout does not exceed that recommended by the General Plan. The Specific Plan includes an independent market analysis that supports the amount and type of land uses proposed for the SPA up to buildout.

Preparation of the Specific Plan, Phase I tentative maps and the EIR have been coordinated with all property owners within the SPA as well as all affected local, state and federal agencies. The EIR also addresses the environmental issues listed in the objectives as well as others required by the County and Responsible Agencies.

As previously discussed, the Gateway PFFP outlines the implementation and funding mechanisms to ensure the timely provision of necessary capital improvements and public services for each phase of the SPA. The extension of rail service to the SPA is not economically feasible with Phase I; however, it may be a real possibility in later development phases if the demand for freight and passenger service warrants extension of the existing spur tracks of the Union Pacific Railway in Calexico. Use of such a railway extension, if feasible, could significantly reduce regional impacts on circulation and air quality by discouraging vehicular use to and from the SPA.

Onsite development along the westerly, southerly and easterly SPA boundaries would be buffered from adjoining, incompatible, existing agricultural uses by the Ash Main Canal, All American Canal and Alamo River, respectively. In addition, development within the SPA would not conflict with the "right to farm" for adjacent agricultural parcels by maintaining access to irrigation water, drainage canals and truck haul routes.

With mitigation measures suggested by the project EIR, the water quality, natural habitat and visual benefits of the Alamo River would not be significantly impacted by proposed and future development in the easterly portions of the SPA.

In conformance with the Circulation and Scenic Highways Element, a project traffic analysis has been prepared. Special crossings at proposed and planned intersections within the SPA to prevent conflicts between vehicles and farm equipment at busy

agricultural roads suggested. The specific intersection controls at these crossings are described in the EIR. Section 3.3 of the EIR describes the anticipated public transit system for the SPA, and as stated above, although passenger rail service is not feasible for Phase I, it may be possible with later development phases. Figure III- of the SPA illustrates the proposed non-motorized circulation system for the SPA including bicycle routes and pedestrian walkways, with offsite connections and provisions for disabled access.

The internal circulation system for the SPA would not conflict with government facilities at the POE or existing and planned Caltrans facilities. Adopted Circulation Element roadways of the City of Calexico General Plan do not extend to the SPA. The project promotes TDM and TSM strategies by encouraging ridesharing, establishment of a coordinated parking program, staggered work hours and "flextime" programs for employees and pedestrian travel. Please note that specific locations of bus stops/turnouts and passenger loading areas, along with design requirements for these facilities (e.g., lighted shelters, benches, telephones, route information signs), would be coordinated with the local Transit District prior to approval of final roadway improvements with each Final Map. As stated in the Specific Plan, parking would not be allowed on major arterials, and freight loading/unloading would be prohibited on all public streets.

As previously discussed, the extension of rail freight service to the SPA including freight loading access facilities to minimize long-haul truck traffic is not economically feasible with Phase I; however, it may be possible in later development phases.

In conformance with the Seismic and Public Safety Element, a project geotechnical evaluation has been prepared. Implementation of setback requirements pursuant to the Alquist-Priolo Earthquake Fault Zone would reduce public risk and structural damage due to seismic hazards related to the onsite Imperial Fault. Standard requirements of the County Fire Department and Uniform Fire Code will be incorporated into onsite development to reduce fire hazards. Portions of the South Alamo Canal which traverses the SPA would be relocated underground. Remaining portions would be encouraged to be undergrounded where public health or safety concerns are identified.

Pursuant to the requirements of the Alquist-Priolo Earthquake Fault Zone, as described below, all human occupancy structures in the vicinity of the onsite Imperial Fault would be set back a minimum of 50 feet from any fault trace. Section 3.3 of the EIR also describes the Alamo River setback requirements to prevent floodplain encroachment and potential flood hazards for development along the easterly SPA boundary.

Since conversion of agricultural land to non-agricultural uses is allowed within the SPA, as identified in the County General Plan, the project would not conflict with the Agricultural Element. The Specific Plan does not designate agricultural uses for onsite areas within the Imperial Fault Zone because the limited amount of land in these areas would not support commercially viable agricultural operations.

The project phasing plan is intended to discourage "leapfrog" or "checkerboard" patterns of development within onsite agricultural areas outside of Phase I by focusing the initial

stages of development to areas immediately surrounding the POE and along the proposed Menvielle Road in the center of the SPA. By radiating subsequent development phases outward from the center of the SPA, the extension of capital improvements and public services could be accomplished in a more cost-effective manner. It should be noted that "leapfrogging" outside this predicted development pattern is not prohibited by the Specific Plan.

As it develops, the planned circulation system would maintain temporary routes for the continued transportation of farm products and oversized farm equipment through the SPA. In addition, as previously mentioned, the locations of special crossings at proposed and planned intersections within the SPA will prevent conflicts between vehicles and farm equipment at busy agricultural roads.

As discussed below, onsite development along the westerly, southerly and easterly SPA boundaries would be buffered from adjoining, incompatible agricultural areas by transitional land uses such as the Ash Main Canal, All American Canal and Alamo River, respectively. In the absence of transitional land uses, large remainder parcels are identified in some of the proposed tentative maps that would serve as appropriate buffers between development and onsite agricultural land. The provision of water to developing areas within the SPA would be coordinated with the County and IID to ensure future availability of adequate and affordable irrigation water to adjacent existing agricultural areas.

The IID has indicated that the re-use of treated wastewater from urban development within the SPA for purposes of agricultural irrigation would not be economically viable. The Specific Plan encourages agricultural-related commercial uses (e.g., packaging, processing, marketing) near adjacent existing agricultural operations, but does not prohibit their conversion to non-agricultural-related uses.

