CITY of CALIPATRIA

2035 GENERAL PLAN

Prepared by:

City of Calipatria

with the Assistance of Rincon Consultants, Inc.

SEPTEMBER 2013

CITY OF CALIPATRIA
2035
GENERAL PLAN

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September 2013

CITY of CALIPATRIA
General Plan

CREDITS

CITY of CALIPATRIA
GENERAL PLAN

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CITY of CALIPATRIA
2035 GENERAL PLAN

I. INTRODUCTION

The Calipatria General Plan represents the City's comprehensive effort to strengthen the local economy while promoting public health and environmental quality. Calipatria's vision is to promote social equality, infill development, a jobs/housing balance and increased economic development opportunities. The Plan describes how the City will evolve through 2035 and defines steps that the community will take to make this vision a reality over the approximately 20-year planning period.

The City of Calipatria is located in rural Imperial County and has a population of approximately 7,980 residents (including 3,608 residents and 4,372 inmates at the State prison). The City's last comprehensive General Plan update was in 1992. Since that time, a decline in agricultural opportunities has adversely affected the economy and the community. Calipatria has experienced little economic growth, high unemployment rates (approximately 20%), and a high poverty rate (approximately 33%). The goal of this General Plan update is to enable the City to capitalize on development opportunities in order to grow the economy and improve the quality of life for Calipatria's residents. A special emphasis will be placed on sustainability through energy efficiency, water conservation, and waste reduction. This will further improve the quality of life for Calipatria residents by improving air quality and public health.

*Calipatria's **VISION** is to promote social equality, infill development, a jobs/housing balance and increased economic development opportunities.*

The preparation of the General Plan update involved an approximately 12-month process involving the City Council and Planning Commission, key community stakeholders, City and consultant staff, and the public at large. The extensive public involvement process used to develop the General Plan included:

- *A series of meetings with City staff, consultant team, members of the public and key stakeholders to discuss a range of issues relevant to the General Plan.*
- *Two public workshops with the Planning Commission and City Council to gather input from the community on the direction of the Plan. Topics discussed at the workshops included:*
    - *Land use issues such as appropriate uses near the airport, industrial uses along the railroad, infill development and mixed uses along Main Street, and appropriate uses in the Sphere of Influence area;*
    - *Circulation/Transportation issues such as maintenance of roadways, paving roadways and providing appropriate signage;*
    - *Health and safety concerns such as providing updated fault maps;*
    - *Noise issues such as impacts related to housing near the railroad;*
    - *Economic development and the need to attract new businesses to Calipatria;*
    - *Housing issues and where to locate various housing types; and*

  - *Zoning issues and development standards such as landscaping, performance standards, special event or temporary permits for certain uses such as mobile businesses, density and rear yard setbacks, and non-conforming land uses.*
- *Notification for public workshops was provided on the City's website and in the Imperial Valley Press newspaper.*

Through the public involvement process, the overall vision for the Calipatria General Plan was developed and is based on the comments received and the opinions of the residents who participated in the process. Based on the input provided during the public involvement process, it was determined that the overall goals, policies and implementation actions provided in the General Plan should promote social equality amongst all residents, promote infill development throughout the city, improve the jobs/housing balance and increase economic development opportunities. The General Plan process will culminate with the preparation (by the City) and certification (by the City Council) of an Environmental Impact Report (certified in June 2013), and the adoption of a Final General Plan by the City Council (anticipated to be adopted in July 2013).

I.A NATURE AND PURPOSE OF THE GENERAL PLAN

The Calipatria General Plan functions as a guide to the type of community that Calipatria citizens desire for their future and provides the means by which that desired future can be achieved. Planning Boundaries are shown on Figure II-4 in Chapter II: Land Use Element. The General Plan is a "blueprint" for local decision making that addresses the range of short-, mid-, and long-term issues with which the community is concerned, including but not limited to environmental sensitivity and preservation, public services, and economic vitality. The Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates economic considerations, public health, safety, and quality of life in a manner that recognizes the community's resource limitations.

According to the State guidelines for the preparation of general plans, the role of the General Plan is to establish a document that acts as a "constitution for future development" and "expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private" (General Plan Guidelines, 2003). As further mandated by the State, the General Plan must serve to:

- Identify land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development;
- Provide a framework within which the City's Planning Commission and City Council can make land use decisions;
- Provide citizens the opportunity to participate in the planning and decision-making process affecting the city and its surrounding planning area; and
- Inform citizens, developers, decision-makers, and other cities and counties of the City's basic rules which will guide both environmental protection and land development decisions within the city and surrounding planning area.

Mandated General Plan Elements

- *The **LAND USE ELEMENT** designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private use.*
- *The **CIRCULATION ELEMENT** is correlated with the land use element, and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.*
- *The **HOUSING ELEMENT** is a comprehensive assessment of current and projected housing needs for all economic segments of the community. It embodies policy for providing adequate housing and includes action programs.*
- *The **CONSERVATION AND OPEN SPACE ELEMENT** addresses the conservation, management, and use of natural resources, including water, soils, biological habitats, and mineral deposits, and details programs for preserving open space for natural resource protection, the managed production of resources, outdoor recreation, and protection of public health and safety.*
- *The **NOISE ELEMENT** identifies and appraises noise problems within the community and forms the basis for land use distribution.*
- *The **SAFETY ELEMENT** establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and fire hazards.*

State law requires the General Plan to include seven mandatory elements, but allows flexibility in how each local jurisdiction structures these elements. The general contents of the seven state-mandated elements are described below. In addition to these seven elements, this General Plan includes an Airport Element that defines City goals and policies with respect to Calipatria Municipal Airport.

I.B INTERNAL GENERAL PLAN CONSISTENCY

In order to function as a useful statement of local policy, the various components of the General Plan need to "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency" (Government Code, Section 65300.5). The following factors must be considered with respect to internal consistency:

- **Equal Status Among General Plan Elements** - All elements of the General Plan have equal legal status. Because no element is legally subordinate to another, the General Plan must resolve potential conflicts between or among the elements through clear language and policy consistency.

- **Consistency Between Elements and Within Individual Elements** - All General Plan elements must be consistent with one other. Any individual provision of the General Plan should not require the City to take an action prohibited by another General Plan provision. In addition, the assumptions and vision used to create individual portions of the General Plan need to be uniform and consistent.
- **General Plan Text and Diagram Consistency** - Because General Plan text and diagrams are both integral parts of the General Plan, they must be consistent with each another. Thus, the diagrams of the General Plan are intended to be a graphic reflection of the General Plan text.
- **Competing Objectives** – Although the General Plan must be internally consistent, it is important to recognize that community objectives are sometimes inherently in conflict. Therefore, blind pursuit of one objective may, in some cases, inhibit the achievement of other community objectives. Thus, when implementing the General Plan, decision makers must strike a balance between competing objectives, recognizing that all objectives cannot be fully implemented all the time.

I.C GENERAL PLAN FORMAT & ORGANIZATION

The Calipatria General Plan is organized into eight chapters, including this Introduction and seven General Plan elements. An appendix describing policy terms used in the Plan and a glossary are also included. In addition, as described further below, because the existing Housing Element (presented in full in Chapter VIII) is not required to be updated until 2014, the appendix provides a separate Memorandum that discusses the existing Housing Element's consistency with this General Plan. The content of each of the eight General Plan chapters is summarized below.

The **Introduction** ***(Chapter I)*** provides an introduction to the community of Calipatria, the overall General Plan document, and an overview of Calipatria's vision for the future.

The **Land Use Element** ***(Chapter II)*** details Calipatria's program to manage its physical environment, and meets State requirements for the Land Use Element. Land use objectives, general plan approaches, policies, and implementation actions are presented. In addition, Chapter II describes the land use districts presented on the General Plan Land Use Map. The land use districts define acceptable land uses throughout the General Plan study area as well as allowable development intensities for each defined use.

The **Conservation and Open Space Element** ***(Chapter III)*** details Calipatria's commitment to the conservation of natural resources and urban open space. The Conservation and Open Space Element meets the requirements of State General Plan law. Specifically, the Conservation and Open Space Element covers the following issues:

- Air Quality
- Sustainability/Global Climate Change
- Energy
- Sensitive Biotic Habitats
- Waste Reduction
- Water/Wastewater
- Visual Resources
- Cultural Resources

- Wildlife
- Rivers and Streams
- Natural Features
- Soils

The **Circulation Element** ***(Chapter IV)*** outlines the City's program to provide mobility within the General Plan study area. This element addresses motor vehicle, bicycle, and pedestrian circulation.

The **Safety Element** ***(Chapter V)*** addresses the relationship between natural and manmade hazards and existing and future development. The Safety Element meets State requirements and addresses the following specific topics:

- Seismic and Geologic Hazards
- Hazardous Material Use and Transport
- Flooding
- Pedestrian Safety
- Crime
- Emergency Evacuation
- Fire Hazards

The **Noise Element** ***(Chapter VI)*** identifies existing and projected future noise sources and levels throughout the city. The Noise Element meets the requirements of State General Plan law, and provides policies and standards to limit noise exposure.

The **Airport Element** ***(Chapter VII)*** outlines the ways in which the Calipatria Municipal Airport interacts with the land uses around it and guides the role of the airport in the local economy.

The **Housing Element** ***(Chapter VIII)*** presents Calipatria's commitment to provide housing opportunities to meet the needs of all economic segments of the community. Please note that in December 2008, the City of Calipatria adopted the 2006-2014 Housing Element. This Housing Element was found to be in compliance by the California Department of Housing and Community Development (HCD) in January 2009 and therefore it is not required to be updated until 2014. Therefore, this General Plan does not contain an updated Housing Element. Chapter VIII contains the existing 2006-2014 Housing Element. However a separate Memorandum has been prepared that discusses the existing Housing Element's consistency with this General Plan. The Memorandum is contained in Appendix C and explains that the revisions contained in the General Plan would not negatively impact the ability of the City to meet its Regional Housing Needs Allocation (RHNA) obligations for the 2006-2014 planning period. Thus, the existing Housing Element is consistent with this General Plan. The existing Housing Element in Chapter VIII contains the following components:

- Housing Needs
- Opportunities for the Creation of New Housing
- Constraints on the Production of Housing
- Housing Goals, Programs, and Specific Actions

I.D COMPARISON OF CALIFORNIA GENERAL PLAN REQUIREMENTS TO THE ORGANIZATION OF THE CALIPATRIA GENERAL PLAN

TABLE I-1 lists the various issues defined by the California General Plan Guidelines and identifies where in the Calipatria General Plan these issues are addressed.

Table I-1
Index to Location of State-Mandated General Plan Issues

Issues	General Plan Elements						
	Land Use	Conservation and Open Space	Circulation	Safety	Noise	Airport	Housing
Land Use							
Distribution of housing, business, industry	■						■
Distribution of open space	■	■					
Distribution of mineral resources		■					
Distribution of recreation facilities	■	■					
Location of educational facilities	■						
Location of public buildings	■						
Location of future solid and liquid waste facilities	■	■					
Identification of areas subject to flooding		■		■			
Circulation							
Major thoroughfares			■				
Transportation routes			■				
Terminals			■				
Other local public utilities & facilities	■		■			■	
Housing							
Preservation of housing	■						■
Maintenance of housing							■
Improvement and conservation of housing	■						■
Development of housing							■
Adequate sites for housing	■						■
Adequate provision of housing for projected needs							■
Promotion of equal housing opportunities	■						■
Conservation							
Water		■					
Soils		■					
Rivers and other waters		■					
Wildlife		■					
Minerals		■					
Other natural resources		■					
Water program		■					

Table I-1
Index to Location of State-Mandated General Plan Issues

Issues	General Plan Elements						
	Land Use	Conservation and Open Space	Circulation	Safety	Noise	Airport	Housing
Reclamation of land and waters		■		■			
Prevention of pollution of streams and other waters		■		■			
Regulation of land in stream channels				■			
Protection of watersheds	■			■			
Flood control				■			
Open Space							
Open space for preservation of natural resources	■	■					
Open space for managed production of resources		■					
Open space for outdoor recreation	■	■					
Open space for public health and safety	■	■		■			
Trail-oriented recreational uses	■	■					
Noise							
Major noise sources					■	■	
Existing and projected noise contours					■	■	
Determination of noise problems					■		
Noise attenuation					■		
Safety							
Seismic hazards				■			
Slope instability and mudslides				■			
Subsidence and geologic hazards				■			
Flooding				■			
Wildland and urban fires				■			
Evacuation routes			■	■			
Water supply requirements		■		■			
Emergency road widths			■	■			
Clearance around structures	■			■			

I. INTRODUCTION

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CITY of CALIPATRIA
2035 General Plan

II. LAND USE ELEMENT

The Land Use Element of the General Plan establishes Calipatria's fundamental land use philosophy, which is to enhance the economic health and vitality of the area while improving public health and social equity. Therefore, this Land Use Element focuses on the organization of the community's environment by establishing the *type*, *intensity*, *location*, and *character* of land uses that will be permitted in the future.

*The City's vision for the **LAND USE PLAN** is to promote infill, social equity, a jobs/housing balance and economic development by supporting diverse housing options, encouraging "mixed-use" development in the Downtown District, and enhancing industrial and commercial development along transportation corridors.*

Calipatria encompasses about 3.7 square miles on a predominantly flat stretch of land in northern Imperial County just southeast of the Salton Sea. Two non-contiguous parcels are also under City jurisdiction: the Calipatria State Prison site and the wastewater treatment facility. The Cliff Hatfield Memorial Airport occupies 200 acres in the northwest corner of the city. Calipatria is surrounded on all sides by agricultural land. While there are no agricultural lands within the city limits, agriculture lands surround the city and are a primary land use throughout Imperial County.

The land use plan is intended to promote infill, social equity, a jobs/housing balance and economic development by supporting diverse housing options, encouraging "mixed-use" development in the Downtown District, and enhancing industrial and commercial development along transportation corridors.

Existing multi-family Housing on International Blvd. near Bowles Road

Assembly Bill (AB) 32, the Global Warming Solutions Act, signed into law in 2006, establishes a comprehensive program to reduce greenhouse gas emissions throughout the state in order to slow climate change. In 2008, the California Air Resources Board adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of Senate Bill (SB) 375 as the means for achieving regional

transportation-related greenhouse gas emission targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the State comply with AB 32. The Land Use Element is designed to achieve consistency with SB 375 as discussed below.

II.A General Plan Land Use Categories

Table II-1 outlines the various categories that are delineated on the Calipatria General Plan Land Use Map (**Figure II-1**). Land uses are organized into Residential, Commercial, Industrial, Open Space, and Airport land use types. For each land use, a description of appropriate uses is provided. The assignment of maximum development intensity to the land uses identified on the General Plan Land Use Map does ***not*** imply that all parcels could be developed at their maximum intensity or that any specific parcel is entitled to the maximum intensity. With General Plan goals, objectives, approaches, and policies, the maximum development intensity identified in **Table II-1** and on **Figure II-1** may be achieved. The City of Calipatria has the legal responsibility to ensure that the General Plan land use designations and City zoning designations are consistent. As a result, the City may appropriately amend zoning designations in a specific area while still reflecting the intent of the General Plan. The intent is to establish zoning categories that mirror the land use categories of this plan, leaving no doubt as to their consistency. **Figure II-2** provides the Land Use Plan as shown in Figure II-1 but focuses on the land use categories in the main portion of the city (excludes the prison and wastewater treatment facility).

Based on the plan and the remaining areas of the city that are not developed or are underdeveloped, most new development between now and theoretical buildout will occur as infill development within the Downtown District and along transportation corridors. **Figure II-3** identifies areas and infill sites that would undergo land use category changes compared to the existing General Plan. The majority of these sites are currently undeveloped, vacant or underutilized and do not provide adequate housing, economic opportunities or other benefits to the community. By updating the land use category on these sites to more appropriate uses, it is intended that these infill sites would transition from obsolete or inappropriate land uses to uses that better serve the community. For example, these proposed uses are intended to encourage social equity, a jobs/housing balance and economic development by supporting diverse housing options, encouraging "mixed-use" development in the Downtown District, and enhancing industrial and commercial development along transportation corridors.

Table II-1 General Plan Land Use Categories	
Residential	
LD-R Low Density Residential	The LD-R designation accommodates detached single family housing and duplexes.
MD-R Medium Density Residential	The MD-R designation accommodates multiple family attached units, including apartment buildings, triplexes and condominium buildings as well as mobile home parks.
HD-R High Density Residential	The HD-R designation accommodates apartment buildings and condominium buildings.
Commercial	
GC General Commercial	The GC designation accommodates retail businesses, wholesale businesses, offices, and day care facilities.
DD Downtown District	The DD designation accommodates mixed-uses involving residential and commercial components, residential uses, and commercial uses, including retail and office uses.
P-F Public Facility	The P-F designation is for publicly owned buildings, structures, facilities, and land areas such as City Hall, fire stations, schools and the State Prison.
Industrial	
L-I Light Industrial	The L-I designation allows light industrial uses, including businesses parks/offices, distribution, storage, sales, and processing facilities.
H-I Heavy Industrial	The H-I designation allows heavy industrial uses, including manufacturing.
Open Space	
OS-R Open Space/ Recreational	The OS-R designation applies to lands under public or private ownership whose primary purpose is the provision of active and/or passive recreation, the protection of public health and safety, preservation of sensitive environmental resources, or resource management.
OS-A Open Space/Agriculture	The OS-A designation applies to lands which include all types of crop production.
Airport Overlay District	
Airport Commercial	The Airport Commercial zone is designed to regulate uses within the Airport Overlay District. Allowed uses include uses permitted in the General Commercial zone. However, 30% of development must be open space.
Airport Light Industrial	The Airport Light Industrial zone is designed to regulate uses within the Airport Overlay District. Allowed uses include uses permitted in the Light Industrial zone. However, 30% of development must be open space.