In conformance with the Conservation and Open Space Element, implementation of the proposed burrowing owl mitigation program suggested by the EIR would preserve the integrity, function, productivity and long-term viability of offsite habitat to compensate for project impacts to this sensitive species. Implementation of this mitigation program shall be coordinated with the resource agencies prior to approval of any development phase that would impact this sensitive species. The EIR describes the design measures and emergency response procedures required by standard regulations to avoid degradation of surface and groundwater quality and corresponding indirect impacts to biological resources within the Alamo River and downstream areas. The Alamo River setbacks suggested by the EIR would separate future development from adjacent native riparian habitat in the river that may be used by native and migratory birds and animals as an important breeding and foraging area and wildlife corridor.

No significant cultural resources would be impacted due to buildout of the SPA. Development within the SPA would be in accordance with all regulations pertaining to solar and energy conservation. As evaluated by the EIR, the architectural and landscaping guidelines of the Specific Plan are intended to enhance the aesthetic character of new development within the SPA.

Proposed use of detention basins with each development phase would ensure proper drainage of, and accommodate storm water runoff from, developing areas within the SPA without disrupting existing agricultural drainage systems. As project runoff would not result in significant impacts to the quality and quantity of water in the Alamo River, efforts to reclaim this currently polluted water course are not deemed a necessary requirement of the SPA.

Landscaping is required in all developments to prevent erosion on graded sites. All landscape irrigation systems within the SPA would comply with the water conservation requirements of the County Zoning Ordinance. As stated above, the IID has indicated that the re-use of treated wastewater from urban development within the SPA for purposes of agricultural irrigation would not be economically viable.

All onsite facilities would comply with current federal and state requirements for attainment of air quality objectives. As previously mentioned, all human occupancy structures in the vicinity of the onsite Imperial Fault would be set back a minimum of 50 feet from any areas of known seismic activity.

In conformance with the Water Element, development of urban uses within the SPA would result in less water consumption than the existing demand for agricultural irrigation water. This would provide for economical use of water and increase its availability elsewhere.

The loss of ruderal habitat within the SPA, which provides important breeding and foraging areas for the sensitive burrowing owl, would be mitigated via offsite compensation. Riparian habitat within the Alamo River, which provides important biological filters and breeding and foraging areas for native and migratory birds and animals, would be preserved from development.

The EIR describes the design measures and emergency response procedures required by standard regulations to prevent significant impacts to surface and groundwater quality from use, storage or transport of toxic or hazardous materials onsite. It also describes the wastewater treatment facility required to adequately serve proposed and future development within the SPA and IID service area. This facility would utilize the Advanced Integrated Pond System technology which is acceptable to the RWQCB, and meets or exceeds applicable state and federal standards for wastewater discharge. This innovative method of wastewater treatment would reduce discharge of contaminants into the Alamo River, while enhancing its riparian and wetland habitats.

The landscaping concept for the SPA involves use of irrigation systems in compliance with the water conservation requirements of the Zoning Ordinance as well as drought-resistant native and non-native desert plants. Furthermore, the IID has indicated that the re-use of treated wastewater from urban development within the SPA for purposes of agricultural irrigation would not be economically viable.

The Gateway PFFP require fair and appropriate assessment of fees and charges for all capital improvements associated with the SPA including water treatment and distribution, and wastewater conveyance and treatment facilities.

C. Environmental Impact Report

The EIR consists of a "two-tiered" analysis, in which potential environmental impacts are evaluated on both a "plan-to-ground" and "plan-to-plan" level. A plan-to-ground (site-specific) analysis is provided for the approximately 400 - 500 acres of development referred to herein as Phase I and detailed on the first-phase tentative maps. Primary uses proposed within these first-phase maps include roadway-oriented commercial, industrial, manufacturing, and office support services centered around and supportive to the new POE. Project-level impacts associated with the proposed tentative maps involve on- and off-site grading, construction, and facility improvements. They also include wastewater treatment facilities, a water treatment plant, water reservoirs, and electrical power substations.

A plan-to-plan (program-level) analysis has been conducted for the remaining portions of the SPA based on land use "bubbles" as defined by the Specific Plan and on file at the Imperial County Planning Department. No conceptual lot layouts, or other detailed development plans, are currently available for these future land use "bubbles". As a result, potential impacts associated with buildout of the SPA are addressed under a "worst-case" analysis which assumes that all of the area within the "bubbles" would be impacted. Additional uses anticipated with buildout of the SPA include planned circulation improvements, a potential railway connection, and provision of the required public services.

The scope of analysis for the "Gateway" EIR was determined by the Imperial County Planning Department through an environmental initial study, and by responses to a Notice of Preparation (NOP) which was distributed by the County.

The following environmental issues were identified by the County for detailed analysis in the EIR, due to the potential for significant impacts resulting from the proposed tentative maps and subsequent buildout of the SPA: traffic/circulation, land use/agricultural conversion, public services/utilities, hydrology/water quality, visual quality/aesthetics, geology/soils/seismicity, biological resources, cultural resources, air quality, noise public safety/health risk, and cumulative impacts. Additional environmental issues which were determined by the County not to be significantly impacted by the project, based on the environmental initial study, are discussed as effects found not to be significant. These issues include paleontological resources, housing demand, recreational resources, and water conservation. Other mandatory sections required by CEQA include a discussion of significant irreversible environmental effects and the potential for growth inducement. A discussion of alternatives to the proposed action also is presented.

D. ENVIRONMENTAL ISSUES AND IMPACTS

Issues and impacts associated with development of "Gateway" include:

1. Traffic/Circulation

A comprehensive traffic study will be prepared to evaluate the ability of the streets and highways to handle traffic generated by proposed development of the SPA.