II. LAND USE ELEMENT

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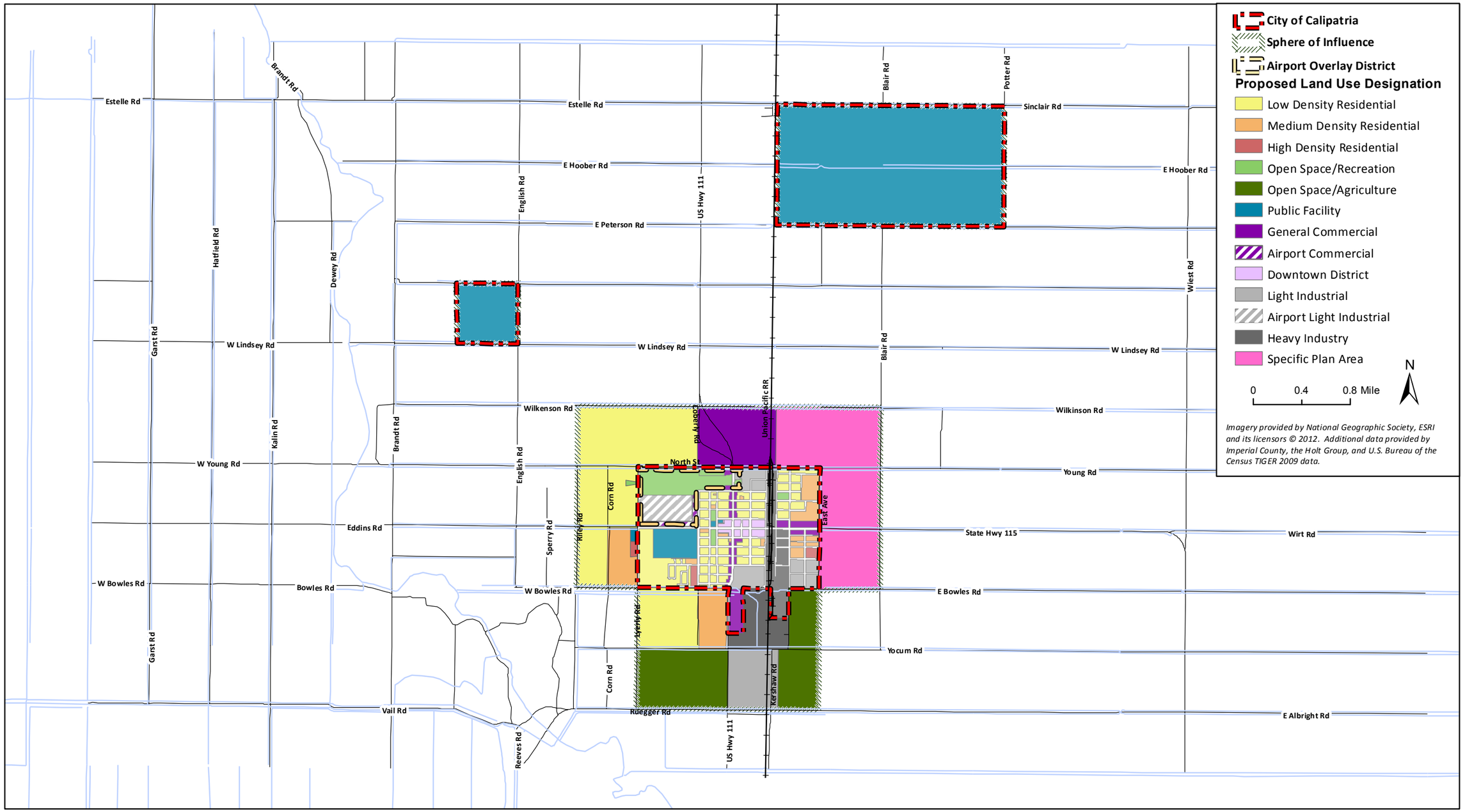
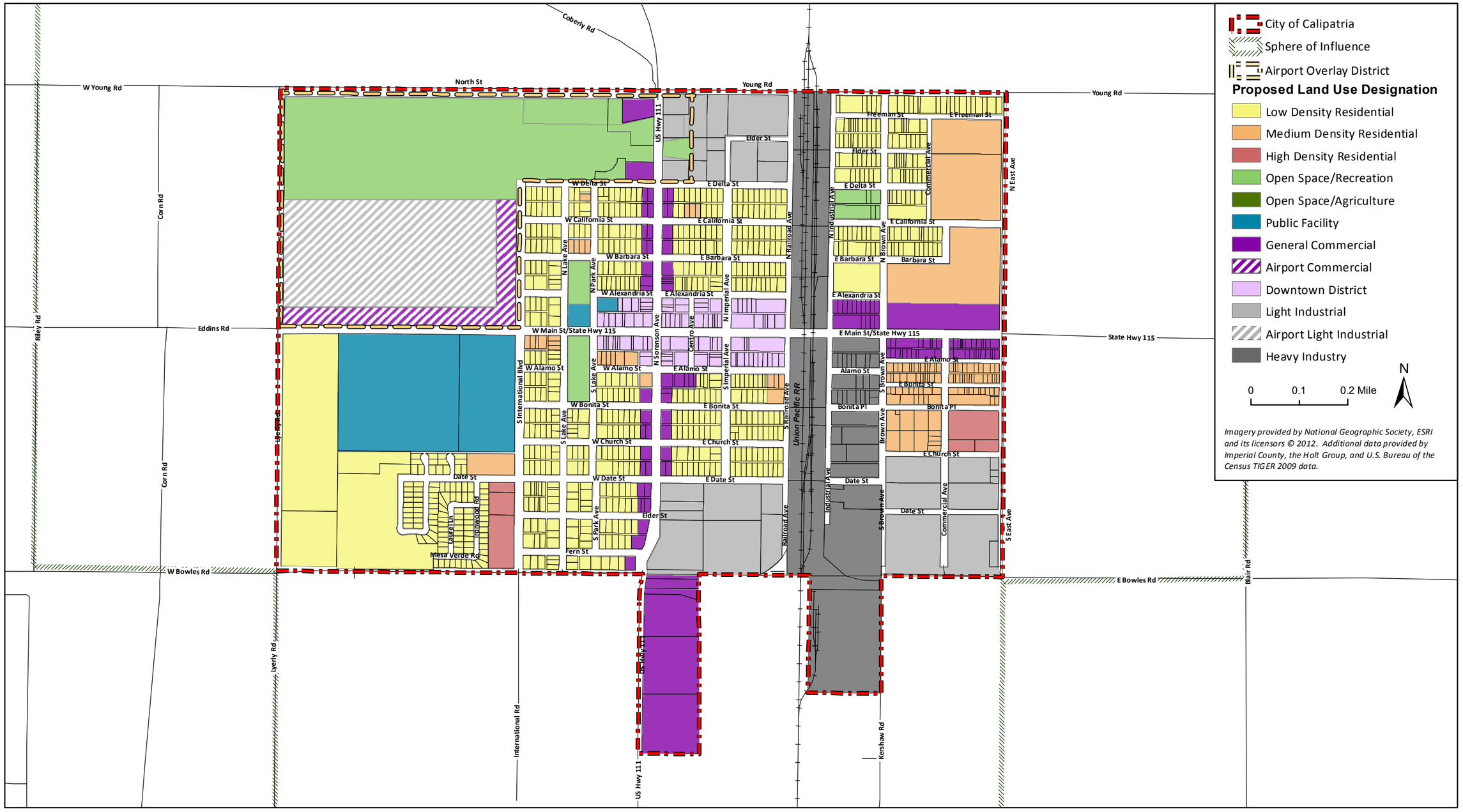
II. Land Use Element



Land Use Map

Figure II-1

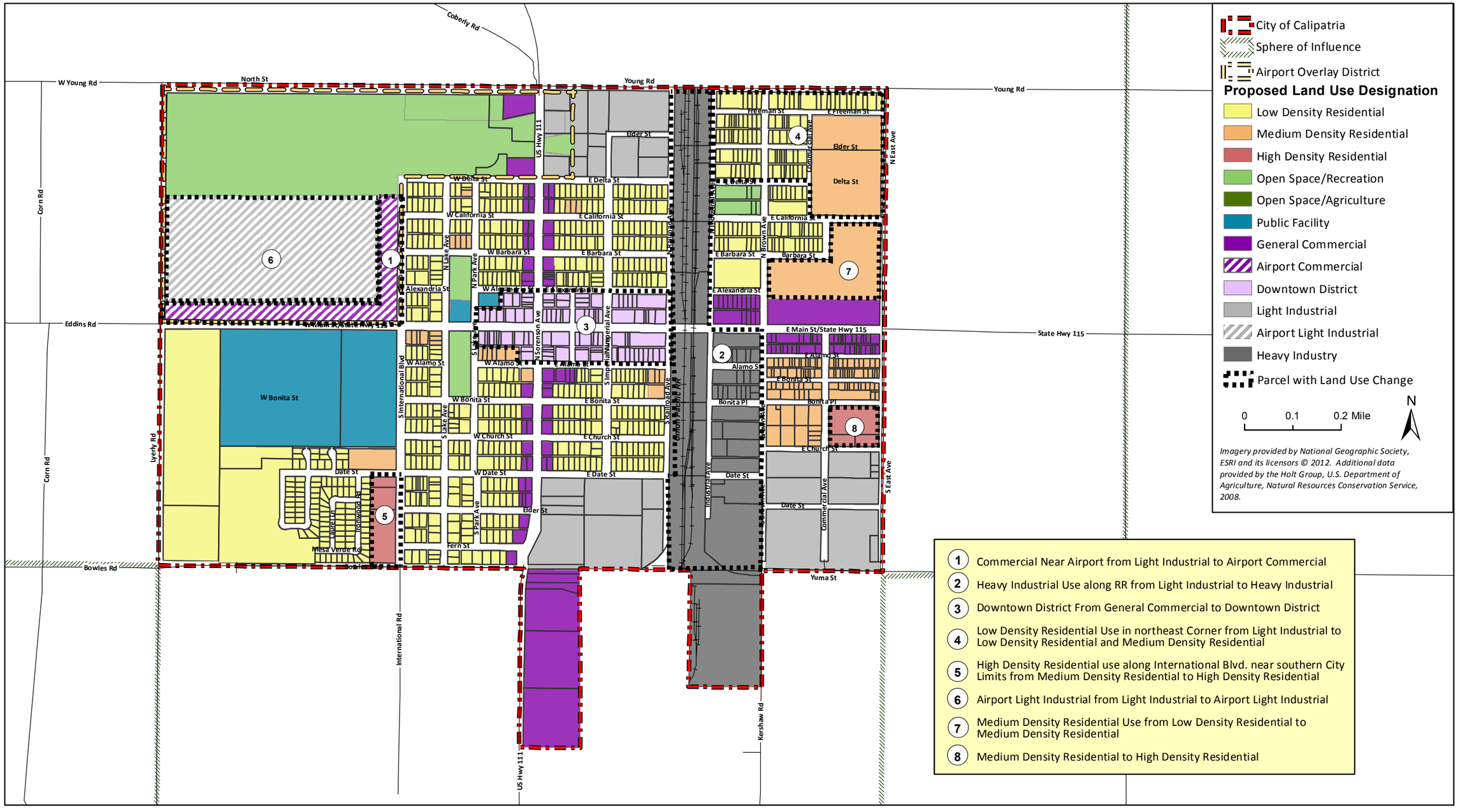
II. Land Use Element



Land Use Map - City Focus

Figure II-2

II. Land Use Element



Land Use Changes

Figure II-3

II.B GROWTH FORECAST

TABLE II-2 shows the population, household, and employment growth forecasts for Calipatria through 2035. These forecasts are from the Southern California Association of Governments' (SCAG's) 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As indicated, the city is forecasted to add just over 1,900 residents in 379 households from 2012 to 2035. Jobs in the city are forecasted to more than double, from the current 2,300 to an estimated 5,000 by 2035 (SCAG, April 2012).

The land use plan outlined in this Element would more than accommodate the anticipated levels of growth in the city through 2035. Theoretically, the land use plan could accommodate substantially more growth than envisioned by SCAG and the forecasts shown in Table II-2 are not to be construed as a development "cap." However, the SCAG forecasts represent a level of growth that can be reasonably anticipated to occur within the timeframe of the General Plan.

Table II-2
Growth Forecast for Calipatria

Year	Population			Households	Employment
	Residents	State Prison Inmates	Total		
2012	3,608	4,372	7,980	1,121	2,300
2020	5,500	3,500*	9,000	1,200	4,000
2035	6,400	3,500*	9,900	1,500	5,000
Net Increase (2012-2035)	**2,792**	**--**	**1,920**	**379**	**2,700**

Sources: 2012 population/household estimates from California Department of Finance, City/County Population and Housing Estimates, 1/1/2012. 2012 employment and 2020 and 2035 population, household, and employment forecasts from SCAG, 2012-2035 RTP/SCS Growth Forecast, April 2012.
** The Calipatria State Prison estimates that prison population will drop to 3,500 by the year 2014 due to regulatory changes at the State level. (Source: Lt. Jorge Santana, Calipatria State Prison Administrative Assistant and Public Information Officer, Personal Communication, September 6, 2012.)*

II.C LAND USE GOALS, POLICIES & IMPLEMENTATION MEASURES

Calipatria's vision is to promote social equality amongst all residents, infill development, a jobs/housing balance and increased economic development opportunities. Based upon this vision, the following land use goals, policies and implementation measures have been developed and sited into one of three categories: General Land Use, Downtown District, and Economic Development.

II. LAND USE ELEMENT

GENERAL LAND USE

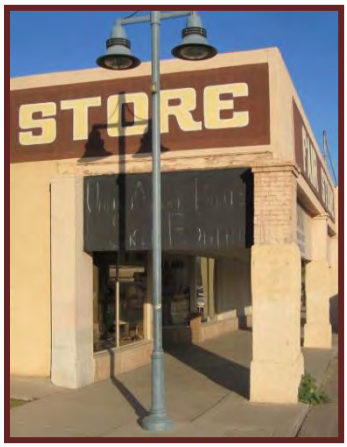
Single-family residential neighborhood South of Main

This category is designed to provide general guidance on land use throughout the city. Currently, land uses within the city mostly consist of residential uses, with commercial uses concentrated along Main Street and industrial uses in the eastern half of the city. Goals and policies in this section set a path towards achieving the General Plan vision by locating jobs near housing and increasing the amount of land designated for job-generating commercial and industrial uses. Goals and policies in this section also aim to improve community health and protect agricultural and natural resources.

GOALS AND POLICIES

Goal LU-1 Facilitate development of vacant and under-utilized land.

Policy LU-1.1 Allow for flexibility with respect to land use so as to not discourage development and redevelopment of vacant and underutilized land.



Existing retail along Main Street

Policy LU-1.2 Use the City's Zoning Ordinance and applicable residential, commercial, and open space design standards to guide the character of development and ensure compatibility with existing residential, commercial, and agricultural uses.

Policy LU-1.3 Confine new growth to those areas that have adequate infrastructure to service new development or ensure concurrent infrastructure development.

Goal LU-2 Provide an adequate mix of low, medium, and high density residential land uses to house people of all socioeconomic levels.

Policy LU-2.1 Encourage new residential development and the construction of a variety of housing types (such as single-family residential, townhomes, duplexes, etc.), including affordable housing, throughout the city to meet the needs of all existing and future Calipatria residents.

Policy LU-2.2 Encourage development of a range of housing types that:

- Are visually attractive and compatible in intensity, dwelling unit size, and structural design with the need to protect the surrounding natural environment;
- Meet the needs and suit the small town and rural lifestyles of present and future residents;
- Are located in close proximity to jobs and services.

Goal LU-3 Improve air and water quality and reduce energy consumption and greenhouse gas emissions.

Policy LU-3.1 Promote land development practices that reduce energy and water consumption, air and water pollution, and greenhouse gas emissions, incorporating such techniques as:

- Concentration of uses and design of development to promote walking and use of transit in lieu of the automobile;
- Capture and re-use of stormwater on-site for irrigation;
- Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation;
- Use of permeable paving materials; and
- Shading of surface parking and walkways.

Policy LU-3.2 Encourage new development to use "green" building technologies in accordance with a green building standard, such as Leadership in Energy and Environmental Design (LEED™), or other equivalent.

Policy LU-3.3 Develop land uses that enhance the existing transportation network, minimize the impacts of vehicles in the city, and encourage the use of alternative modes of transportation.

Policy LU-3.4 Require that new development include pedestrian access to enhance the community's pedestrian character and pedestrian linkages between the urban center, residential neighborhoods, and open spaces.

Goal LU-4 Protect natural resources and agricultural lands.

Policy LU-4.1 Minimize disruption of agriculture by maintaining a compact urban form and by directing new growth to areas containing the least productive agricultural land.

Policy LU-4.2 Avoid disturbance of sensitive habitats and species by directing new growth to areas where native habitats are not present.

IMPLEMENTATION ACTIONS

- Update the City's Zoning Ordinance to reflect the Land Use map and policies of the General Plan Land Use Element (Policies LU-1.1 through LU-4.2).
- Increase allowable housing densities throughout all residential zones as specified by the General Plan (Policy LU-1.2, 2.1, and 2.2).
- Require new development to demonstrate incorporation of techniques that reduce energy and water consumption, air and water pollution, greenhouse gas emissions, and waste generation (Policies LU-3.1 through 3.4).

DOWNTOWN DISTRICT

This section specifically addresses the Downtown District near the intersection of Highways 111 and 115 (see Figure II-2 for proposed land uses within the Downtown District). New development will be primarily infill that is designed to maintain a variety of uses, including commercial, retail, and residential. This type of land use promotes a compact, walkable community by locating housing, retail centers and jobs together. In addition, by locating jobs and housing near each other and promoting walking, infill development would reduce reliance on cars, which would reduce air pollution, greenhouse gas emissions, and noise.

In addition, this land use framework is consistent with SB 375, which requires integrated land use, housing, and transportation planning to reduce greenhouse gas emissions from automobiles and light trucks. The Southern California Association of Governors (SCAG) developed a Sustainable Communities Strategy (SCS) to implement SB 375. The SCS focuses the majority of new housing and job growth in existing main streets, downtowns, and commercial corridors. By promoting infill development and mixed-use in the Downtown District rather than sprawling development in the surrounding farmland, the land use plan is consistent with the objectives of the SCS and SB 375 and would assist in reducing vehicle emissions.

GOALS AND POLICIES

Goal LU-5 Make Calipatria's Downtown District an economically successful part of the community by enhancing commercial uses and providing new residential opportunities.

Policy LU-5.1 Make revitalization of the Downtown District a high priority.

Policy LU-5.2 Permit high density and high intensity development on vacant and underutilized properties in the Downtown District.

Policy LU-5.3 Concentrate "mixed-use" type development in the Downtown District.

Policy LU-5.4 Integrate multi-family housing into office and/or retail projects that are compatible with residential uses.

Goal LU-6 Revitalize and improve the physical quality of the Downtown District while maintaining its historic character.

Policy LU-6.1 Enhance the streetscape in the Downtown District to increase the area's attractiveness and foster private investment in the area.

Policy LU-6.2 Require new development within the Downtown District to adhere to existing architectural themes and/or design standards identified in the Zoning Ordinance.

Policy LU-6.3 Require new development in the Downtown District to be pedestrian oriented, including pedestrian-oriented storefronts, entrances toward pedestrian ways, landscaping such as shade trees, benches, and other pedestrian amenities.

II. LAND USE ELEMENT

IMPLEMENTATION ACTIONS

- Establish a Downtown District zone along Highway 115/Main Street near Highway 111 and update the Zoning Ordinance to allow high density residential and "mixed-use" development in the Downtown District (Policies LU-5.1 through LU-5.4).
- Pursue a variety of funding approaches, including grants, impact fees, transportation funds, and other programs to fund Downtown District enhancement and beautification, which may include streetscape improvements and landscaping, in order to increase the area's attractiveness and foster private development (Policies LU-6.1 through LU-6.3).
- Develop incentives, such as expedited permitting or financial incentives if available, for projects that would revitalize and improve the physical quality of the Downtown District, such as business loans, façade improvement and public improvement projects (Policies LU-6.1 through LU-6.3).

FIGURE II-4 provides a visual representation of the Downtown District and surrounding areas with the full implementation of the land use categories and the goals, policies and implementation measures listed above. As shown in Figure II-4, buildout according to the General Plan's land use categories (as listed in Table II-1) would increase the density in the Downtown District and surrounding areas and new development would primarily be located on infill sites that are either vacant or underutilized.

FIGURE II-5 provides an architectural rendering of one of these vacant/underutilized lots located at the southwest corner of the Main Street/Highway 111 Intersection. As shown, with infill development of this parcel, which is located in the Downtown District, the site could provide mixed use development opportunities that would provide multi-family housing units above ground level retail while enhancing the streetscape and walkability for pedestrians. This type of development would also assist in achieving the overall vision of the land use plan to promote social equality amongst all residents (by providing a variety of housing options – multi-family housing), provide infill development (development on currently vacant site at the main travel intersection in Calipatria), assist in achieving a jobs/housing balance (by increasing the number of housing units while also providing new employment opportunities associated with retail), and increase economic development opportunities (by enhancing the streetscape which may attract visitors/tourists, increasing the amount of retail to serve both residents and visitors, and increasing employment opportunities for residents).

II. LAND USE ELEMENT

Drawing source: RRM Design Group, October 4, 2012.

Downtown District and Surrounding Areas

Figure II-4

II. LAND USE ELEMENT

Drawing source: RRM Design Group, August 30, 2012.

Infill/Mixed Use Development - Southwest Corner of the Main Street/Highway 111 Intersection

Figure II-5

ECONOMIC DEVELOPMENT

The economy of Calipatria is primarily driven by government and agricultural jobs. However, in the last two decades, Calipatria has experienced stagnant growth. The city has a poverty index of 33 % and a high unemployment rate averaging 20% between 2010 and 2012. The unemployment rate in Calipatria has increased from approximately 13% in 2000 to 27% in 2012 ("Area Vibes Report for Calipatria", 2012; and, "Sperling's Best Places Report for Calipatria", 2012). Further, many parcels in the city are underdeveloped or vacant. The City needs to strengthen the economy in order to provide jobs and improve the quality of life for current and future Calipatria residents. Therefore, economic policies focus on taking advantage of the railroads and highway through the City of Calipatria and on attracting new long-term sustainable businesses. As shown above, **Figure II-3** identifies areas and infill sites that would undergo land use category changes compared to the existing General Plan. The majority of these sites are currently undeveloped, vacant or underutilized and do not provide economic opportunities or other benefits to the community. By updating the land use category to more appropriate uses, including the areas near the airport (Nos. 1 and 6 on Figure II-3), the sites within the Downtown District (No. 4 on Figure II-3), and areas along the railroad (No. 2 on Figure II-3), it is the intent of the General Plan to transition these areas from obsolete or inappropriate land uses to sites that would increase employment opportunities and promote economic development by encouraging "mixed-use" development in the Downtown District, providing appropriate services such as restaurants and gas stations, and enhancing industrial and commercial development along transportation corridors such as the railroad and the airport.

GOALS AND POLICIES

Goal LU-7 **Strengthen the community's economy and provide employment opportunities for Calipatria residents.**

Policy LU-7.1 Pursue new developments and businesses that add to the city's economic base, particularly those that generate sales tax and transient occupancy tax.

Policy LU-7.2 Pursue economic development opportunities from new and emerging industries such as alternative energy and tourist services.

Policy LU-7.3 Promote the retention of existing and attraction of new commercial, office, light, and heavy industrial business and afford opportunities for their growth and expansion.

II. LAND USE ELEMENT

Goal LU-8 **Promote manufacturing and industrial development that takes advantage of the railroad through the city.**

Policy LU-8.1 Allow for job-generating industrial uses near the railroad, provided that these uses are environmentally safe and do not endanger the surrounding population.

Goal LU-9 **Promote commercial and mixed-use development that takes advantage of the highways passing through the city.**

Policy LU-9.1 Allow for retail and other commercial uses along Highway 111/Sorenson Avenue and Highway 115/Main Street to provide services such as shops, food/grocery stores, gas stations, and restaurants (including to-go type restaurants) to residents, travelers passing through, and to attract visitors/tourists.

Goal LU-10 **Promote compatible job-generating businesses in the Airport Overlay District.**

Policy LU-10.1 Allow business park development and commercial uses in the airport area that is compatible with and complimentary to airport uses.

Goal LU-11 **Capitalize on opportunities to attract tourists to Calipatria.**

Policy LU-11.1 Promote opportunities to enhance retail services and agritourism and attract tourists to recreational and natural attractions, such as the Salton Sea, Alamo River, Weist Lake, Finney Lake, and Ramer Lake.

IMPLEMENTATION MEASURES

- Cooperate and coordinate business outreach programs with the Chamber of Commerce and other community organizations, and actively encourage business owners to engage City departments to address the business community's needs (Policies LU-7.1 and LU-7.3).
- Identify opportunities and incentives for new and emerging industries such as solar or geothermal energy industries (Policy LU-7.2).

- Revise the Zoning Ordinance to allow high density industrial uses in sites adjacent to or in close proximity to the Southern Pacific Railroad tracks (Policy LU-8.1).
- Revise the Zoning Ordinance to allow high density commercial development along Highways 111 and 115 and to allow for mixed-use development in the Downtown District (near the intersection of Highway 111/Sorenson Avenue and Highway 115/Main Street) (Policy LU-9.1).

- Revise the Zoning Ordinance to define industrial and commercial development in the airport area, consistent with airport safety guidelines (Policy LU-10.1).
- Promote tourism opportunities related to retail, the city's historic character and cultural resources, farm operations, recreation, and natural attractions by promoting cultural, historical and agricultural resources with posted signs and information on the City's website (Policy LU-11.1).

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CITY of CALIPATRIA
2035 General Plan

III. CONSERVATION AND OPEN SPACE ELEMENT

*Calipatria's vision for **OPEN SPACE AND CONSERVATION** includes preservation of agricultural lands and sensitive habitats/species, promotion of renewable energy, and the incorporation of sustainability into City policy.*

The purpose of the Conservation and Open Space Element is to guide the comprehensive and long-range preservation and conservation of open space and natural resources within and surrounding Calipatria. *Conservation* is defined in this General Plan as the careful preservation, protection, or planned management of a natural resource to prevent its exploitation, destruction, or neglect. The term *sustainable* has become common parlance when referring to principles, practices, and application of techniques that conserve energy, water, and other natural resources; manage the use of renewable and non-renewable resources in an efficient and responsible manner with an emphasis on self-sufficiency; preserve and improve the environment, from the local to the global level; reduce pollution and solid waste; improve human health and safety; and strengthen the economy.

While the majority of Calipatria is developed, open space and recreational uses include four city parks and the Cliff Hatfield Memorial Airport. Caldwell Park, Radamacher Park, Mikesell Park, and Hernandez Park, are located within the city limits and total 11.87 acres (Service Area Plan, 2004). Areas immediately surrounding Calipatria are utilized for agriculture, and have historically been an important part of the City's economy. The Alamo River and Salton Sea are located in close proximity to the city and provide unique wildlife habitat and a variety of flora and fauna. In addition to these resources, agricultural drains located within the city support a variety of fish, amphibians and reptiles. Burrowing owls have also been known to utilize the banks of drains for nesting (Calipatria General Plan, 1991). Open space protects these environmental resources, which contain sensitive vegetative and wildlife habitats. It also creates opportunities for public recreation and contributes to public health and safety.

Calipatria's vision for open space and conservation includes preservation of agricultural lands and sensitive habitats/species, promotion of renewable energy, and the incorporation of sustainability into City policy. The conservation and sustainable stewardship of the City's natural resources—such as air quality, water, energy, and soil—for the protection of plant and wildlife habitats, and public health, safety and welfare are key to achieving the conservation priorities as Calipatria grows. The development of cultural resources is also important, as they can provide a link to the City's past and offer a source of pride and community connection for its residents. Conserving resources, promoting clean energy generation, and reducing the amount of community-generated waste will help preserve non-renewable resources, reduce air pollution and greenhouse gas (GHG) emissions, and increase self-sufficiency for the City.

III. CONSERVATION AND OPEN SPACE ELEMENT

The Conservation and Open Space Element identifies existing natural resources within Calipatria, and establishes goals, policies and implementation measures to guide decision making with regard to long-term conservation and sustainable management of these resources. The Element emphasizes Calipatria's commitment to conservation, preservation, and enhancement of its natural resources.

The topics addressed in this Conservation and Open Space Element include:

- Open Space and Recreation
- Agricultural Resources
- Biological Resources
- Water Resources and Water Quality
- Soil Conservation
- Air Quality
- Energy Resources
- Solid Waste Management
- Cultural Resources

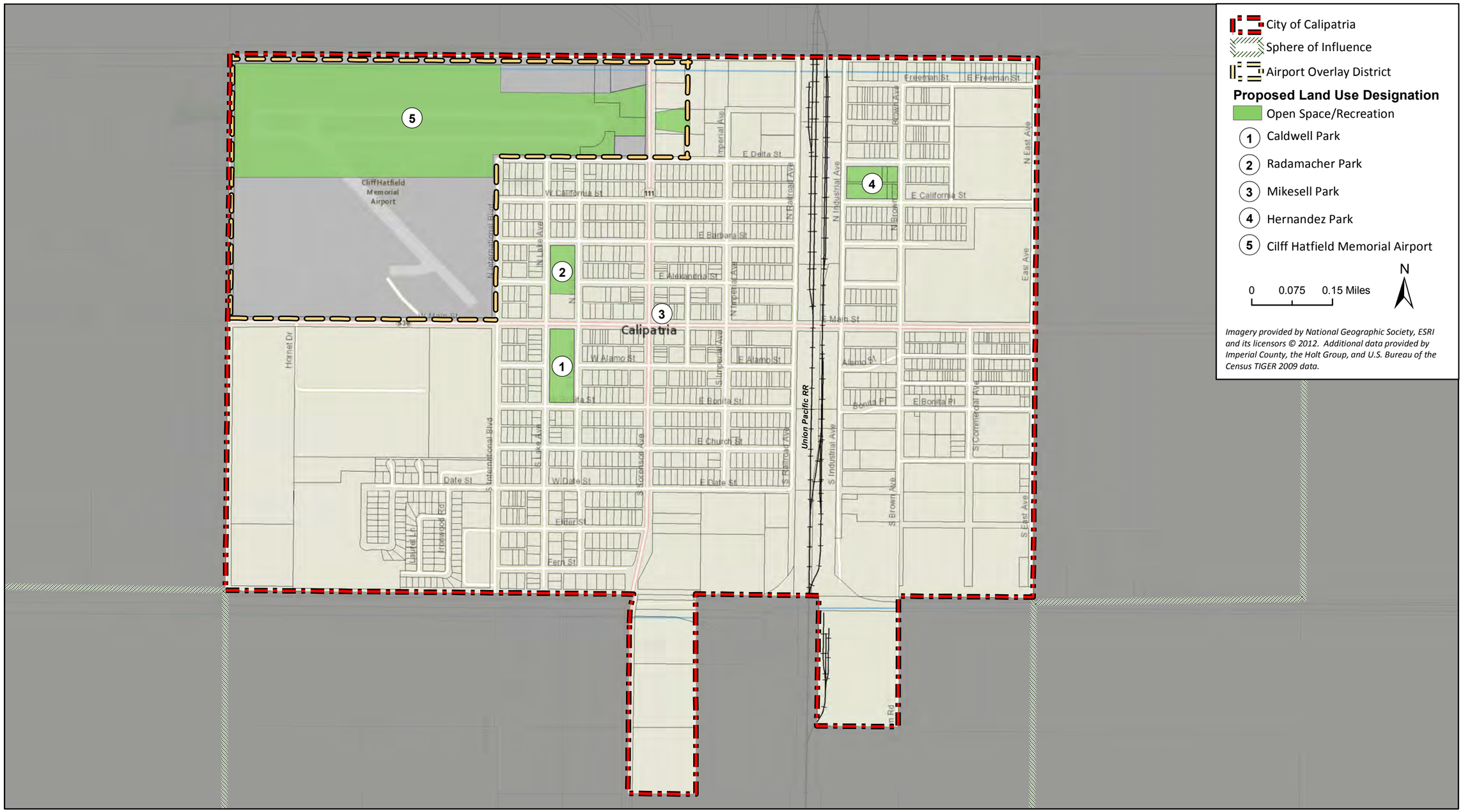
The Conservation and Open Space Element fulfills the requirements of the State-mandated Conservation Element and Open Space Element as defined in Section 65302 of the Government Code. According to these requirements, the General Plan must provide direction regarding the conservation, development and utilization of natural resources, including rivers and water, forests, wildlife and other natural resources. The preservation and/or sustainable management of other resources, such as air quality, energy and solid waste, are also included. The Conservation and Open Space Element also takes into consideration open space lands, defined as any parcel or area of land or water which is designated on a local, regional, or State open space plan as open space for the preservation of natural resources, outdoor recreation, space for public health and safety, and/or the managed production of resources.

III.A OPEN SPACE AND RECREATION

Caldwell Park

Open Space and Recreational uses within Calipatria are limited primarily to city parks and the runway at the Cliff Hatfield Memorial Airport. There are four city parks, Caldwell Park, Radamacher Park, Mikesell Park, and Hernandez Park, which total 11.87 acres (Service Area Plan, 2004). Caldwell Park (also known as Calipatria Park) and Radamacher Park are centrally located within Calipatria, near the Central Business District and City Hall, and are approximately four acres each. These parks offer picnic facilities and recreational opportunities, including a baseball diamond and basketball courts. The Meyer Memorial Library is also located on the Caldwell Park property. Mikesell Park is a 0.17-acre park located on the northeast corner of the State Highway 115/Main Street and State Highway 111/Sorenson Avenue intersection, as shown on Figure III-1. Hernandez Park, also known as Eastside Park, is a 3.7-acre park located on the southeast corner of Industrial Avenue and Delta Street. There is one youth recreational program – a summer basketball program – organized by the City. The recreational resources located within the City are shown on **FIGURE III-1**. Currently there is a total of 11.87 park acres within the City,

III. CONSERVATION AND OPEN SPACE



Open Space and Recreation Areas

Figure III-1

which equates to approximately 3.3 acres per 1,000 residents (based on resident population of 3,608 residents in 2012 – see Table II-2).

Calipatria is located within close proximity to numerous recreation areas, including several state and national parks. Sonny Bono Salton Sea National Wildlife Refuge, Imperial National Wildlife Refuge and Joshua Tree National Park, as well as Salton Sea State Park and Recreation Area, Anza-Borrego Desert State Wilderness, Picacho State Recreation Area, Imperial Sand Dunes Recreation Area, and the Pacific Crest Trail are all within a 65-mile radius of the city. All of these areas provide a variety of recreational opportunities, as described below. Since Calipatria is centrally located and near to these recreational areas, the City strives to serve as a lodging destination and provide tourist services to visitors to these areas.

Sonny Bono Salton Sea National Wildlife Refuge is located approximately 15 miles from Calipatria and offers environmental education, trails through the refuge, and waterfowl hunting during the appropriate season. Two trails within the refuge weave through upland vegetation, freshwater ponds and agricultural fields. Over 400 species of birds have been reported at the Sonny Bono Salton Sea National Wildlife Refuge, including a variety of waterfowl and shorebirds. In addition, the refuge provides a home for several endangered species including the Yuma clapper rail and the California brown pelican.