The EIR will address impacts to street segment and intersection capacities under existing, cumulative, and build-out conditions. The combined effects of the project, the new POE, and other planned development in the area on traffic circulation in both the short and long term will be examined. The traffic analysis will consider different phasing scenarios with and without SR-7, as well as the Orchard Road alternative to I-8, should SR-7 not be constructed. In addition, the EIR will evaluate signal warrants, primary and emergency access alternatives, internal circulation, and conformance with the County's Congestion Management Program.

2. Land Use/Agricultural Conversion

The SPA and surrounding areas are identified as prime agricultural lands and are actively farmed. The loss of agricultural land as a result of development within the SPA will be evaluated against the Agricultural Element of the County's General Plan, the County's Right-to-Farm Ordinance, and the Local Agency Formation Commission (LAFCO) criteria. The project will also be evaluated for conformance with other relevant goals and policies of the General Plan, Zoning Ordinance, and state farmlands program. The EIR will analyze potential conflicts between proposed development and existing agricultural uses within and adjacent to the SPA, as well as the Orchard Road alternative to I-8.

3. Public Services/Utilities

Agencies and special districts which currently, or could in the future, provide the necessary public services for the SPA will be contacted to determine the ability of their facilities and staff to meet project demands. Potential demands on local and regional services such as emergency (e.g., fire and law enforcement), health and social services, and solid waste will be evaluated. Where no service provider exists (e.g., water and sewer), the EIR will discuss the provision of these services.

The EIR will include calculation of existing and projected capacities using generation rates from the various service districts to determine direct/cumulative, short-/long-term, and local/regional impacts. The facilities expansion, funding, and phasing required to serve the SPA and remainder of the service areas under the build-out conditions will be

addressed. The EIR also will identify ways for proposed and future development to guarantee that adequate levels of service will be available concurrent with need.

4. Hydrology/Water Quality

Development of "Gateway" would alter the existing topography and create additional impervious surfaces for roadways, buildings, and parking lots. The hydrology discussion will focus on the change in runoff due to proposed and future development of the SPA, and the ability of the existing and proposed drainage system to handle the increased runoff. The EIR will identify the rivers, canals, and drains within the project area, and evaluate 100-year storm flows, peak runoff volumes, downstream drainage capacity, and flooding potential.

The increase in surface runoff from the SPA may result in an incremental increase in water quality degradation in downstream areas. Available information will be reviewed to document existing ground and surface water quality conditions for the project area. The EIR will discuss the potential for downstream sedimentation/siltation during grading and the potential for urban runoff from paved areas or hazardous materials spills from future commercial and industrial uses to enter the canal systems and cause pollution. Project conformance with the permit requirements of the National Pollutant Discharge Elimination System and the provisions of the International Boundary and Water Commission Minutes No. 288 will be discussed.

5. Visual Quality/Aesthetics

The majority of the SPA is visible from SR-98. The EIR will include a viewshed analysis to evaluate potential visual quality impacts due to grading and subsequent development. The viewshed analysis also will address potential impacts of development with respect to aesthetics and conformance with the surrounding rural community character. The EIR will identify site planning, landscaping, and agricultural design guidelines from the Specific Plan that would be incorporated into future development to reduce visual quality impacts.

6. Geology/Soils/Seismicity

A geotechnical reconnaissance and review of background materials (e.g., topographic maps, fault maps, and aerial photos) will be conducted to identify potential geologic/soil stability constraints that may adversely affect development within the SPA. In addition, due to the proximity of the SPA to the Imperial Fault, the EIR will evaluate potential impacts to on-site uses from seismic hazards such as liquefaction.

7. Biological Resources

Except for the Alamo River along its easterly boundary, nearly all native vegetation within the SPA has been removed by farming activities. The banks of the Alamo River support riparian vegetation, which is considered a sensitive habitat by local, state, and federal resource agencies. In addition, agricultural fields and associated disturbed areas may be used as potential nesting and foraging habitat by the burrowing owl. The focus of the field surveys will be to map plant communities and identify potential avian and small mammal movement corridors within the Alamo River. The EIR also will address the direct, indirect, and cumulative impacts to on- and off-site biological resources as a result of development within the SPA and the Orchard Road alternative to Interstate 8.

8. Cultural Resources

An archaeological survey of the area encompassing the new POE and associated access roads within the SPA have identified no prehistoric sites. A literature review and records search, as well as a field survey along the Alamo River and any other areas where the upper surface has not been significantly modified by agriculture, will be conducted.

9. Air Quality

The EIR will evaluate the project's contribution to potential air quality impacts in the Southeast Desert Air Basin (SDAB), including short-term construction and long-term emission sources such as automobile trips and smokestacks.

10. Noise

Noise measurements will be conducted to characterize ambient conditions within the SPA. The focus of the acoustical analysis will be on short- and long-term impacts to existing and planned "noise-sensitive" uses from traffic along existing and proposed transportation routes. Future roadway noise levels will be modeled based on projected traffic volumes, and noise contour maps will be generated.

11. Public Safety/Health Risk

Potential risks posed by past use of pesticides and herbicides associated with agriculture will be assessed in general terms. Seismic risks also will be analyzed, since they represent a public safety issue.

12. Growth Inducement

The EIR will explore the potential of project buildout to induce growth in the area. Potential factors to be considered include benefits to surrounding properties which may be derived from increased access to water and sewer, new and improved roadways, or reduction in other obstacles to development. Project features, such as the installation and construction of new utility pipelines, will be analyzed to determine if project buildout will foster growth in surrounding undeveloped areas. The relationship of future development to the new POE also will be considered.

E. ALTERNATIVE MITIGATION MEASURES

Alternative Mitigation Measures will be discussed once they have been identified by the environmental process.