Imperial National Wildlife Refuge is located approximately 75 miles from Calipatria and protects wildlife habitat along 30 miles of the lower Colorado River in Arizona and California, including the last unchannelized section before the river enters Mexico. The refuge contains more than 15,000 acres of federally designated wilderness and is home to a diversity of wildlife species including desert bighorn sheep, mule deer, ducks, geese, and shorebirds. The refuge offers a variety of recreation activities including hiking, fishing, and hunting.

Joshua Tree National Park is located approximately 120 miles from Calipatria and offers a wide variety of recreational opportunities. The park is approximately 800,000 acres and is known for its impressive diversity of plants and animals as well as its interesting geologic features. It contains three ecosystems with 813 species of vascular plants and an abundance of animal species including snakes, bighorn sheep, kangaroo rats, and coyotes. The park offers ranger programs, self-guided nature trails and camping facilities, and is also a popular destination for hiking, mountain-biking, and rock-climbing.

Salton Sea State Park and Recreation Area is located approximately 35 miles from Calipatria and is one of the world's largest inland seas and lowest spots on Earth at 227 feet below sea level. The Salton Sea State Recreation Area covers 14 miles of the northeastern shore and is a popular site for campers, boaters and anglers. Varner Harbor, located within the State Recreation Area (SRA), provides easy access to the sea for boating and water skiing. Kayakers, campers, birdwatchers, photographers and hikers can enjoy the site's many recreation opportunities.

Anza-Borrego Desert State Wilderness is located approximately 55 miles from Calipatria and is the largest state park in California. Some 500 miles of dirt roads, 12 wilderness areas and many miles of hiking trails provide visitors with an opportunity to experience the various resources of the California desert. The park features washes, cultural preserves, wildflowers, palm groves, cacti, and sweeping

III. CONSERVATION AND OPEN SPACE ELEMENT

vistas. Visitors may also have the chance to observe Swainson's Hawks during their spring migration from Argentina.

Picacho State Recreation Area is located approximately 70 miles from Calipatria along the Colorado River at the site of a historic mining town. The park offers diverse scenery, including beavertail cactus, wild burros, bighorn sheep and thousands of migratory waterfowl. Popular recreation activities include boating, hiking, angling, and camping.

Imperial Sand Dunes Recreation Area is located approximately 40 miles from Calipatria and is the largest mass of sand dunes in California. The recreation area is most popular for its off-highway vehicle (OHV) areas. The dunes also offer scenic resources and opportunities to view rare plants and animals.

The trailhead for the Pacific Crest Trail (PCT) is located approximately 95 miles from Calipatria. PCT is a 2,650-mile national scenic trail that runs from Mexico to Canada through California, Oregon and Washington. The PCT includes the greatest elevation changes of any of America's National Scenic Trails, allowing it to pass through six out of seven of North America's ecozones. The PCT attracts roughly 300 hikers per year.

It is the intent of the City to preserve existing recreational areas, expand public recreation opportunities, and provide tourist services for visitors to surrounding recreation destinations. By capitalizing on the close proximity to state and national parks, Calipatria can become a gateway to surrounding recreation destinations. Tourist services could include maps, activity brochures, hotel accommodations, and shuttle services.

GOALS AND POLICIES

Goal COS-1 Provide open space that meets the needs of present and future City residents and visitors.

Policy COS-1.1 Provide coordinated management of open space and recreation functions within the city.

Policy COS-1.2 Require developers to offset the demand for parks generated by new development by providing new parks, open space or recreation areas at approximately 5 acres per 1,000 new residents.

Policy COS-1.3 Preserve and expand the amount of open space and native trees and vegetation within and surrounding the city through dedications, purchases, and/or annexations.

Goal COS-2 Maintain existing park resources for the enjoyment of all City residents.

Policy COS-2.1 Maintain and preserve Rademacher, Caldwell, Mikesell and Hernandez Parks as permanent recreational open space areas.

Policy COS-2.2 Reduce operational and maintenance costs of parks and facilities through efficiency improvements listed in subchapter III.G.

Policy COS-2.3 Include adequate funding in the City budget for recreation programs and park maintenance.

Policy COS-2.4 Improve and expand youth recreational programs by coordinating with volunteers and non-profit organizations.

Goal COS-3 Manage urban development to protect open space areas within and surrounding the city to the maximum extent feasible.

Policy COS-3.1 Improve public access to designated open space and recreation facilities in a way that protects environmental resources, but increases the ability of the public to enjoy and benefit from the open space.

Policy COS-3.2 Promote the protection of open space on public and privately owned property for the protection of health and safety through continued application of the Open Space and Recreation land use designations, as appropriate.

Policy COS-3.3 Protect open space and other properties that contain or protect significant sensitive resources, such as special-status plant and wildlife species known to occur in or near the city, natural habitats, and habitat linkages.

Goal COS-4 Utilize the city's proximity to surrounding recreational areas to provide tourism services to visitors.

Policy COS-4.1 Provide high-quality recreational facilities and programs to attract tourists and meet residents' needs.

Policy COS-4.2 Promote the recreation opportunities associated with the Sonny Bono Salton Sea National Wildlife Refuge and the Salton Sea State Park and Recreation Area to residents and tourists.

IMPLEMENTATION ACTIONS

- Identify areas within the city appropriate for open space dedications, purchases, and/or annexations (Policies COS-1.3, COS-3.1, and COS-3.3).

- Update park facilities with water efficient landscaping and irrigation (Policy COS-2.2).

- Identify funding to maintain and improve existing recreational areas located in Rademacher, Caldwell, Mikesell and Hernandez Parks (Policies COS-2.1, COS-2.3, COS 2.4 and COS 4.1).

- Develop and maintain youth programs for various sport activities, such as baseball and soccer (Policy COS-2.4).

- Require new residential subdivisions to provide approximately 5 acres of Open Space for parkland and recreation uses per 1,000 new residents or to pay fees, as per the Quimby Act provisions of the subdivision ordinance (Policies COS-1.2, COS-3.2, and COS-4.1).

- To ensure the availability of adequate park and recreation programs and facilities, coordinate recreational programming, park planning and park acquisition activities with Calipatria Unified School District and other community groups. City efforts shall include, but not be limited to:

    - Coordinating planned locations of parks and recreation areas within and surrounding the city; and

    - Pursuit of alternative sources of funding for the acquisition and development of active park land (Policies COS-1.1, COS-1.2, COS-2.4 and COS-4.1).

- To promote recreation opportunities associated with the Sonny Bono Salton Sea National Wildlife Refuge and the Salton Sea State Park and Recreation Area, the City shall become an active participant/stakeholder in the planning and ongoing management of the Salton Sea as it has direct economic benefits for the City (Policies COS-4.1 and COS-4.2).

III.B AGRICULTURAL RESOURCES

No land within the city is currently zoned for agriculture. However, the city is surrounded on all sides by active agricultural land. The majority of agricultural land surrounding the city is listed as Farmland of Statewide Importance, with Prime Farmland to the west and Farmland of Local Importance scattered on all sides (FMMP, 2008). Historically, agricultural uses have been important to the local economy; however, since Calipatria is entirely surrounded by agricultural land, growth of the city would require annexation of surrounding agricultural land for conversion to urban uses. In addition, agricultural land throughout Imperial County and specifically in close proximity to the city (including to the north of the city limits within the City's sphere of influence) have recently been or are proposed to be converted for use as geothermal facilities or solar farms. While the use of land for geothermal and solar development may have some benefits for the City (including promoting the use of renewable energy, providing new jobs for local residents, and providing new economic development opportunities as more visitors may come to and/or through the city on a regular basis), the City also recognizes that the conversion of agricultural land with these types of renewable energy facilities may have land use conflicts with existing urban development within the city and with future growth in the City's sphere of influence.

Given the historic prevalence and local abundance of agriculture, the City recognizes the importance of this resource and its preservation within its sphere of influence. The City intends to preserve agricultural resources and minimize the conversion of Prime Farmland to the extent feasible in light of the City's growth and economic development goals.

GOALS AND POLICIES

Goal COS-5 Preserve agricultural land and maintain agriculture as an economically viable activity to the maximum extent feasible.

Policy COS-5.1 Facilitate increased opportunities for the support of local agriculture.

Policy COS-5.2 Avoid annexation and conversion of farmland to non-agricultural use except as necessary to meet the City's housing and economic development goals.

Policy COS-5.3 Promote infill development on land within the city before agricultural land is taken out of production.

Goal COS-6 Protect important agricultural areas from conflicts with urban uses.

Policy COS-6.1 Encourage the production of crops that can be cultivated economically in close proximity to urban development areas.

Policy COS-6.2 Encourage new development in such a way as to minimize land use conflicts and impacts to surrounding agricultural uses.

IMPLEMENTATION ACTIONS

- Plan and implement activities that support local agriculture, such as farmers' markets and other special events (Policy COS-5.1).
- Consider alternative sites, such as infill sites, for development prior to approving projects that would convert farmland to a non-agricultural use (Policies COS-5.2 and COS-5.3).
- For any projects within the vicinity of the City's sphere of influence area that propose to convert agricultural lands to geothermal or solar facilities, work with the County of Imperial Planning Staff during the review of permit applications to ensure that any new development would have minimal land use conflicts with residents and businesses within Calipatria, would minimize environmental impacts, and would not conflict with Calipatria's vision for growth within the sphere of influence area as provided in the Land Use Element (Policies COS-5.2 and COS-6.2).

- Adopt development standards for urban/agricultural interfaces to minimize conflicts between agricultural and non-agricultural uses (Policies COS-6.1 and COS-6.2).
- Work with the County of Imperial to ensure that State and County agricultural spraying regulations are enforced, such as the use of setbacks and notices for adjacent urban development (Policies COS-6.1 and COS-6.2).

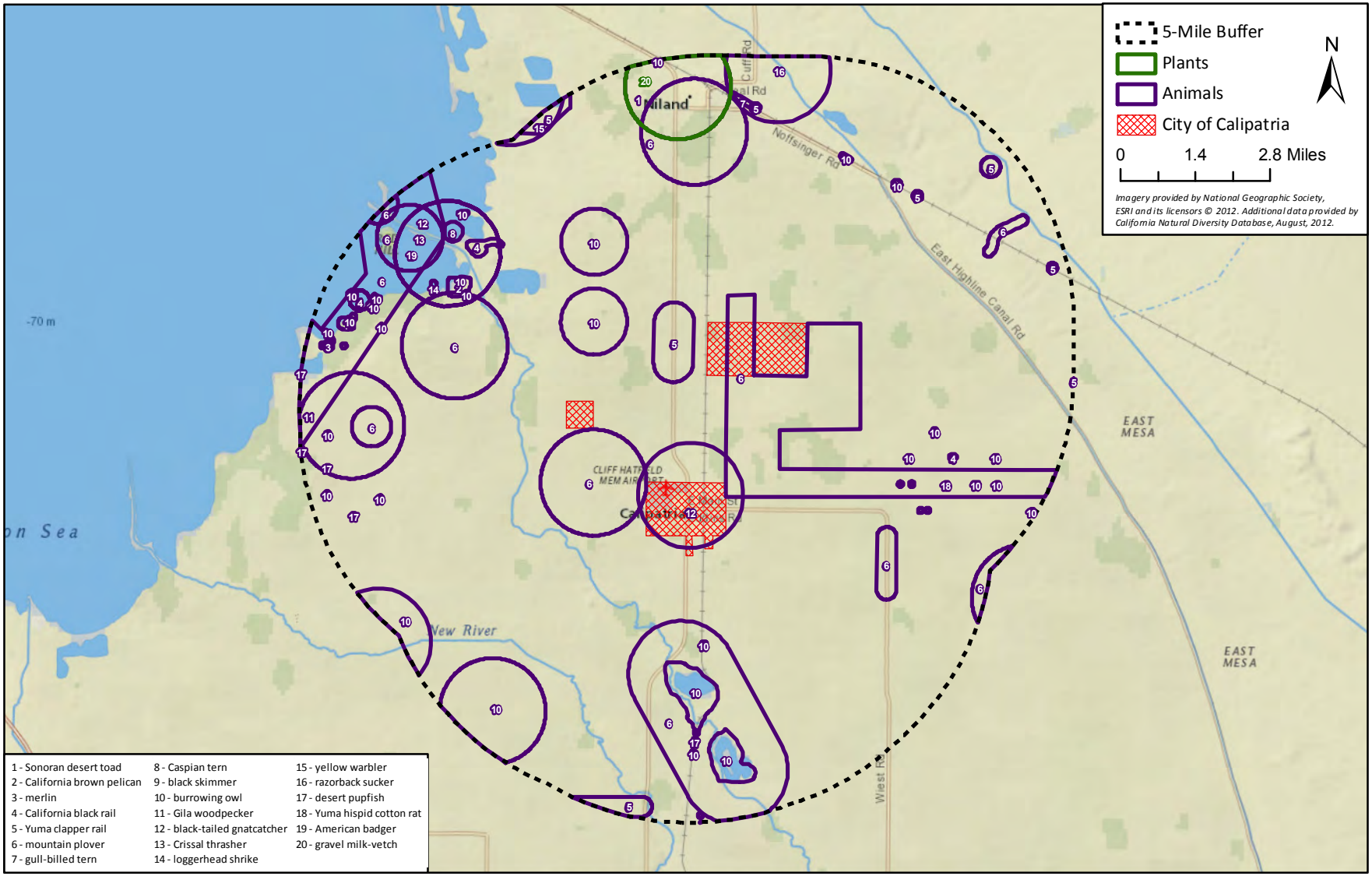
III.C BIOLOGICAL RESOURCES

The majority of Calipatria is developed and does not contain biological resources. However, agricultural drains located within the city may support a variety of fish, amphibians, and reptiles. Burrowing owls have also been known to utilize the banks of drains for nesting (Calipatria General Plan, 1991). The agricultural drains are currently active and are located near the southern city limit on Bowles Road and north along Young Road/North Street (**FIGURE III-2**). The drains generally flow west from the agricultural fields located west and southwest of the city and connect to the New River, which eventually drains to the Salton Sea.

The Alamo River and Salton Sea are located within close proximity to the city and provide unique wildlife habitat and a variety of flora and fauna. The Alamo River area, due to its unique riparian habitat, supports a large variety of wildlife, including birds, amphibians, fish and reptiles. Over 400 bird species have been documented at the Salton Sea (approximately six miles northwest of the city limits). The Salton Sea supports 30% of the remaining population of the American white pelican (Audubon Society, 2011). The Sonny Bono Salton Sea National Wildlife Refuge is located at the southern end of the Salton Sea (approximately 10 miles west of the city). The refuge is located within the Pacific Flyway, an important migration route for birds. The refuge habitats and the Salton Sea are vital to these migrating birds as a resting place and wintering area. The refuge was established as a sanctuary and breeding ground for birds and other wildlife when 32,766 acres were set aside in 1930 (USFWS, 2012).

The City recognizes the importance of these resources and working with both Imperial Irrigation District (IID) and the County of Imperial to minimize impacts associated with urban and agriculture pollution in runoff that may affect wildlife species. Protection of the natural environment is important to the City, and it is the City's intent to conserve these resources as it grows and develops.

III. CONSERVATION AND OPEN SPACE



Biological Resources Within and Surrounding Calipatria

Figure III-2

III. CONSERVATION AND OPEN SPACE ELEMENT

GOALS AND POLICIES

Goal COS-7 Preserve and protect biological resources, and be sensitive to the factors that allow these resources to remain viable.

Policy COS-7.1 Support state and federal laws and policies to preserve populations of rare, threatened, and endangered species and sensitive habitats by ensuring development does not adversely affect such species or habitats or by mitigating adverse effects in accordance with state and federal regulations.

Policy COS-7.2 Ensure that new developments, including roads, maintain the sensitive biological habitats to the maximum extent feasible in light of the City's growth and economic development goals.

Policy COS-7.3 Coordinate with the Department of Fish and Wildlife to prevent habitat destruction and aid in relocation of individuals to other suitable habitats when necessary.

Policy COS-7.4 Encourage the County of Imperial to prevent development that disturbs the Alamo River Floodplain wetland area.

Policy COS-7.5 Preserve biological habitat associated with agricultural drains to the maximum extent feasible.

Policy COS-7.6 Promote measures to reduce urban and agricultural pollution in runoff.

Policy COS-7.7 Preserve existing mature trees, unless they are detrimental to public health and safety.

Goal COS-8 Enhance habitat value and biological resource diversity within the Calipatria area.

Policy COS-8.1 Promote the planting of additional trees in developed locations. Plantings should include replacement of trees that are, or have been, removed and new trees in locations where none are currently present.

IMPLEMENTATION ACTIONS

- Enforce state and federal conservation and avoidance regulations, through the development review process, for all new development projects on private property that may potentially impact natural vegetation communities or biological resources (Policies COS-7.1 and COS-7.3).
- Require new developments on properties that include sensitive biologic habitats to cluster development in the least sensitive portions of the property and preserve and/or restore the most sensitive resources without creating urban development patterns in rural areas (Policy COS-7.2).
- Continue to require developers proposing projects in areas identified or expected to contain sensitive vegetation and wildlife communities to: consult with wildlife agencies (i.e., United States Fish and Wildlife Service [USFWS] and the California Department of Fish and Wildlife [CDFW]) early in the development review process regarding special status plant and wildlife species; conduct biological assessments, as appropriate; and develop and implement project-specific mitigation measures to mitigate impacts on threatened and endangered species (Policies COS-7.1 and COS-7.3).
- Require separation of construction activities from sensitive biological resources through the use of buffers, setbacks, and temporary protective fencing (Policy COS-7.2).
- Coordinate with the County of Imperial to identify measures to preserve and enhance biological resources within and surrounding the city (Policy COS-7.4).
- Require a biological assessment of agricultural drains before construction or development near these areas (Policy COS-7.5).
- Require regulations such as setback requirements, lot size requirements, building height requirements, density zoning, and building bulk requirements to reduce encroachment of development upon sensitive resource areas (Policies COS-7.2 and COS-7.6).
- Develop specific requirements for planting and replacement of trees of at least a 2:1 ratio within the city (Policies COS-7.7 and COS-8.1).