F. INCORPORATING MITIGATION MEASURES

Once the applicable mitigation measures have been identified, they will be discussed and incorporated into the proposed plan.

G. MITIGATION RESPONSIBILITY	H. MITIGATION THRESHOLDS
Imperial County Planning/Building Department Planning Director	Mitigation Measure 4.1-1: Prior to issuance of any building permit, the applicant(s) shall pay a traffic mitigation fee to be determined by the County of Imperial Planning/Building Department, to the satisfaction of the Planning Director.
Imperial County Planning/Building Department	Mitigation Measure 4.1-2: Prior to issuance of the first building permit that exceeds the first 4,000 ADT to be generated by Phase I, a traffic analysis shall be prepared by a California registered traffic/civil engineer to the satisfaction of the Imperial County Planning/Building Department. The analysis shall identify trip generation, assignment and distribution for the proposed development. A level of service analysis shall be performed at the street segments and intersections to be affected by the proposed development. The traffic analysis shall confirm or modify the offsite circulation improvements in the column labeled "10,000 ADT" in Tables 16A and B of Appendix B. Bonds or other funding alternatives shall be posted for all offsite circulation improvement identified in the traffic analysis.
Imperial County Planning/Building Department	Mitigation Measure 4.1-3: Prior to issuance of a certificate of occupancy for the first building, construction of the circulation improvements identified in the

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traffic analysis in Mitigation Measure 4.1-1 shall be initiated to the satisfaction the Imperial County Planning/Building Department, and to the satisfaction of Caltrans for improvements on state highways. Said improvement shall be completed prior to issuance of a certificate of occupancy for the first building of the subsequent development proposal within the SPA.

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Department**

Mitigation Measure 4.1-4: Prior to issuance of the first building permit for any proposed project subsequent to the initial development in Mitigation Measure 4.1-1, a registered traffic engineer shall calculate the number of trips to be generated by the proposed development, and add it to the trip generation estimates for previously approved projects, to determine whether the proposal would exceed the daily and peak-hour LOS thresholds at any of the offsite circulation facilities identified in Appendix B including Table 16A and B. If such calculation indicates that the proposed project would result in significant circulation impacts, a traffic analysis shall be prepared by a California-registered traffic/civil engineer to the satisfaction of the Imperial County Planning/Building Department. The analysis shall identify trip generation, assignment and distribution for the proposed development. A level of service analysis shall be performed at the street segments and intersections to be affected by the proposed development. The traffic analysis shall confirm or modify the offsite circulation improvement identified in Appendix B including Tables 16A and B. Bonds or other funding alternative shall be posted for all offsite circulation improvements identified in the traffic analysis.

<p>Imperial County Planning and Building Department</p> <p>CALTRANS</p>	<p>Mitigation Measures 4.1-5: Prior to issuance of a certificate of occupancy for the first building of any proposed development where subsequent traffic analyses are required pursuant to Mitigation Measures 4.1-3, construction of identified circulation improvements shall be initiated to the satisfaction of the Imperial County Planning/Building Department, and to the satisfaction of Caltrans for improvements on state highway. Said improvements shall be completed prior to issuance of a certificate of occupancy for the first building of any subsequent development where calculation of trip generation estimates (pursuant to Mitigation Measure 4.1-3) indicates that the proposed project would exceed the daily and peak-hour LOS thresholds at any of the offsite circulation facilities identified in Appendix B including Table 16A and B.</p>
<p>Imperial County Planning Department</p> <p>Imperial County Administrative Officer</p> <p>Imperial County Fire Department/Office of Emergency Services (OES)</p> <p>Imperial County Sheriff's Office</p>	<p>Mitigation Measure 4.3-1: Prior to approval of the first final maps within Phase I, the project applicants shall dedicate to the County of Imperial an approximate 1.0- to 1.25-acre site within the SPA to be used for the purpose of developing future emergency service facilities including possibly a combined police/fire station as needed. This facility shall be constructed and operational prior to completion of Phase 1.</p> <p>Implementation of the following mitigation measure would ensure that project impacts on total landfill capacity in the region are reduced to below a level of significance:</p>

<p>Planning Director</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.3-2: Prior to approval of final maps for each phase or unit of development within the SPA, a waste management plan shall be prepared in accordance with the County's Solid Waste Management Plan, and approved by the Director, Planning/Building Department. The plan shall include, but shall not be limited to, an assessment of the type and quantity of waste materials expected to enter the waste stream; source and separation techniques and onsite storage of separated materials; methods of transport and destination of waste materials; and where economically feasible, implementation of buy-recycled programs.</p> <p>Implementation of the following mitigation measure would reduce project impacts on electrical service to below a level of significance:</p>
<p>Imperial Irrigation District</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.3-3: Prior to approval of the first final maps within Phase 1, the project applicants shall dedicate to the Imperial Irrigation District two sites approximately 300 by 300 feet in dimension to be used for the purpose of developing future electrical substations, as needed. The electrical substations shall be located along the All American Canal in the southeast portion of the SPA, and near the Ash Main Canal, south of SR-98, in the northwest portion of the SPA. The IID shall assume responsibility for future construction and funding of necessary facilities, equipment and staffing to serve the SPA.</p>