III.D WATER RESOURCES AND WATER QUALITY

Calipatria recognizes the critical nature of water resources relative to regional growth in Imperial County and the whole of southern California. The source of virtually all surface waters in Imperial County is the Colorado River. Water is diverted from the Colorado River at the Palo Verde Wier north of the City of Blythe by the Palo Verde Irrigation District and at the Imperial Dam by the Imperial Irrigation District (IID). Potable water in Calipatria is provided by Golden State Water Company (GSWC) through a franchise agreement with the City. Thus, GSWC treats and purveys drinking water to customers within the city. GSWC obtains water from the Imperial Irrigation District (IID), which holds rights and entitlements to Colorado River water that it manages for the benefit of water users in its service area. Regional water rates have steadily increased over the past few years, affecting Calipatria residents.

III. CONSERVATION AND OPEN SPACE ELEMENT

The water delivered to customers in the Calipatria system is carried from the C West lateral gate #38 canals of the IID East High line and is treated at the company's Holabird Treatment Plant (which is located at 631 S. Sorenson Avenue within the city). Water from the existing water treatment and pump station facilities flows by gravity from an IID canal to two, 4.5 million gallon (MG) raw water storage basins. Water is then pumped from the raw water storage basins to three water treatment units. Each unit has a capacity of 2 million gallons per day (MGD) for a total capacity of 6 MGD. Water from the water treatment plant is pumped through two, 1.1 MG finished water reservoirs. Finally, the water is pumped from the finished water reservoir to the distribution system at a rate of 5,500 gallons per minute (gpm).

Currently, there are deficiencies within the existing potable water infrastructure in Calipatria. The current capacity of the system will not meet future growth demand (Service Area Plan, 2004). In addition, the water does not meet regulations for Trihalomethanes. Trihalomethanes are a group of chemicals that are formed along with other disinfection byproducts when chlorine or other disinfectants used to control microbial contaminants in drinking water react with naturally occurring organic and inorganic matter in water. Trihalomethane levels are regulated by the U.S EPA to minimize adverse effects on the environment and human health. Due to these deficiencies, GSWC is proposing rate increases to fund a number of structural improvements within the Calipatria customer service area. These improvements include enlarging the backwash water recycling facilities and installing new equipment to reduce total trihalomethanes at the Holabird Treatment Plant. Additionally, Calipatria is included in the Imperial County Integrated Regional Water Management Plan (IRWMP), which has developed water management strategies related to the region's water supply, water quality, environmental stewardship, and flood management. Storm water management and flooding are addressed in the Safety Element.

Reducing the City's dependence on imported water through the use of water conservation measures increases the chances of resilience in the event of drought or other emergency and saves money and energy associated with transporting water. Water conservation methods apply to all new developments and implementation is encouraged in older development throughout Calipatria. The City's water conservation performance objectives include: water conserving fixture design and installation; ultra-low flow toilets; hot water circulation systems; use of drought tolerant landscaping and efficient irrigation systems and techniques; and maximum use of recycled water during and after construction.

The City operates the sewer infrastructure within Calipatria. The sewer system contains 15 miles of sewer lines of clay pipe (6" to 8" in diameter) and polyvinyl chloride (pvc) pipe (6" to 15" in diameter). Sewage is transported and treated at the Calipatria Wastewater Treatment Plant (WTP), located approximately 2½ miles northwest of the airport, between English and Brandt Road, north of Lindsay Road. Following treatment, sewage is discharged into an IID Canal that drains into the Alamo River, a tributary to the Salton Sea. The WTP treats wastewater through an aeration system, utilizing four ponds at the facility. Estimated sewage generation within the city is 1.0 MGD and the WTP operating capacity is 1.7 MGD (Service Area Plan, 2004). Prior to the recordation of a Final Map for a development project proposed within the City service area boundaries, the City requires a development agreement indicating that adequate wastewater service would be available to the completed project.

Another challenge involving water resources in Calipatria is the maintenance and improvement of water quality. Surface waters in the area surrounding Calipatria are dependent primarily upon the inflow of irrigation water from the Colorado River via the All-American Canal. The use of this water for irrigation and other purposes affects the quality of surface water. High evaporation rates from the irrigated fields substantially reduce the amount of water and increase the concentration of salts entering the drainage system. A 300% to 500% increase in concentration of total dissolved solids is normal within the Imperial Valley as water moves from the All-American Canal to the New and Alamo Rivers (County of Imperial General Plan: Water Element, 2002).

The change in salinity through the Imperial Valley affects aquatic ecosystems and other beneficial uses of the surface waters near Calipatria. However, salinity is not the only water quality issue. The intensive irrigation in the valley presents the potential for the introduction of agricultural chemicals, such as pesticides and herbicides, into downstream waters. Field erosion and dredging activities also result in siltation in the New and Alamo Rivers and the Salton Sea. The bacteriological content of these waters is also a concern because these streams receive locally generated municipal waste discharges, in addition to the waste load entering the United States from Mexico (County of Imperial General Plan: Water Element, 2002).

GOALS AND POLICIES

Goal COS-9 Provide a safe and adequate water supply that effectively meets the demand of the existing and future population through water efficiency and reclamation programs.

Policy COS-9.1 Implement a balanced, water conservation strategy as an effective way to manage demand by maximizing the efficiency of existing urban water use through conservation measures/programs and developing alternative, reliable sources to sustain present and future water needs.

Policy COS-9.2 Ensure development in Calipatria is at levels that can be supported by existing and/or future water service capabilities.

Policy COS-9.3 Ensure that new development projects are designed to minimize potable water use based on the requirements of the California Green Building Standards Code (CalGreen Code) and encourage new development to achieve greater water use efficiencies (CalGreen Tier I and II levels) than are required by the Code.

III. CONSERVATION AND OPEN SPACE ELEMENT

Policy COS-9.4 Minimize water consumption by existing and new development through an emphasis on drought-tolerant landscaping techniques, use of water-efficient plumbing, and water reclamation.

Policy COS-9.5 Encourage the use of high efficiency irrigation technology and recycled site water to reduce the use of potable water for irrigation.

Policy COS-9.6 Encourage and support local water conservation programs of the Imperial Irrigation District.

Policy COS-9.7 Encourage and support the acquisition of local water treatment and distribution facilities, if financially feasible.

Goal COS-10 Meet National Pollution Discharge Elimination System (NPDES) water quality standards for runoff from developed areas.

Policy COS-10.1 Ensure that new development projects are designed to reduce storm water pollution consistent with the CalGreen Code and encourage new development to go beyond the basic requirements and meet CalGreen Tier I and II levels, such as implementing low impact development (LID) strategies.

Policy COS-10.2 Require the use of best management practices (BMPs) during site grading and construction to control temporary erosion and offsite deposition of soils.

Goal COS-11 Conserve water resources, protect water quality and availability, and prevent contamination of surface water sources and groundwater resources.

Policy COS-11.1 Reduce waterborne pollutants and sedimentation from existing uses through public education, erosion control, and implementation of BMPs.

Policy COS-11.2 Minimize stormwater runoff and wastewater effluent discharge, through improvements to the stormwater system and sewer infrastructure.

Policy COS-11.3 Identify potential and actual sources of groundwater pollution and coordinate with State and County authorities to establish methods to address these sources.

IMPLEMENTATION ACTIONS

- Develop and expand recycled water programs to help meet non-potable water demands (Policies COS-9.1, COS-9.4, COS-9.5, and COS-9.6).
- Require new developments to provide evidence of water availability, such as a "will serve" letter from the local water purveyor (Policy COS-9.2).
- Continue to explore alternative conservation measures and technologies as they become available (Policies COS-9.3, COS-9.4, and COS-9.5).
- Develop public education and outreach programs to encourage residential water conservation through water conserving appliances and minimal usage practices (Policy COS-9.1).
- Review and update the City's landscaping regulations as needed to ensure that they effectively address the efficient use of water in landscaping (Policies COS-9.3 and COS-9.4).
- Encourage Xeriscape landscaping techniques. Xeriscape landscaping design incorporates the following features:

  (a) Selection of low water use plants and shrubs;
  (b) Provision of shade near the house or business. There are many low water use trees available that can accomplish this objective. Groundcovers and shrubs planted next to the house also can provide insulation from summer heat;
  (c) Installation of automatic irrigation systems. Set the timer to water after sunset or in the very early morning hours to avoid water loss through evaporation;
  (d) Maximize irrigation efficiency by grouping plants in accordance with their water needs;
  (e) Contour landscaped areas to capture as much natural rainfall as possible;
  (f) Plant turfed areas adjacent to the house or business to achieve a cooling effect. Keep turf areas as small as possible and do not overwater these areas.

  (Policies COS-9.3, COS-9.4, and COS-9.5.)
- If financially feasible, the City should utilize public financing and/or bond measures to acquire local water treatment and distribution facilities.
- Require runoff mitigation plans as part of the application and development review process that illustrate the Best Management Practices (BMPs) to be employed to prevent pollutants from running off the project site into area waterways. BMPs may include, but are not limited to, the use of bio-filtration techniques and/or provision of subsurface filtering (Policies COS-10.1 and COS-10.2).
- Develop public education and outreach programs to prevent waterborne pollutants and sedimentation (Policy COS-11.1).
- Identify improvement projects to the City's stormwater and sewer infrastructure (Policy COS-11.2)
- Work with the Regional Water Quality Control Board (RWQCB) on remediation efforts to improve the water quality in Imperial County (Policy COS-11.3).

III.E SOIL CONSERVATION

Soil in Calipatria primarily consists of Imperial silty clay, wet, with a slope of 0 to 2 percent (NRCS, 2008). The parent material is clayey alluvium derived from mixed sources and/or clayey lacustrine deposits derived from mixed sources. **FIGURE III-3** shows the soil composition for the entire city.

Soil conservation is a very important objective of the City. Soil conservation techniques help to control erosion and also help prevent blowing dust, thereby improving the regional air quality. Soil erosion can be caused by water or wind. During intense storms, significant amounts of rainfall can saturate upper layers of the soil. Once the soil is saturated, runoff can produce gullies and carry soil particles into drainage channels and the Alamo River.

Grading and construction associated with development projects can also cause soil erosion, including removal of topsoil, and can create large amounts of dust. The City will continue to require developers to implement water erosion control plans in accordance with National Pollutant Discharge Elimination System (NPDES) requirements and dust control plans in accordance with Imperial County Air Pollution Control District (ICAPCD) requirements.

GOALS AND POLICIES

Goal COS-12 Encourage the conservation of soil resources that are critical to the long-term protection and sustainability of agricultural productivity and economy.

Policy COS-12.1 Ensure that land use decisions are compatible with the control of soil erosion and the maintenance of soil quality.

Policy COS-12.2 Establish measures to prevent blowing of topsoil during high winds.

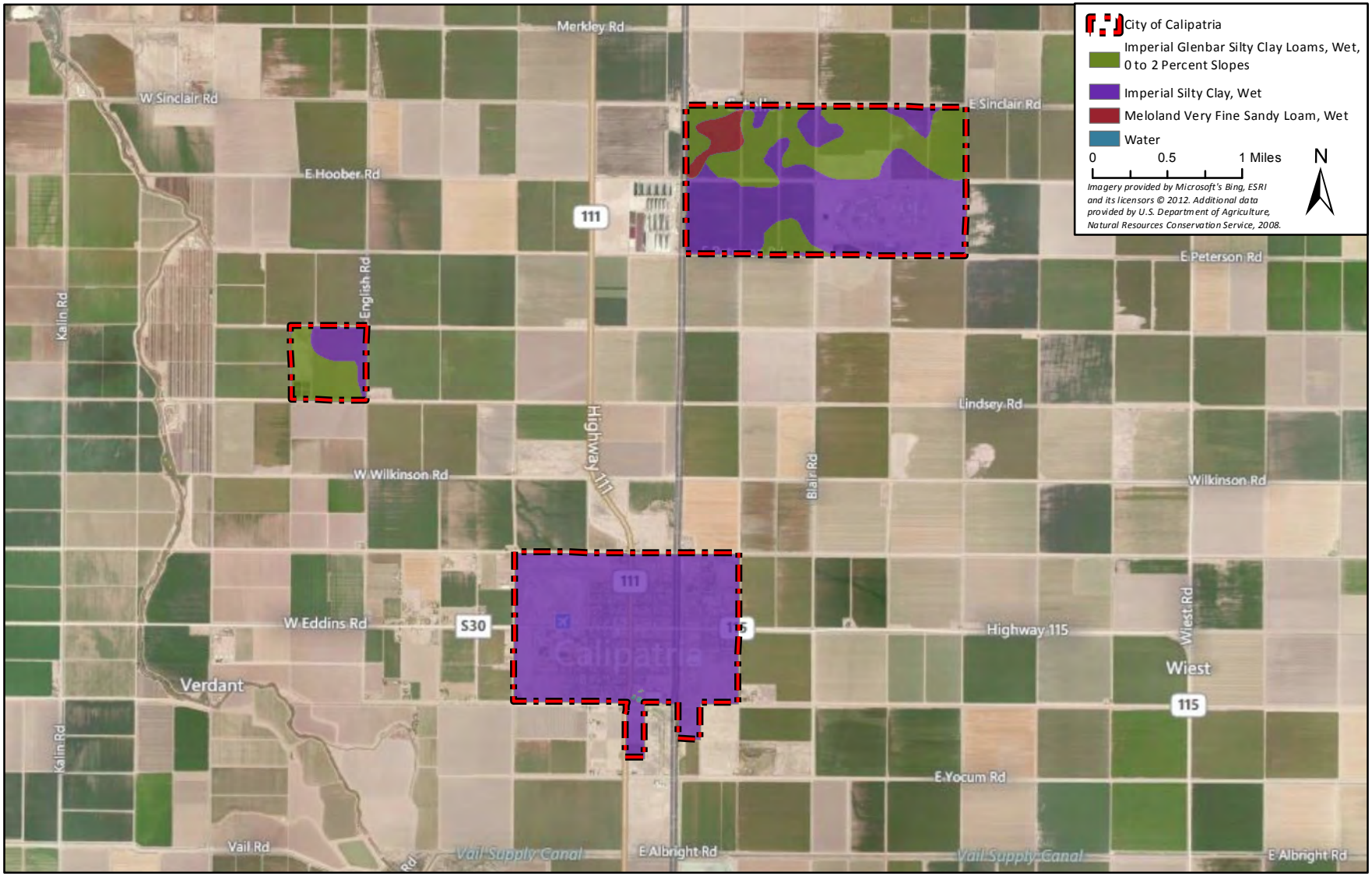
Policy COS-12.3 Ensure proper drainage of agricultural areas and proper maintenance of drainage facilities.

Goal COS-13 Encourage soil conservation and management practices that maintain the productivity of soils within and surrounding the city.

Policy COS-13.1 Establish measures to prevent flooding of urban areas and agricultural areas to minimize soil erosion.

Policy COS-13.2 Require drainage plans, stormwater control plans, and landscape plans for new subdivisions to protect soil from erosion by hydraulic forces.

III. CONSERVATION AND OPEN SPACE



Soils Map

Figure III-3

III. CONSERVATION AND OPEN SPACE ELEMENT

Policy COS-13.3 Continue to require developers to implement water erosion control plans in accordance with National Pollutant Discharge Elimination System (NPDES) requirements and dust control plans in accordance with Imperial County Air Pollution Control District (ICAPCD) requirements.

Policy COS-13.4 Regulate construction activities to eliminate potentially destructive practices that remove topsoil or place soils in areas intended to be preserved in open space, as well as practices such as dumping of construction wastes in unauthorized areas, washing out concrete trucks, and spreading lime-laden water.

Policy COS-13.5 Require the use of best management practices (BMPs) for soil erosion control as part of any grading activity or natural landform alteration. Additionally, require erosion control measures prior to grading operations commencement.

Policy COS-13.6 Promote balanced onsite grading operations to eliminate the need for transport of soils on or offsite.

Policy COS-13.7 Encourage the use of decorative rock for groundcover to help prevent erosion and to conserve water.

IMPLEMENTATION ACTIONS

- Coordinate with the Imperial Irrigation District to ensure that agriculture operations minimize soil erosion and maintain soil quality and that operations provide proper drainage of agricultural areas and proper maintenance of drainage facilities (Policies COS-12.1 and COS-12.3).
- Develop standards to help reduce topsoil erosion due to ground level wind velocity, such as closely spaced trees or temporary ground cover (Policy COS-12.2).
- Continue to enforce Retention/Detention Basin Design Guidelines, per the City's Standard Details and Specifications (Policies COS-13.1 and COS-13.2).
- Develop and implement erosion and dust control standards for all construction projects in the city in conformance with Imperial County Air Pollution Control District requirements and standards (Policies COS-13.3 and COS-13.4).

- Continue to enforce grading standards to provide for the minimum slope necessary to allow adequate drainage and flood protection which minimizes erosion on development sites, per the standards in the City's Standard Details and Specifications (Policies COS-13.4, COS-13.5 and COS-13.6).
- Construct drainage channels which are concrete lined wherever feasible in urban areas; however, biological preservation should be given priority, if applicable (Policies COS-13.2 and COS-13.5).
- Develop standards to require development sites to be landscaped with appropriate ground cover to prevent erosion, such as decorative rock (Policies COS-13.2 and COS-13.7).