<p>Planning Director</p> <p>Imperial County Planning/Building Department</p> <p>Imperial Irrigation District</p>	<p>Mitigation Measure 4.3-4: Prior to approval of final alignment plans for the I-8 roadway connection and/or construction of roads within the SPA, the grading contractor shall provide written evidence to the Planning Director that all work proposed in and around existing utility lines, irrigation and drainage systems, and access roads have been coordinated with the adjacent property owners, operations manager and utility company representatives. All facilities relocations shall be conducted in accordance with standard engineering practices to ensure that existing facilities remain in service until new facilities have been installed and tested.</p> <p>It should be noted that phased development of the SPA may result in the construction of roads through existing agricultural areas onsite to provide access between development and existing circulation facilities. Implementation of the above mitigation measure would also ensure that any new roadway construction within existing agricultural areas of the SPA would not significantly impact existing public utilities and access roads for farming equipment.</p>
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<p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.4-1: Prior to approval of the first final maps with Phase 1, a hydrologic analysis shall be conducted to determine the capacity of the South Central Drain and the portion that will require widening within its existing easement to provide attenuation of peak flows. The study shall determine the exact dimensions of the widening and the design of associated storm drain facilities that will be necessary to accommodate peak flows from the westerly basin. Prior to issuance of a certificate of occupancy for the first building, widening of the South Central Drain shall be initiated to the satisfaction of the Imperial County Planning/Building Department.</p>
<p>U. S. Army Corps of Engineers California Department of Fish and Game</p>	<p>Mitigation Measure 4.4-2: Prior to issuance of grading permit(s) for an projects within the SPA and for the potential I-8 connector roadway, applicable permits from the U.S. Army Corps of Engineers and the California Department of Fish and Game shall be obtained for any dredging or discharge of fill into the Alamo River.</p>
<p>Board of Supervisors</p>	<p>Mitigation Measure 4.4-3: Prior to issuance of the first certificate of occupancy within the SPA, the County Service Area agreement shall be reviewed and approved by Imperial County. The agreement shall include information sufficient to address the ongoing maintenance of storm water detention areas on individual lots/parcels as well as future storm drain systems within the street rights-of-way.</p>

<p>Planning Director</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.5-1: Concurrent with approval of Plot Plans for each phase or unit of development within the SPA, the development shall be in substantial conformance with the design guidelines in Chapter IV of the Gateway Specific Plan to ensure compatibility with the planned design theme as adopted for the SPA, to the satisfaction of the Planning Director.</p>
<p>Planning Director</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.5-2: Prior to issuance of a grading permit for each phase or unit of development within the SPA, a detailed landscape plan prepared by a licensed landscape architect shall be approved by the Planning Director. This Plan shall be in substantial conformance with the Landscape Master Plan guidelines outlined in Chapter IV of the Gateway Specific Plan.</p>

<p>Planning Director</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.6-1: Prior to issuance of a building permit for each phase or unit of development within the SPA, the applicant(s) shall demonstrate to the satisfaction of the Planning Director that the remedial measures identified in Appendix D of the PEIR have been completed with final grading, as necessary. These measures shall include, but shall not be limited to, the following: 1) removal of expansive and/or compressible soils and proper compaction of replaced fill soils; 2) surcharging or use of deep foundations (e.g., driven piles, cast-in-drilled-hole piers) in areas of compressible soils; 3) removal of recompaction of undocumented fill soils that are relatively free of organic debris; 4) removal of undocumented fill soils that are unsuitable for reuse in structural fills, and transport to non-structural uses such as landscaped areas; and 5) monitoring of differential settlement during construction.</p>
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Planning Director

**Imperial County Planning/Building
Department**

Mitigation Measure 4.6-2: Prior to approval of tentative maps for each phase or unit of development in the vicinity of the Imperial Fault in the northeast portion of the SPA, fault investigations shall be performed for human-occupancy structures (structures designed for 2,000 or more person-hours per year) to be located in the State of California Special Studies Zone for Earthquake Faults in accordance with the County's Geologic Hazards Ordinance (see Alquist-Priolo Zone on Figure 3.3-1). The fault investigations shall include, but shall not be limited to, the following: 1) excavation of an exploratory fault trench; 2) logging of the trench by a California-registered engineering geologist; 3) evaluation of liquefaction potential of the subsurface data; and 4) report on the results of the fault investigations, to be approved by the Planning Director. Should an active fault be found, a minimum 50-foot building setback from the fault shall be required and shown on the face of all applicable final maps, plot plans and grading plans. If liquefiable soils are present, special building foundations (e.g., driven piles, cast-in-drilled-hole piers, stone columns) and/or ground modification (e.g., dynamic compaction) shall be incorporated into the design of all applicable human-occupancy structures.

<p>Imperial County Planning/Building Department</p> <p>Imperial County Department of Public Works</p> <p>CDFG</p> <p>USFWS</p> <p>USACOE</p>	<p>Mitigation Measure 4.7-1: Prior to issuance of a grading permit for the potential offsite levee across the Alamo River, a mitigation plan shall be approved by the County in consultation with the CDFG, USFWS, and the USACOE, as appropriate, which provides for the creation of similar habitat, at a ratio of 2:1 for impacts to the Colorado River riparian scrub habitat along the Alamo River.</p>
<p>Imperial County Planning/Building Department</p> <p>Imperial County Fish and Game Commission</p> <p>CDFC</p> <p>USFWS</p> <p>USACOE</p>	<p>Mitigation Measure 4.7-2: Prior to approval of a final alignment for the potential I-8 connector, a detailed biological survey shall be conducted to determine the extent of impacts to transmontane freshwater marsh, Colorado riparian scrub and partially-stabilized desert dunes. A mitigation plan shall be approved by the County in consultation with the CDFG, USFWS, and USACOE, as appropriate, which provides for the creation of similar habitat at a ratio of 2:1 for impacted portions of transmontane freshwater marsh or Colorado River riparian scrub.</p> <p>For the stabilized and partially-stabilized desert dunes which are impacted, similar habitat shall be acquired and preserved at a ratio of 2:1. The habitat acquired, as mitigation for the desert dune impacts shall be contiguous with other similar habitat and be viewed by the resource agencies as having a high value for long-term conservation.</p>

<p>Planning Director</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.7-3: Prior to issuance of a grading permit for the potential I-8 connector, the habitat creation and/or acquisition specified in Mitigation Measure 4.7-2 shall have implemented, or otherwise guaranteed, to the satisfaction of the Director, Planning/Building Department.</p>
<p>Planning Director</p> <p>Imperial County Planning/Building Department</p> <p>USFWS</p> <p>CDFG</p> <p>USACOE</p>	<p>Mitigation Measure 4.7-4: Prior to issuance of a grading permit for any projects within the SPA and/or the potential I-8 connector, the applicant(s) shall demonstrate to the satisfaction of the Director, Planning/Building Department that any permits that may be required from the USFWS, CDFG and/or USACOE have either been obtained or are not necessary.</p> <p>The following mitigation measures would reduce project impacts to the burrowing owl from the SPA and potential I-8 connector to below a level of significance:</p>

CDFG

**Imperial County Planning/Building
Department**

Mitigation Measure 4.7-5: Prior to approval of final map(s) within the SPA and/or approval of a final alignment for the potential I-8 connector, the applicant(s) shall conduct a burrowing owl survey which is consistent with the CDFG guidelines (1995). Based on the results of the survey, the applicant shall determine the number of burrowing owl pairs which would be impacted. Compensation for impacted owls would be based on the acquisition and preservation of 6.5 acres of suitable burrowing owl habitat for each pair of solitary individual which is determined to be impacted either directly or indirectly. The compensation area, may and probably should, be actively cultivated, as such activities seem to enhance the value of land for foraging. The protected lands should be adjacent to occupied burrowing owl habitat and at a location acceptable to the CDFG.

Suitable nesting habitat shall be provided in the offsite compensation area. These nesting areas shall be free from active agricultural activities and other activities that would damage and/or destroy nesting burrows. Two natural or artificial burrows shall be provided in the offsite compensation area for each burrow in the project area that would be impacted from development. Burrows shall be provided in accordance with CDFG guidelines.

<p>CDFG</p> <p>Imperial County Planning/Building Department</p>	<p>The offsite compensation areas shall be preserved in permanent open space and adequate funding provided for the long-term management and monitoring of the protected lands. Annual reports shall evaluate the success of the compensation areas and recommend any remedial actions which may be necessary to assure such success.</p>
<p>CDFG</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.7-6: Prior to issuance of grading permit(s) for any projects within the SPA and potential I-8 connector, the permit shall be conditioned to require a pre-construction survey in accordance with CDFG Guidelines. This survey shall be conducted no more than 30 days prior to construction to ensure that no additional burrowing owls have established territories since the initial surveys and to quantify the number of burrows to be impacted. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed. Any burrowing owls found that were not identified during the initial surveys shall required the same offsite acquisition and permanent protection of offsite foraging and nesting habitat as outlined in Mitigation Measure 4.7-5.</p>

<p>CDFC</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.7-7: Prior to issuance of grading permit(s) for any projects within the SPA and potential I-8 connector, the permit shall be conditioned to require burrowing owls within the area to be graded and within a 50-meter buffer zone be moved away from the disturbance area by passive relocation techniques as specified in the CDFG Guidelines. Relocation would be to offsite conservation areas. Passive relocation shall be carried out from September 1 to January 31. Occupied burrows shall not be disturbed during the nesting season (February 1-August 31) unless a qualified biologist verifies, through non-invasive methods, that either the birds have not begun egg-laying and incubation, or that juveniles from the occupied burrows area foraging independently and are capable of independent survival.</p>
<p>Planning Director</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.7-8: Prior to issuance of a certificate of occupancy for the first building, the applicant shall demonstrate to the satisfaction of the Planning Director that all project lighting adjacent to any occupied burrowing owl habitat is shielded and/or directed away from these areas.</p> <p>The following mitigation measure would reduce to below a level of significance indirect impacts to sensitive wildlife within the Alamo River from project lighting:</p>

<p>Planning Director</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.7-9: Prior to issuance of a certificate of occupancy for the first building, the applicant shall demonstrate to the satisfaction of the Planning Director that all project lighting adjacent to the sensitive habitat along the Alamo River is shielded and/or directed away from these areas.</p> <p>The Following mitigation measures would reduce indirect impact to sensitive biological resources within the Alamo River from sedimentation/siltation and urban runoff pollution to below a level of significance:</p>
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Public Works Director

**Imperial County Public Works
Department**

Mitigation Measure 4.7-10: Prior to issuance of a grading permit for any phase or unit of development within the SPA, a detailed erosion/siltation control plan shall be approved by the Director of Public Works. This plan shall include, but not limited to, the following measures to protect existing downstream areas from sediment deposition:

- Implement short- and long-term erosion and sediment control measures to: 1) divert upslope water around disturbed areas of the site; 2) limit the exposure of disturbed areas to the shortest duration possible; and 3) remove sediment from storm water before it leaves the site. Erosion and sediment controls shall include both stabilization (erosion control) and structural (sediment control) measures. Stabilization measures may include dust control, surface roughening, construction road stabilization, slope protection devices (e.g., geogrid fabric), temporary and permanent hydroseeding and planting, mulching, matting, blankets, geotextiles sod stabilization, protection of trees, and vegetative buffer strips. Structural measures may include silt fencing, gravel bags, temporary sediment traps, catch basins, drainage swales, berms, brow ditches, and energy dissipators to divert flow from exposed soils, store flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site;

Public Works Director

**Imperial County Public Works
Department**

- Stabilize disturbed areas as soon as practicable, but no later than 14 days after completion of grading on any portion of the site, unless grading will resume within 21 days of when such activities ceased;
- Prevent tracking of soil from the construction site including gravel strips and/or wheel washing facilities at access points;
- Maintain interim (e.g., hydroseeding) and post-development (i.e., permanent) landscaping on manufactured slopes and graded pads;
- Install/maintain gravel filters at all temporary drainage inlets; and
- Inspect/maintain all erosion and sediment control measures to ensure that they function properly during the entire construction period. All temporary sediment/silt catch basins shall be cleaned when filled to 10% of their capacity, and all sediment barriers shall be cleaned when accumulated sediment reaches six inches in depth. All areas planted with erosion-control vegetation shall be monitored daily for vegetation establishment and erosion problems, and any repairs and/or replacement of vegetation made promptly. All stabilization and structural controls shall be inspected at least monthly and after every significant storm event, and shall be repaired or maintained as needed to reduce sediment discharge from the site. Access to these facilities shall be maintained during wet weather.