III.F AIR QUALITY

Calipatria lies within the Salton Sea Air Basin, which is under the jurisdiction of the Imperial County Air Pollution Control District (ICAPCD). The Salton Sea Air Basin consists of all of Imperial County and the southeast portion of Riverside County. The Basin is generally an arid desert region, with a significant portion located below sea level. A semi-permanent high-pressure cell blocks mid-latitude storms and causes sunny skies most of the time. Regional air quality within the Salton Sea Air Basin is affected by topography and atmospheric inversions. The area is generally very flat and bordered to the west by the Peninsular Mountain range and to the east by the Chocolate, Orocopia, and Cargo Muchacho mountains. The prevailing winds tend to come from the west-northwest through southwest blowing airborne contaminants either from the South Coast Air Basin or from the Mexican city of Mexicali into the Imperial Valley where they are trapped by the eastern mountains (Imperial County Planning, 2011). As such, air quality in Calipatria and the Salton Sea Air Basin is generally impacted by outside sources of emissions. However, local sources, such as agricultural operations and motor vehicles, also contribute to the air pollution.

The Salton Sea Air Basin is currently in non-attainment for the state and federal standards for ozone and particulate matter (PM_{10}), and some areas are also in non-attainment for the federal standard for $PM_{2.5}$. Although Calipatria is not a major contributor to the effects of global climate change (GCC), GCC has emerged as an important planning issue and recent changes to state law require all communities in California to address climate change through various processes. Specifically, Assembly Bill (AB) 32 (the California Global Warming Solutions Act of 2006) requires attainment of a statewide GHG emissions limit equivalent to 1990 emissions (essentially a 25% reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. A companion bill known as Senate Bill (SB) 375 requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. SB 375 requires the development of regional targets for the purpose of reducing GHG emissions from passenger vehicles, for 2020 and 2035, and provides incentives

III. CONSERVATION AND OPEN SPACE ELEMENT

for communities to develop plans that comply with regional plans and GHG reduction targets. Calipatria was an active participant in the development of the Southern California Association of Governments' (SCAG's) SCS, which was adopted in April 2012.

The goals, policies and implementation actions set forth in this section are intended to improve Calipatria's air quality and reduce the City's contribution to GCC. This is consistent with AB 32, which calls for a GHG emissions climate action plan (CAP) for 2020 that would reduce emissions to 1990 levels.

GOALS AND POLICIES

Goal COS-14 Improve air quality to meet or exceed state and federal standards, thereby supporting health and enjoyment for those who live or work in the city and for visitors.

Policy COS-14.1 Facilitate compliance by local employers and businesses with regional air quality regulation through education, outreach, involvement, and policies that assist them in meeting regulations, while cultivating and supporting a positive business climate.

Policy COS-14.2 Minimize emissions of air pollutants, including greenhouse gases, generated by electricity and natural gas consumption, waste disposal, and vehicles through implementation of the energy conservation policies and actions listed in subchapter III.G, the solid waste recycling policies listed in subchapter III.H, and the alternative transportation policies in the Circulation Element.

Policy COS-14.3 Promote walking, biking, and use of public transit to reduce dependency on motor vehicles.

Goal COS-15 Reduce greenhouse gas emissions from community activities and municipal facilities and operations to support the State's efforts under Assembly Bill 32, Senate Bill 375, and other state and federal mandates.

Policy COS-15.1 Reduce community-wide emissions of greenhouse gases by at least 15% from 2005 levels as stipulated in AB 32.

Policy COS-15.2 Minimize the impact of future development in the city on global climate change.

Policy COS-15.3 Coordinate with other regional agencies, such as the County of Imperial, for the purpose of developing greenhouse gas reduction strategies.

IMPLEMENTATION ACTIONS

- Review changes in California regulations related to air quality and work with Imperial County Air Pollution Control District to ensure that local regulations are updated as appropriate (Policy COS-14.1).
- Participate in inter-agency and/or inter-jurisdictional meetings and planning activities to share best practices and adaptation strategies to reduce GHG emissions, increase community sustainability, and educate the public about climate change (Policy COS-15.3).
- Develop a public outreach program to increase public awareness of climate change and climate protection challenges; publicize the importance of reducing GHG emissions; and provide information on actions community members and businesses can take to reduce their individual impacts (Policies COS-14.1, COS-14.3 and COS-15.3).
- Develop and adopt City purchasing practices and standards to support reductions in GHG emissions, including preferences for energy-efficient equipment and the use of recycled materials and manufacturers that have implemented green management practices; encourage other public agencies and private businesses within Calipatria to do the same, when feasible (Policies COS-14.2 and COS-15.1).
- Evaluate and disclose the contribution of development projects to climate change and require measures to reduce GHG emissions as appropriate through the California Environmental Quality Act review process (Policy 15.2).

III.G ENERGY RESOURCES

Calipatria is committed to the judicious use of natural resources, including energy resources, and the development of alternative sources of energy. The Imperial Irrigation District (IID) provides electricity in Calipatria. Electricity is produced by harnessing hydroelectric power generated from falling water drops on the All-American Canal (IID, 2012). The IID also has a number of projects underway. Among these is the El Centro Unit 3 repower project, which will boost energy capacity at the El Centro Generating Station by almost 100 MW while reducing emissions. In addition, IID is currently exploring solar and geothermal projects to further enhance its existing generating capacity.

The Southern California Gas Company (So Cal Gas) provides natural gas service to City customers. The So Cal Gas transmission line that connects to the city generally flows from the south to the north along Kershaw Road. The transmission line is a large diameter pipeline that operates at pressures above 200 pounds per square inch (psi) and transports gas from supply points to the gas distribution system.

Calipatria has approved the formation of an Energy and Water Efficiency Assessment District within the City that will participate in the California Property Assessment Clean Energy (PACE) Program. The PACE Program will allow residents and businesses in member cities to install energy efficient improvements using low-interest loans that will be repaid over time through annual property tax payments. California law (Assembly Bill 811) allows for local jurisdictions to enter into contractual assessments with property owners for such improvements.

III. CONSERVATION AND OPEN SPACE ELEMENT

Establishing more local energy sources, with an emphasis on clean, renewable sources, will provide increased economic stability and environmental benefits. The use of renewable energy sources combined with electricity and gas conservation reduces dependence on fossil fuels and imported fuels, and also helps to reduce carbon dioxide and other gases in the atmosphere. Water conservation also helps reduce energy use. The water conservation policies in Subchapter III.D will help to reduce energy consumption. Increasing the use of energy efficient or alternative energy technologies, as well as technologies that minimize water use, can substantially reduce overall energy consumption.

GOALS AND POLICIES

Goal COS-16 Minimize per capita consumption of non-renewable energy resources within Calipatria through promotion of efficient land use patterns, reductions in vehicle miles traveled, incorporation of best management practices for energy conservation into new and existing development, and increased use of alternative sources of energy.

Policy COS-16.1 Require new construction to go beyond minimum energy efficiency standards established in the CalGreen Code by meeting Tier I or Tier II levels for projects over 10,000 square feet in size.

Policy COS-16.2 Require new development to minimize the consumption of non-renewable energy sources.

Policy COS-16.3 Require community/neighborhood designs that minimize energy use. For example:

- *Identify and implement programs to facilitate safe and pleasant pedestrian circulation.*
- *Establish and maintain a communitywide system of bicycle lanes and coordinate the development of a regional bicycle system with neighboring jurisdictions.*
- *Promote the development of fueling facilities for alternative fuel vehicles.*
- *Promote development and redevelopment of mixed use designs that allow residents to live near where they work and shop.*

Policy COS-16.4 Promote site designs that minimize energy use. For example:

- *Develop building groups or clusters with plazas or open areas that promote exterior accessibility and enjoyment within a protected environment.*
- *Construct internal circulation roadways at the minimum widths necessary for safe circulation to minimize solar reflection and heat radiation.*
- *Where possible, locate reflective surfaces on the north and east side of buildings to minimize potential heat gain and reflection to adjacent buildings.*
- *Use light-colored pavement to reduce the urban "heat island" effect.*
- *Orient the maximum amount of non-reflective glass possible toward the south to maximize solar access.*
- *Incorporate the use of broad, deciduous trees in landscape plans, especially near buildings and in and around large expanses of parking lots or other paved areas.*

Policy COS-16.5 Promote building designs that minimize energy use. For example:

- *Use appropriate building shapes and locations to promote maximum feasible solar access to individual units.*
- *Design individual buildings to maximize natural internal lighting through the use of court wells, interior patio areas, and building architecture.*
- *Promote light colored roofs to reduce the urban heat island effect, unless a passive heating system is incorporated with a darker roof.*
- *Use canopies and overhangs to shade windows during summer months while allowing for reflection of direct sunlight during winter months.*
- *Install windows and vents in commercial and industrial buildings to provide the opportunity for natural ventilation.*
- *Incorporate deciduous vines on walls, trellises and canopies to shade south and west facing walls to cool them in summer months.*

Policy COS-16.6 Support and encourage the installation of solar photovoltaic panels, solar hot water heaters, and other forms of renewable energy production.

Policy COS-16.7 Minimize the amount of energy consumed by City operations by taking a leadership role in the application of new technologies at City facilities. As feasible, cooperate with Southern California Edison and the Imperial County Air Pollution Control District to set up energy conservation demonstration projects, and to serve as a laboratory for testing new energy conservation techniques.

Policy COS-16.8 Support state and federal legislation that would, in an appropriate manner, make progress toward eliminating wasteful energy consumption.

IMPLEMENTATION ACTIONS

- Incorporate updates to state energy conservation requirements into the City Zoning Ordinance and consider requiring future development to incorporate energy conservation/alternative energy requirements above and beyond state mandates (Policies COS-16.1, COS-16.2, COS-16.3, COS-16.4, COS-16.5 and COS-16.6).
- Pursue state and federal funding opportunities for research and development of alternative and renewable energy sources as needed (Policies COS-16.7).
- Promote the use and installation of renewable energy alternatives in new and existing development by educating the community about rebates and creative financing (e.g., subsidized or other low-interest loans and/or the option to pay for system installation through long-term assessments on individual property tax bills) (Policies COS-16.1, COS-16.6 and COS-16.8).
- Continue to work with and review state and federal legislation related to eliminating wasteful energy consumption and if appropriate, provide a letter of support on behalf of the City (Policy COS-16.8).

III.H SOLID WASTE MANAGEMENT

Calipatria is a member of the Imperial Valley Resource Management Agency (IVRMA) under a Joint Powers Agreement. Through various programs, the IVRMA and the City have collectively exceeded a 70% waste reduction goal, achieving the state mandate of 50% as required by Assembly Bill (AB) 939. The IVRMA also provides recycling centers and household hazardous waste drop off centers in the region. Recycling and composting help divert waste from landfilling, and often result in cost savings. The City will continue to make efforts to achieve diversion goals.

Household and commercial collection services (trash and recycling) in Calipatria are provided by CC&R, Inc. All municipal waste collected in the city is first taken to the Material Recovery & Transfer Station located in El Centro for separation of solid waste and recyclables before solid waste is eventually deposited to either the Imperial County Landfill or the South Yuma County Landfill (personal communication Dan Drewek, CC&R, February 2012). The Imperial County Landfill has an overall capacity of 1,936,000 cubic yards and the estimated closure date is September 2015 (CalRecycle, 2012). The South Yuma County Landfill opened for operation in 2001 and has an overall capacity of 2.5 million cubic yards (South Yuma County Landfill, 2012). Calipatria is also a member of the Illegal Dumping Tax Force, along with all other local jurisdictions in Imperial County and agencies such as Environmental Health Services and the Bureau of Reclamation.

GOALS AND POLICIES

Goal COS-17 Provide efficient, economic, and environmentally-sound waste collection, management, and disposal.

Policy COS-17.1 Continue to meet or exceed state requirements for the diversion of solid waste from landfills.

Policy COS-17.2 Ensure that adequate landfill capacity is available to meet the City's future solid waste disposal needs.

Goal COS-18 Minimize the amount of solid waste generated within Calipatria and maximize participation in source reduction, recycling, and composting activities.

Policy COS-18.1 To change patterns of consumption that produce unnecessary waste generation, encourage the following:

- *Purchase of products that use minimal materials;*
- *Purchase of products that are recyclable and/or are made with recycled materials;*
- *Reduction of yard waste through backyard composting, greenwaste disposal, and low maintenance landscaping;*
- *Purchase of products with longer life spans, and products that are easily repairable;*
- *Recycling of construction waste; and*
- *Purchase of products that are biodegradable.*

Policy COS-18.2 Promote organic waste reuse to produce compost and/or biofuel from the maximum amount of organic waste generated within the city as feasible.

III. CONSERVATION AND OPEN SPACE ELEMENT

IMPLEMENTATION ACTIONS

- Continue to implement and expand ongoing City waste diversion programs (Policies COS-17.1, COS-18.1 and COS-18.2).
- Coordinate with the State's CalRecycle, the South Yuma County Landfill and the County of Imperial to ensure that there is adequate capacity in nearby landfills to meet the City's future solid waste disposal needs and if necessary identify and secure new landfills that can meet the City's waste disposal needs (Policy COS-17.2).
- Continue to identify and assess alternatives to standard disposal practices as fiscally- and environmentally-sound technologies become available (Policies COS-18.1 and COS-18.2).
- Educate the public on the purchasing of environmentally preferable products and materials (Policies COS-18.1 and COS-18.2).

III.I CULTURAL RESOURCES

The term "cultural resource" means any tangible or observable evidence of past human activity, regardless of significance, found in direct association with a geographic location, including tangible properties possessing intangible traditional cultural values. Cultural resources include both archaeological (pre-historic) and historic resources.

Four cultural resources have been recorded within the vicinity of Calipatria. These include: a historic-era archaeological site (CA-IMP-5951H); remnants of an early 20th century school house that was demolished in the 1960s (CA-IMP-7056H); an early 20th century residence (P-13-008651); and the Niland to Calexico Railroad (CA-IMP-8166H). The City recognizes the importance of preserving these cultural resources as they provide a link to Calipatria's past and offer a source of pride and community connection for its residents.

GOALS AND POLICIES

Goal COS-19 Identify and preserve cultural, archaeological, and historic resources that define the historical significance of Calipatria.

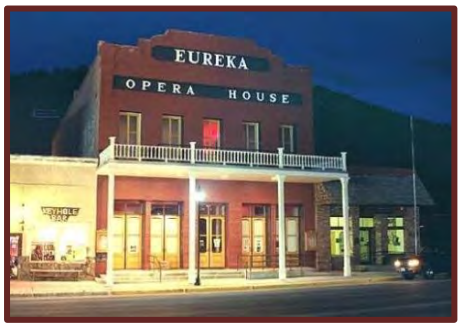
Policy COS-19.1 Prevent the loss or compromise of significant archaeological, historical, and other cultural resources and landmarks located within the city.

Policy COS-19.2 Provide public access to appropriate cultural sites and communicate their significance to visitors.

Policy COS-19.3 Encourage the rehabilitation and upkeep of structures identified as valuable including those buildings in the City that have significant architectural, historical, and cultural significance as listed in the City's historic register.

Goal COS-20 Build the cultural foundations of Calipatria by involving broad segments of the community in the production, support, and presentation of art and cultural programs, installing art in public places, providing working and display space for local artists, and identifying a site for an arts and cultural center.

Policy COS-20.1 Provide for cultural additions to the city through art work, sculptures, murals, etc. using guidelines for commercial, residential, and other development.



Policy COS-20.2 Promote the establishment of venues for theater, dance, music, and children's programming.

Policy COS-20.3 Promote coordinated cultural and arts programs with the library and schools.

IMPLEMENTATION ACTIONS

- When significant archeological sites or artifacts are discovered on a site, coordinate with professional archeologists, relevant state agencies, and concerned Native American tribes regarding preservation of sites or professional retrieval and preservation of artifacts prior to development of the site (Policy COS-19.1).
- Require a professional, qualified historian to conduct a literature search and/or survey for any project that entails demolition or modification of an existing structure that may be of historical value in relation to the City's cultural heritage (Policies COS-19.1 and COS-19.3).
- Identify and create a Calipatria Heritage map that displays potentially sensitive cultural, archaeological, and historic resources within the city (Policies COS-19.1 and COS-19.2).
- Provide the Calipatria Heritage Map and a listing of significant cultural sites on the City's website and utilize signage and wayfinding to educate residents and visitors about culturally significant sites, buildings or events (Policy COS-19.2).

- Adopt a historic preservation ordinance to establish development standards on historic sites (Policies COS-19.1 and COS-19.3).
- Establish standards in the City's Zoning Ordinance for the use of artwork, murals, sculptures or other significant cultural additions on/in existing buildings, streetscapes, open spaces or recreation areas (Policy COS-20.1).
- Coordinate with the Calipatria Library and the Calipatria Unified School District to establish venues for theater, dance, music, and children's programming and to promote cultural and arts programs available to residents and visitors (Policies COS-20.2 and COS-20.3).

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III. CONSERVATION AND OPEN SPACE ELEMENT

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CITY of CALIPATRIA
2035 General Plan

IV. CIRCULATION ELEMENT

The Circulation Element addresses broad issues of physical mobility -- how goods and people move about within the community. Transportation relates to land use, community design, air quality, energy consumption, and the City's infrastructure. Section 65302(b) of the State of California Government Code requires all general plans to include a circulation element that identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

*Calipatria's vision is to provide a multimodal **TRANSPORTATION SYSTEM** that effectively facilitates the transport of goods and people throughout the city and to adjacent cities.*

Calipatria's vision is to provide a multimodal transportation system that effectively facilitates the transport of goods and people throughout the city and to adjacent cities. The following presents the physical and operational conditions of the circulation network in Calipatria, including an evaluation of existing conditions for local roadways, traffic safety, parking, public transit, air and freight transit, and bicycle and pedestrian circulation within the city. In addition, the following describes the key terms and methodologies that explain the current conditions and the identified deficiencies in Calipatria's transportation system, along with the regulatory framework affecting transportation in the city. This is the basis for the goals, policies and implementation actions described in this Circulation Element.