State Water Resources Control Board

Planning Director

Imperial County Planning/Building Department

Mitigation Measure 4.7-11: Prior to issuance of a grading permit for any phase or unit of development within the SPA, a Notice of Intent shall be submitted to the State Water Resources Control Board, and a Storm Water Pollution Prevention Plan (SWPPP) shall be developed and implemented onsite in compliance with the California General Construction Activity Storm Water Permit of the National Pollutant Discharge Elimination System (NPDES). In addition to the stabilization and structural controls specified in Mitigation Measure 4.7-10, the SWPPP shall include, but shall not be limited to, the following:

- Material and waste management programs during site grading and construction such as solid, sanitary, septic, hazardous, contaminated soil, concrete and construction waste management, spill prevention, appropriate material delivery and storage, employee training, dust control, and vehicle and equipment cleaning, maintenance and fueling;

- Permanent structural features (i.e., physical improvements or devices) such as infiltration trenches, French drains, detention basin, filters and vegetative controls to reduce the amount of pollutants in site runoff prior to its release into the Alamo River;

State Water Resources Control Board

Planning Director

Imperial County Planning/Building Department

- Permanent grease/oil traps or other filtration systems (e.g., fossil filters) at all storm drain inlets;
- Non-structural, post-construction programs (i.e., routine procedures or practices) to reduce the amount of pollutants available for transport in the typical rainfall/runoff process such as a material use control program including proper storage and disposal practices for potential pollutants (e.g., motor oils and antifreeze); prohibiting storage of uncovered hazardous substances in outdoor areas; prohibiting the use of pesticides and herbicides listed by the Environmental Protection Agency; and spill prevention/response and shipping/receiving practices; and
- A monitoring program involving the following inspection and maintenance procedures for all post-construction storm water pollution control measures to ensure that they continue to function properly:
- If utilized onsite, permanent detention basins shall be cleaned when filled to 10% of their capacity;

<p>Planning Director</p> <p>Imperial County Planning/Building Department</p>	<ul style="list-style-type: none"> ▪ Drainage inlet filters shall be inspected and maintained at a frequency appropriate to the type of filter system used; ▪ Landscaping sprinkler systems shall be maintained to prevent excess runoff due to leaking or broken sprinkler heads; ▪ Drainage facilities shall be routinely inspected and repaired as needed; and ▪ Records shall be kept of all control measure implementation, inspection and maintenance. <p>The monitoring program shall specify the monitoring entity, the funding source for the inspection/maintenance program and enforcement provisions in the event of failure to implement, operate, or maintain the approved storm water pollution control measures.</p>
<p>Planning Director</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.8-1: Prior to tentative map approval in areas within the SPA located outside Phase I and the additional tentative map development areas shown on Figure 3.4-1 of the PEIR, field surveys shall be conducted to determine the presence/absence of prehistoric resources. A testing program shall be approved by the Planning Director for any identified resources to determine their significance and proper mitigation.</p>

<p>Planning Director</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.8-2: Prior to tentative map approval in areas within the SPA that would impact the potential historic resources H-1 and H-2, as shown on Figure 4.8-1 of this PEIR, an historic assessment of these buildings shall be conducted to determine their significance. If identified as significant, mitigation in the form of restoration or avoidance shall be implemented for these structures, to the satisfaction of the Planning Director</p>
<p>Planning Director</p> <p>Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.8-3: Prior to approval of a tentative map that would impact the potential historic resource H-2, as shown on Figure 4.8-1 of the PEIR, field surveys shall be conducted of the intact sand dunes located west and north of this building to determine the presence/absence of prehistoric camp sites of the ancient Lake Cahuilla. A testing program shall be approved by the Planning Director for any identified resources to determine their significance and proper mitigation.</p>
<p>Planning Director</p> <p>Imperial County Planning/Building Department</p> <p>CALTRANS</p>	<p>Mitigation Measure 4.8-4: If the approved alignment for the I-8 connector roadway is selected in the area of the historic trash scatter P-13-007634H, a testing program shall be conducted prior to grading to determine site significance and , if required, a data recovery program shall be implemented, to the satisfaction of the Imperial County Planning Director and Caltrans District 11.</p>

<p>Planning Director</p> <p>Imperial County Planning/Building Department</p> <p>CALTRANS</p>	<p>Mitigation Measure 4.8-5: Prior to approval of final alignment plans for the I-8 connector roadway, filed surveys shall be conducted to determine the presence/absence of prehistoric resources. A testing program shall be approved by the Imperial County Planning Director and Caltrans District 11 for any identified resources within the preferred roadway alignment to determine their significance and proper mitigation.</p>
<p>Planning Director</p> <p>Imperial County Planning/Building Department</p> <p>CALTRANS</p>	<p>Mitigation Measure 4.8-6: If the preferred alignment for the I-8 connector roadways shown to impact any of the potential historic resources H-3 through H-7, as shown on Figure 4.8-1 of the PEIR, an historic assessment of the structures to be impacted shall be conducted prior to approval of final alignment plans to determine their significance. The assessment shall determine if any of the sites to be impacted are associated with early 1900s settlers and if a potential exists for subsurface historical deposits (e.g., privies, trash dumps). If identified as significant, mitigation in the form of relocation and/or restoration shall be implemented for affected structures, to the satisfaction of the Imperial County Planning Director and Caltrans District 11.</p>