IV.A ROADWAY SYSTEM

REGIONAL ROADWAY SYSTEM

Regional access to Calipatria is provided by the following roadways:

- Highway 111;
- Highway 115; and
- Eddins Road.

Highway 111 provides connectivity from both the north and south. From the north, Highway 111 extends from Palm Springs south to Calipatria. After the roadway passes through the city, it continues south traveling into Mexico. Highway 111 is designated by Caltrans as Minor Arterial within the Regional System using their Functional Classification System.

IV. CIRCULATION ELEMENT

State Route (SR) 115 provides access to the city from the east. SR 115 extends from Interstate 8 in Southern Imperial County, continues north through the city of Holtville, merges with Highway 78 east of Brawley, and continues north before turning west to connect with the city of Calipatria. SR 115 becomes Main Street at the eastern city limit.

County Highway S30/Eddins Road provides access to Calipatria from the west. West of the city, this roadway turns south and eventually connects to SR-86/SR-78 near the city of Westmoreland. This roadway is classified by Caltrans as a Major Collector using their Functional Classification System.

The recently completed Brawley Bypass project is intended to address congestion, noise, and safety concerns attributed to traffic increases on SR-78, SR-86, and Highway-111. It is anticipated that this project will have a limited long-term impact on traffic conditions in Calipatria as there are few alternative routes for north/south traffic using Highway 111 that might be affected by this improvement.

LOCAL STREET SYSTEM

Calipatria's roadway network is generally rural with most of the travel demand consisting of trips related to work, school, the prison, geothermal, and movement of goods. For purposes of this discussion, roadways are organized based on several general categories including:

- Minor Arterials;
- Major Collector Streets;
- Minor Collector Street; and
- Local Street.

These roadway classifications are taken from an exhibit provided by Caltrans, dated August 5, 2011 which provides the current functional classifications for roadways within and proximate to Calipatria. **TABLE IV-1** summarizes the major roadways in the Calipatria local street system. Further details are provided below.

Table IV-1 Summary of Local Street System			
Street	**Roadway Classification[1]**	**Speed Limit**	**Width[2]**
Minor Arterials			
Highway 111	Minor Arterial	mph	34-75 feet
Major Collectors			
Main Street/SR 115	Major Collector	25-45 mph	45-75 feet
South International Boulevard	Major Collector	25 mph	50 feet
South Brown Avenue	Major Collector	25 mph	25-27 feet
Minor Collectors			
Young Road	Minor Collector	25 mph	24 feet
Kershaw Road	Minor Collector	25 mph	20 feet
Lyerly Road	Minor Collector	25 mph	24 feet

Source: [1]Caltrans Exhibit, dated 8/5/2011; [2]City of Calipatria Street Maintenance Plan
mph = miles per hour

ARTERIAL ROADWAYS

Arterials are intended to provide high levels of vehicular access while limiting access to adjacent properties. Within the city, the only roadway designated as an arterial is Highway 111. Within Calipatria, Hwy 111 is a two-lane divided facility north of Barbara Street, a four-lane divided facility between Barbara Street and Bonita Street, a two-lane divided facility between Bonita Street and Date Street, and a two-lane undivided facility south of Date Street. The posted speed limit on Hwy 111 is 40 mph. Based on the Caltrans roadway designations, Highway 111 in Calipatria is a minor arterial.

MAJOR COLLECTOR

Major collectors are intended to supplement arterials by providing capacity for the through movement of traffic. Collectors also often provide access to adjacent properties. Roadways classified as Major Collectors within the city include Main Street (East and West), South International Boulevard, and South Brown Avenue.

Main Street/SR 115 is a two-lane undivided facility between the western city boundary and Hwy 111, and a four-lane undivided facility between Hwy 111 and the eastern city boundary. There are raised medians on Main Street just east of Hwy 111 and at the railroad tracks. The posted speed limit on Main Street varies between 25 to 45 mph.

IV. CIRCULATION ELEMENT

South International Boulevard is a north/south roadway which extends from the city boundary on the south of the city to West Main Street, west of Highway 111. This roadway is a two-lane undivided roadway with on-street parking on both sides. The speed limit on this roadway is 25 mph.

South Brown Avenue is another north/south roadway which extends from the city boundary on the south of the city to East Main Street, east of Highway 111. The speed limit on this roadway is 25 mph.

MINOR COLLECTORS

Minor collectors provide some capacity for through traffic but are intended to also provide direct access to adjacent properties. Roadways designated as Minor Collectors within the city include Young Road, Lyerly Road, and Kershaw Road.

Young Road is a two-lane undivided roadway which extends west from the city boundary to Highway 111. The speed limit on this roadway is 25 mph.

Another minor collector roadway is Lyerly Road, which extends north/south along the western city boundary from Young Road to the south of the city. This roadway has two travel lanes, no medians, and the speed limit is 25 mph.

The final minor collector is Kershaw Road, which extends south from S. Brown Avenue past the city limits in a north/south direction. This roadway is a two-lane undivided roadway with a speed limit of 25 mph.

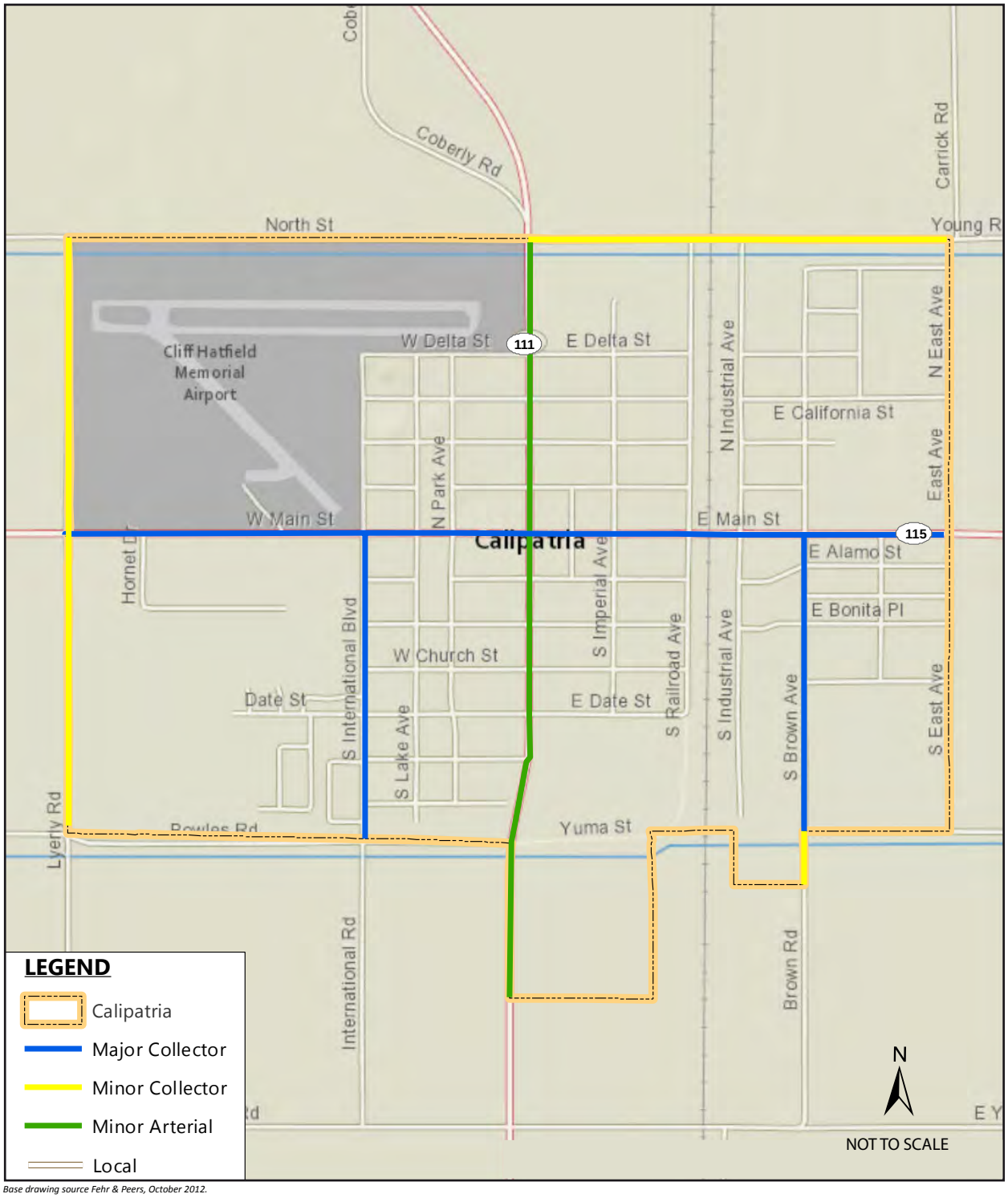
TABLE IV-2 summarizes the general design standards of each roadway classification within the Calipatria. **FIGURE IV-1** identifies the roadway network and classifications in Calipatria.

Table IV-2
Roadway Design Standards

Roadway Classification	Right-of-Way	On Street Parking	Curb-to-Curb Distance	Travel Lanes
Major Arterial Street (with Median or Turn Lane)	100 feet	Yes	82 feet	4
Arterial Street	84 feet	Yes	64 feet	4
Arterial Street (Divided or Turn Lane)	84 feet	No	70 feet	4
Collector Street	70 feet	Yes	52 feet	2
Local Street	60-68 feet	Yes	40-48 feet	2

Source: City of Calipatria, Standard Plans and Specifications

IV. CIRCULATION ELEMENT



Base drawing source Fehr & Peers, October 2012.

Roadway Classifications

Figure IV-1

IV.B EXISTING TRAFFIC CONDITIONS

The operations of Calipatria's roadway system were analyzed using standard traffic engineering methodologies for roadway segments and intersections. Operations for these roadway facilities are expressed in terms of level of service. Level of service is a general measure of traffic operating conditions whereby a letter grade, from Level of Service (LOS) A (no congestion) to LOS F (high levels of congestion), is assigned. An LOS E represents "at capacity" operations.

The flow of vehicles without significant impediments is considered "stable" whereas when traffic encounters interference that limits the capacity acutely, the flow becomes "unstable". These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving as well as speed, travel time, traffic interruptions, and freedom to maneuver. The level of service grades used in the intersection operations analysis are defined in **TABLE IV-3**.

Table IV-3
Intersection Level Of Service Criteria

Level of Service	Description	Volume-to-Capacity Ratio	Stop Delay (Seconds)
A	Operations with very low delay occurring with favorable progression.	0.00 - 0.59	≤ 5.0
B	Operations with low delay occurring with stable operation.	0.60 - 0.69	5.1 - 15.0
C	Operations with average delays occurring with stable operation.	0.70 - 0.79	15.1 – 25.0
D	Operations with longer delays due to a combination of unfavorable progression. Vehicles stop and individual failures are noticeable.	0.80 – 0.89	25.1 – 40.0
E	Operations with high delay values indicating poor progression. Individual failures are frequent occurrences.	0.90 – 0.99	40.1 – 60.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation and poor progression.	> 1.00	> 60.0

The City strives to maintain an LOS C or better at major intersections. The installation of a traffic signal, if warranted, will be recommended at unsignalized intersections in order to maintain an LOS C or better. The *Manual on Uniform Traffic Control Devices (MUTCD), 2012* outlines minimum thresholds to justify the installation of a traffic control signal based on nine different warrant tests. Additional information and signal warrant sheets are provided in Section 4C.01 of the MUTCD, 2012.

LOS C is recommended as the target LOS for roadway segments within the city. Capacity thresholds for LOS C are provided by the *County of Imperial Circulation and Scenic Highways Element,* which was prepared in 2008. Roadway segment thresholds are summarized in **TABLE IV-4**.

Table IV-4 Roadway Segment Thresholds	
Roadway Classification	**LOS C Capacity Threshold**
Prime Arterial	27,400
Minor Arterial	7,100
Major Collector	7,100
Minor Collector	7,100
Local County	7,100

Source: County of Imperial Circulation and Scenic Highways Element, 2008.

ROADWAY SEGMENTS

Based on their significance to the City and discussions with the City staff, six roadway segments were selected for evaluation, as listed below.

1. Highway 111, south of Young Road
2. Highway 111, between California Street and Main Street
3. Highway 111, approximately 1,350 feet north of Yocum Road (north of city boundary)
4. Main Street, between Lake Avenue and Park Avenue
5. Main Street, between Railroad Avenue and Industrial Avenue
6. Main Street, between Commercial Avenue and Northeast Avenue / Southeast Avenue

INTERSECTIONS

All of the intersections within the city are unsignalized. Based on their significance to the City and discussions with City staff, three intersections were identified for analysis, as listed below. Of the three, two are all-way stop controlled (AWSC) and one is side-street stop controlled (SSSC).

1. International Boulevard / Main Street
2. Highway 111 / Main Street
3. Brown Avenue / Main Street

In conformance with the City and County of Imperial's requirements, existing AM and PM peak hour operating conditions for the unsignalized intersections were evaluated using the Highway Capacity Manual 2000 (HCM 2000) methodology.

IV. CIRCULATION ELEMENT

EXISTING TRAFFIC VOLUMES

Traffic counts were collected in August 2012 on a daily basis for roadway segment counts and during the morning (7-9 AM) and evening (4-6 PM) peak hours for intersection counts.

ROADWAY SEGMENT ANALYSIS

TABLE IV-5 presents the Existing Conditions analysis for Study Area roadway segments.

Table IV-5
Existing Conditions
Roadway Level of Service

Roadway Segment	Roadway Classification	Lanes	Volume	LOS
1. Highway 111 – South of Young Road	Minor Arterial	2	3,694	B
2. Highway 111 – California Street to Main Street	Minor Arterial	4	4,223	A
3. Highway 111 – North of Yocum Road	Minor Arterial	2	5,585	B
4. Main Street – Lake Avenue to Park Avenue	Major Collector	2	2,787	B
5. Main Street – Railroad Avenue to Industrial Avenue	Major Collector	2	4,022	B
6. Main Street – Commercial Avenue to Northeast/Southeast Avenue	Major Collector	4	2,756	A

Notes:
- *Roadway segments classified according to Caltrans Exhibit, dated 8/5/2011.*
- *Traffic counts collected in August 2012.*

Source: Fehr and Peers, 2012.

As shown in Table IV-5, all of the study roadway segments operate at an acceptable LOS under Existing Conditions.

INTERSECTION OPERATIONS ANALYSIS

Intersection LOS is reported for the AM and PM peak hours. **TABLE IV-6** presents the Existing Conditions analysis for analyzed intersections.

Table IV-6 Existing Conditions Intersection Level of Service					
Intersection	Control[1]	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1. International Boulevard / Main Street	AWSC	7.2	A	7.4	A
2. Highway 111 / Main Street	AWSC	8.2	A	9.4	A
3. Brown Avenue / Main Street	SSSC	9.3	A	10.7	B

Notes:

1. *Average control delay is reported for AWSC intersections. Worst-case approach delay is reported for SSSC intersections.*
2. *Traffic counts collected August 2012.*

Source: Fehr & Peers, 2012.

As shown in Table IV-6, all of the analyzed intersections operate acceptably at LOS B or better under Existing Conditions.

IV.C PARKING

Parking is a vital component of the Circulation Element. Parking availability, ease of use and location influences journey destination, mode choice and time of travel for road users. For example, an abundance of parking generally creates a high level of private vehicle use, whereas too little parking may influence the location of business and commerce to areas where their parking demands can be better met. The policies and management practices affecting parking lead to outcomes that, in turn, can affect land use, air quality, traffic congestion, travel behavior, safety, and economic development, not to mention revenue lines.

In Calipatria, parking is provided by two basic methods: on-street and off-street parking. On-street parking generally includes the use of one or both sides of the road and off-street parking includes private and/or municipal surface parking lots and residential driveways. The City provides on-street parking along the majority of its roads. On-street parking is also used as part of the parking supply for businesses. On-street parking creates a barrier between automotive and pedestrian traffic and is often used as a traffic calming technique. On-street parking is not recommended for major arterials with high speed limits. It is instead better utilized along streets with high exposure to key destinations and less exposure to high traffic volumes. Main Street currently has parallel and striped angled parking west of Railroad Avenue.

IV.D TRANSIT

Public transportation provides mobility options for many residents that would otherwise struggle to get around the city while also combining multiple trips. Mass transit options for Calipatria could promote less vehicle use and more shared trips.

Calipatria currently has access to a public bus and express bus through multiple Imperial Valley Transit

lines that connect the city to neighboring cities. Imperial Valley Transit provides three types of service to the city: Regular, Express, and Demand Response. Regular routes provide limited service Monday through Saturday on a specific schedule. Express routes are provided on a specific schedule and are intended to service Imperial Valley College while school is in session only. Demand Response service is only offered in certain areas and when requested one day in advance. There are two bus stops in the city, located on both sides of Main Street between Lake Avenue and Park Avenue. Both bus stops have a waiting bench and canopy. Imperial Valley Transit currently operates four bus routes in the city.