Planning Director

**Imperial County Planning/Building
Department**

**Imperial County Air Pollution
Control District (APCD)**

Mitigation Measure 4.9-1: Prior to issuance of a grading permit for any phase or unit of development within the SPA, a construction dust abatement and management plan shall be approved by the Planning Director. This plan shall include all mandatory and applicable dust control programs contained in Regulation VIII of the Imperial County Air Pollution Control District (APCD). Regulation VIII requires the use of “one or more” reasonably available dust control measure (RACM). In order to establish an enhanced control program, adequate water shall be used in all grading operations, and at least two RACM from the PM-10 control options listed in Appendix G shall be utilized for the program to be adequately effective to qualify as a markedly enhanced effort. Representatives of the Imperial County Planning/Building Department shall periodically monitor grading and construction activities to ensure compliance with the County APCD Regulation VIII RACM identified in the approved construction dust abatement and management plan.

Implementation of BACT and TCM identified in Appendix G of this PEIR would reduce the project’s contribution to mobile-source emissions by an incremental amount, but not to below a level of significance. The non attainment status of the SSAB, especially in the Calexico area, requires that BACT and TCM be incorporated into projects even if the net air quality benefit is likely small. There is no feasible mitigation to avoid project impacts on air quality. Therefore, projected traffic volumes from development within the SPA would result

	<p>in a significant, unmitigable air quality impact.</p>
<p>Imperial County Department of Environmental Health Services (EHS)</p>	<p>Mitigation Measure 4.11-1: Prior to approval of a final map, implementing permit, or grading plan for any phase or unit of development within the SPA, a Phase I Environmental Assessment shall be prepared by a California-registered geotechnical/civil engineer and submitted to the Imperial County Department of Environmental Health Services for review and approval. This report shall evaluate the potential for soil contamination due to historic or present use, handling, or storage of restricted agricultural chemicals. The report shall also identify a range of possible mitigation measures (Phase II) to remediate any significant public health risks if hazardous chemicals are detected at toxic levels in the soil. Such mitigation options shall include, but shall not be limited to, the following:</p> <ul style="list-style-type: none"> ▪ Remove any contaminated soils and haul to state-certified landfill, and/or ▪ Cap the area of contaminated soil with materials appropriate for the containment of the specific type of chemical, taking into account its rate of absorption and toxicity level.
<p>Planning Director Imperial County Planning/Building Department</p>	<p>Mitigation Measure 4.11-2: Prior to approval of a final map, implementing permit, or grading plan for any phase or unit of development within the SPA, a Plot Plan shall be approved by the Planning Director incorporation the mitigation measures identified in the Phase II Environmental Assessment (Mitigation Measure 4.11-1), as necessary, to avoid public health risks due to existing, ongoing agricultural operations adjacent to proposed industrial and commercial areas.</p>

<p>Planning Director</p> <p>Imperial County Planning/Building Department</p> <p>Imperial County Fire Department's Office of Emergency Service (OES) and Hazardous Materials Response Team</p>	<p>Mitigation Measure 4.11-3: Prior to issuance of a certificate of occupancy for all buildings within each phase or unit of development within the SPA, the applicant shall provide evidence to the Planning Director that: 1) a hazardous materials business plan has been prepared and implemented in accordance with federal, state and local regulations; and 2) all local, state and federal permit requirements to generate, use, store and transport hazardous materials have been satisfied. In coordination with the County Fire Department's Office of Emergency Services and the Hazardous Materials Response Team, specific routes shall be established for the transport of hazardous materials to avoid public use areas.</p> <p>Implementation of the following mitigation measure would reduce public safety risks associated with open irrigation canals, but not to below a level of significance. Full mitigation would require undergrounding or covering of all canals within, and adjacent to, the SPA. As undergrounding/covering of adjacent canals is economically infeasible, the project impacts are considered unmitigable even if all the onsite canals were undergrounded/covered.</p>
<p>Planning Director</p> <p>Imperial County Planning Department</p>	<p>Mitigation Measure 4.11-4: Prior to issuance of a certificate of occupancy for the first building within each phase or unit of development within the SPA, all irrigation canals shall either be undergrounded, covered or fenced within the entire unit of development which includes the building for which the certificate of occupancy is requested. Should fencing be the desired mitigation option, both sides of the canal(s) shall be fenced using chain-link material with warning signs installed.</p>

VII. APPENDIX

- Appendix A. Participating Consultants
- Appendix B. Property Owner List and Information
- Appendix C. Vehicular Traffic Generation Rates for Various Land Uses
- Appendix D. Economic Impact Analysis

APPENDIX A
PARTICIPATING CONSULTANTS

APPENDIX A. PARTICIPATING CONSULTANTS

PROJECT MANAGEMENT

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APPENDIX B

PROPERTY OWNER LIST AND INFORMATION

APPENDIX B. PROPERTY OWNER LIST

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Please See *Appendix B Exhibits.pdf* for:

- **Preliminary Ownership Exhibit**
- **Specific Plan Boundary**
- **Area Analysis by Owner**

APPENDIX C

**VEHICULAR TRAFFIC GENERATION
RATES FOR VARIOUS LAND USES**

Please see *Appendix C Traffic Generation.pdf* for:

- **Vehicular Traffic Generation Rates**

APPENDIX D

ECONOMIC IMPACT ANALYSIS

(Please See *Appendix D Economic Impact Analysis.pdf*)