Routes that provide connectivity to the city of Calipatria include:

- Route 2 North zigzags east/west serving several cities stretching from Niland to El Centro in Imperial County. It connects major destinations such as the Pioneers Memorial Hospital and Imperial Valley College. Within the city, Route 50 travels south on Highway 111 and turns west onto Main Street and past city limits. It operates from 6:13 AM to 6:20 PM at varying headways at least one hour apart on weekdays. It operates from 6:40 AM to 5:20 PM at approximately 2-hour headways during the morning and approximately three-hour headways during the afternoon on Saturday.
- Route 2 South provides service along the same path as Route 50. It operates from 7:10 AM to 6:00 PM at approximately 2.5-hour headways during weekdays. It operates from 8:46 AM to 6:46 PM at 3-hour headways during the morning and 2-hour headways during the afternoon on Saturday.
- Route 51 North/Route 51 South is a north/south route serving several cities stretching from Bombay Beach to Brawley in Imperial County. It connects major destinations such as the Fountain of Youth Spa, Calipatria, and the City of Brawley City Hall. Within the city, Route 500 travels north/south on Highway 111 past city limits. It operates from 6:13 AM to 6:20 PM at varying headways at least one hour apart on weekdays. It operates from 6:40 AM to 5:20 PM at approximately 2-hour headways during the morning and approximately three-hour headways during the afternoon on Saturday.
- Route IVC Express 22 North and 22 South is generally a north/south route serving several cities stretching from Niland to El Centro, with the majority of the route running along Highways 78 and 111. It connects Calipatria to Imperial Valley College. Within the city, Route IVC Exp travels south on Highway 111 and turns west onto Main Street and past city limits. Route IVC Exp services Calipatria at 6:29 AM to 8:55 AM on a daily basis.

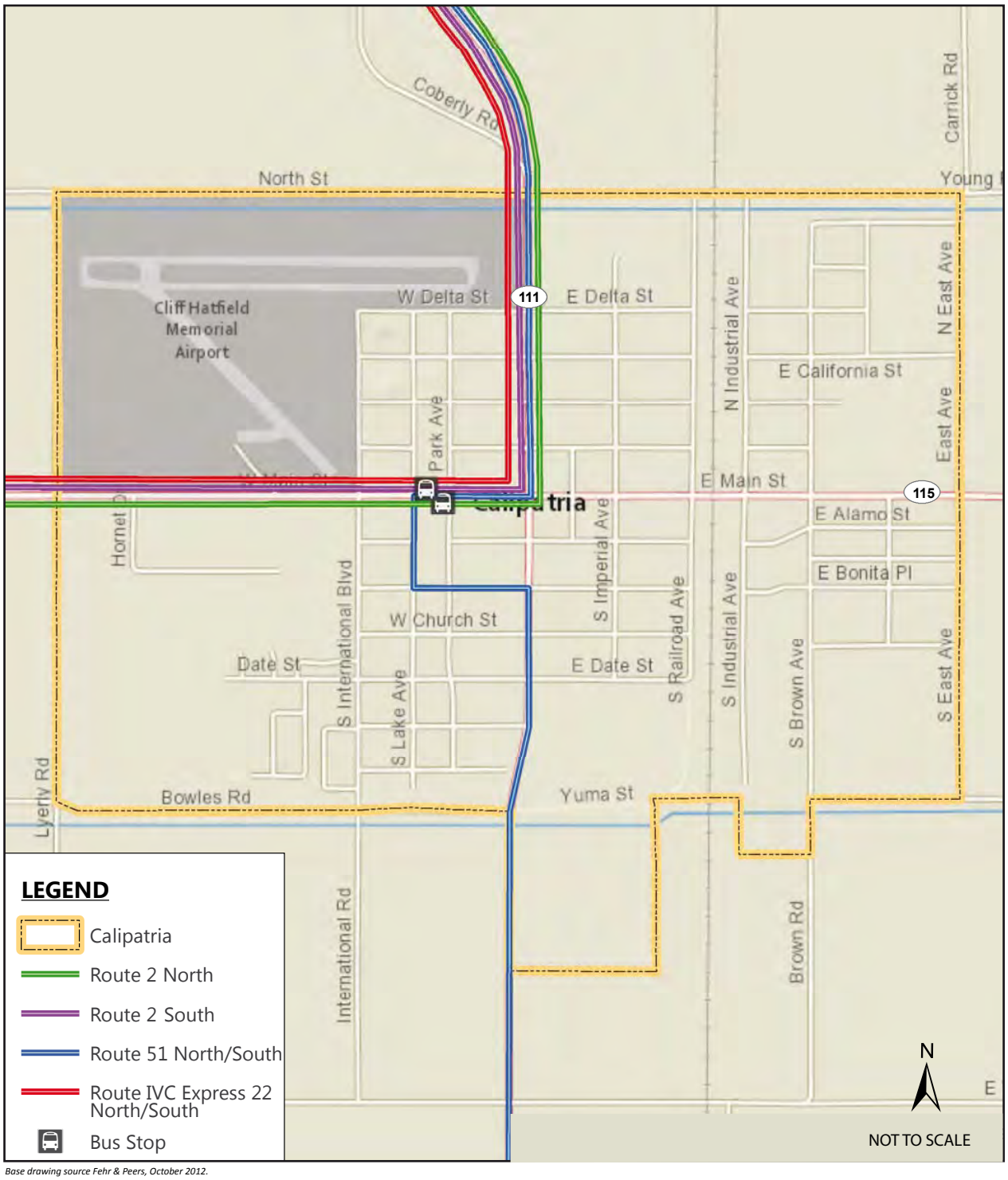
These routes are shown on **FIGURE IV-2**.

IV.E FREIGHT RAIL, TRUCK, AND AIR TRANSPORTATION

FREIGHT RAIL SYSTEM

The goods or freight movement system in Calipatria consists of two rail lines that run north-south between Railroad Avenue and Industrial Avenue through the main area of the city. The rail lines are

IV. CIRCULATION ELEMENT



Base drawing source Fehr & Peers, October 2012.

Bus Routes

Figure IV-2

maintained by Union Pacific Railroad. The railway crossing at Main Street currently has flashing lights and rail arms.

TRUCK ROUTES

Truck routes allow for the transport of goods on roads capable of handling the additional stress and are typically designated on roads away from residential exposure. Calipatria has two truck routes designated on Highway 111 and on Main Street, east of Highway 111.

AIR TRANSPORTATION

The city is served by the Cliff Hatfield Memorial Airport. The airport is a City-owned facility that currently does not offer commercial flight services. The airport has one runway. Primary regional access by aviation is required through the Imperial County Airport, located approximately 30 miles south of Calipatria in the city of Imperial. Goals, policies and Implementation Actions related to the airport are described in detail in Chapter VII: Airport Element.

IV.F BICYCLE AND PEDESTRIAN NETWORK

Walking and bicycling are environmentally friendly modes of transportation that enhance personal and social well-being. They are also important travel modes as part of a coordinated transportation system that includes other modes of transportation, such as transit. In addition to transportation, bicycling and walking provides many public access, health, and economic benefits. The City strives to provide safe and convenient pedestrian and bicycle facilities for its residents. Well-designed pedestrian and bicycle facilities are safe, attractive, convenient, and easy to use.

BICYCLE FACILITIES

The City completed a Bicycle Master Plan in 2002. This Plan evaluated three types of potential bicycle facilities including:

- Class I Bicycle Pathways, which are off-street facilities including various types of trails and other similar facilities;
- Class II Bicycle Lanes, which are striped bicycle lanes on the street; and
- Class III Bicycle Routes, which are streets marked with striping and signage for use by bicyclists.

The following routes, also shown on **FIGURE IV-3**, are identified for future implementation based on the 2002 Master Plan:

- Young Avenue (between Calipatria Airport and Brown Avenue) - Class II bicycle lane;

- Freeman Street (between Brown Avenue and East Avenue) - Class II bicycle lane;
- Delta Street (between Calipatria Airport and Railroad Avenue) - Class II bicycle lane;
- Main Street (linking Calipatria High School, Freemont Elementary School, and North Calipatria Park connecting to the Imperial County Bicycle Route System) - Class II bicycle lane;
- Bonita Street (between Railroad Avenue and International Boulevard) - Class II bicycle lane;
- Bonita Place (between Brown Avenue and East Avenue) - Class II bicycle lane;
- Dale Street (between Brown Avenue and East Avenue) - Class II bicycle lane;
- International Boulevard (linking Delta Street and Bonita Street, passing Fremont Elementary School, Bill Young Middle School, and Calipatria Airport) - Class II bicycle lane;
- Lake Avenue (linking Delta Street and Bonita Street, running along North and South Calipatria Parks) - Class II bicycle lane;
- Sorenson Avenue (linking Young Avenue and the Class I Bike Path along Yuma Street, crossing Main Street and continuing to a Class II Bicycle Route in Imperial County) - Class II bicycle lane;
- Railroad Avenue (linking Delta Street with Bonita Street, crossing Main Street) - Class II bicycle lane;
- Brown Avenue (linking Young Avenue and Main Street, crossing Eastside Park) - Class II bicycle lane;
- East Avenue (linking Dale Street and Freeman Street) - Class II bicycle lane;
- Rail Corridor along Yuma Street (linking to Sorenson Avenue bike path) - Class I pathway;
- Southern Pacific Railroad (linking Yuma Street with Young Avenue along current rail line) - Class I pathway;
- Irrigation Canal (linking Railroad Avenue to Lyerly Road) - Class I pathway;
- Lyerly Road (linking Young Avenue to Yuma Street) - Class I pathway; and
- International Boulevard (linking Delta Street and Main Street, connecting to Calipatria Airport and Fremont Elementary School) - Class I pathway.

IV. CIRCULATION ELEMENT

Base drawing source Fehr & Peers, October 2012.

Proposed Bicycle Routes

Figure IV-3

PEDESTRIAN WALKWAYS

Pedestrian paths are primarily developed as part of the roadway system of a city and reflect the interconnected nature of circulation and transportation systems as a whole. The majority of the roads in Calipatria do not have sidewalks. The Federal Highway Administration (FHWA) and Americans with Disabilities Act (ADA) have set design standards for pedestrian facilities. An acceptable sidewalk will include the following features:

- A minimum of 44 inches of unobstructed sidewalk width;
- A maximum of ½" of vertical obstruction (trip and fall hazards);
- Curb ramps at intersections and driveways; and
- Pedestrian push-buttons at signalized intersections.

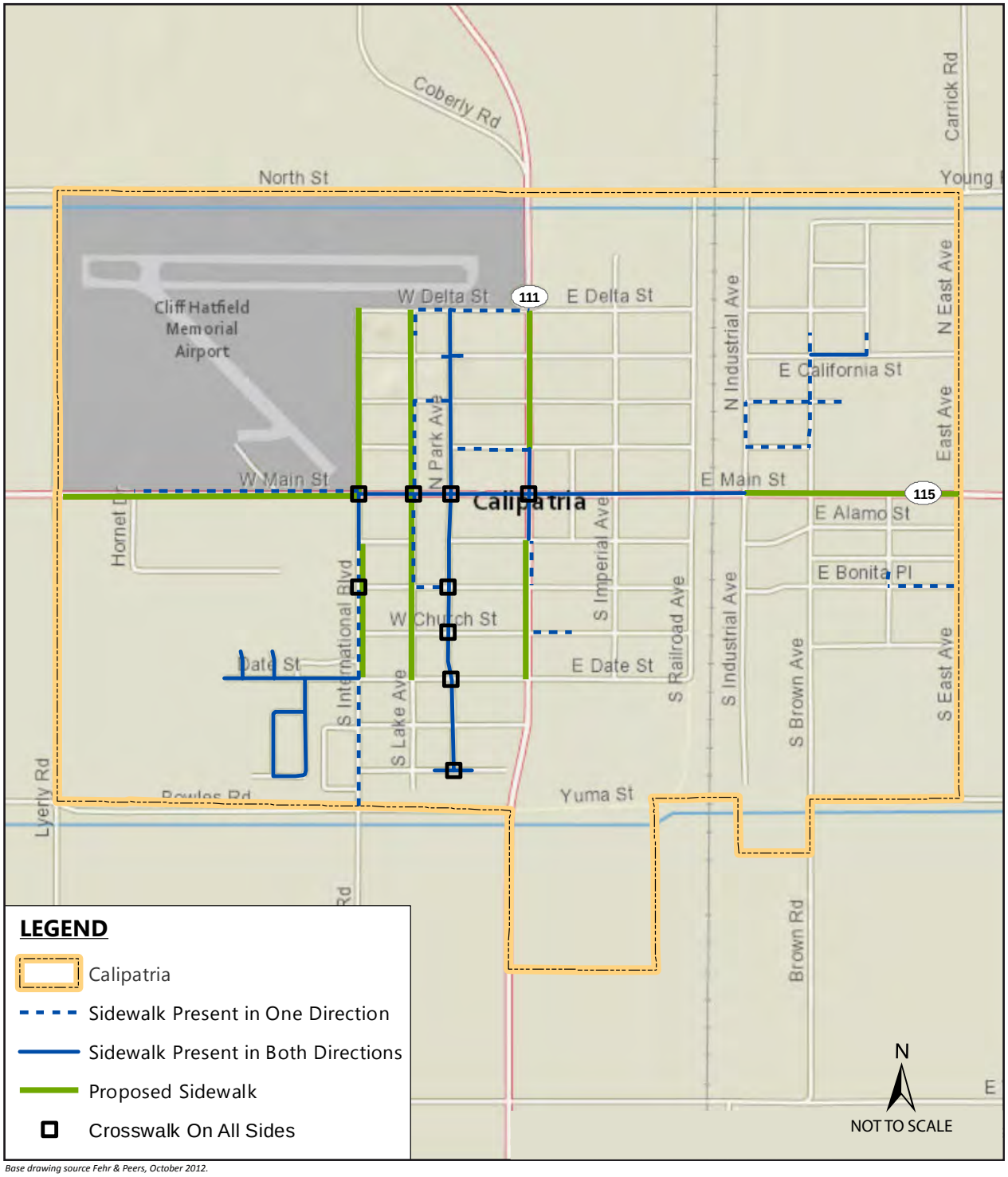
Desirable features to enhance safety and appeal on sidewalks can include any of the following features:

- Landscaping on both sides of a sidewalk with trees for shade;
- Raised medians where appropriate to reduce exposure to cross traffic at street crossings;
- A buffer from on-street parking;
- Trashcans along arterials;
- Pedestrian scale lighting along sidewalks; and
- Signalized crosswalks.

FIGURE IV-4 identifies where sidewalks are currently located based on a review of conditions as they currently exist with the city. This figure also identifies recommended improvements to the pedestrian network. Pedestrian walkways listed below are intended to be implemented during the planning period.

1. Main Street from Lyerly Road to East Avenue
2. Sorenson Avenue from Delta Street, south to Date Street
3. International Boulevard from Delta Street, south to Date Street
4. Lake Avenue from Delta Street, south to Date Street

IV. CIRCULATION ELEMENT



Base drawing source Fehr & Peers, October 2012.

Source: National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS,NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC

Pedestrian Facilities

Figure IV-4

IV.G FUTURE ROADWAY CONDITIONS

The methodology for forecasting future traffic volumes involved incorporating the rates from ITE (Institute of Traffic Engineers) *Trip Generation Manual, 8th Edition* with the projected land uses. The sizes of the areas of projected development were taken from the City of Calipatria's GIS Land Use file. Future development building sizes were estimated by applying common floor-area ratios based on land use consistent with existing and projected development patterns in Calipatria. Numbers of dwelling units were estimated by applying common dwelling unit per acre values, consistent again with existing and projected development patterns in Calipatria. **TABLE IV-7** documents the build out assumptions for each of the development types included in this analysis.

Table IV-7
Land Use Assumptions

Land Use	Change in Acres	FAR	DU/Acre	Notes
Downtown District	37.33	0.25	-	
Downtown Residential	-	-	20+	25% of Downtown
Downtown Commercial	-	-	-	50% of Downtown
Downtown Office	-	-	-	25% of Downtown
General Commercial	41.69	0.2		Represents increase in General Commercial only
Heavy Industry	87.47	0.2		
High Density Residential	8.17		20+	
Medium Density Residential	-8.17		8-12	
Low Density Residential	50.17		2-4	

Source: City of Calipatria, Fehr & Peers 2012.

As part of this build out analysis, the analysis also evaluated existing uses within the city to determine whether these proposed land use designations represent a replacement for existing uses or whether the proposed land use designations would represent new development that does not currently exist. This issue is critical since if the proposed land use designations were treated solely as new development, it would significantly overstate new trips occurring within the city. Based on a review of the existing uses, three separate conditions were identified:

- For much of the city, the land uses identified would be in fact new uses which would be developed on land which is currently vacant. For example, the City is proposing to reclassify several areas of vacant Light Industrial land into other uses, including Heavy Industrial. In this instance, the Light Industrial is not producing any trips or does not contain an active use.
- The Downtown District represents additional mixed-use development which would be located in the existing Commercial area within the city. It is anticipated that this mixed-use development would occur primarily through the location of residential units and additional service/office employment in this central area of the city. Some incremental commercial development is also assumed in the Downtown District. Since it is uncertain how development would occur within the District, the following assumptions were applied:

IV. CIRCULATION ELEMENT

  - Fifty percent of the existing land use is vacant
  - Future development consists of 50% commercial, 25% high-density residential and 25% office land use.
- There are large areas on the periphery of the city which are being designated as Open Space/ Agriculture. These areas are assumed to remain in their current use.

Once building sizes and dwelling units were estimated, the ITE trip generation rates were applied and the corresponding turning movements were assigned throughout the Calipatria roadway network based on the likely local and regional trip distribution. These volumes were entered into the Traffix Software to estimate the level of service at the study intersections. Roadway segment daily traffic volumes were also estimated based on the ITE daily trip generation rates and assigned to the Calipatria roadway network based on the likely trip distribution. **TABLE IV-8** documents the incremental trips by land use type.

Table IV-8
Trip Generation Estimates
For New Development

Land Use	Daily Trips	AM Peak Trips	PM Peak Trips
Downtown District	4,931	220	456
General Commercial	15,595	482	1431
Heavy Industry	590	173	189
High Density Residential	1,087	83	101
Medium Density Residential	-475	-36	-43
Low Density Residential	720	56	76

Source: Trip Generation, 8th Edition (ITE, 2008).

ROADWAY SEGMENT ANALYSIS

TABLE IV-9 presents the General Plan Conditions analysis for Study Area roadway segments.

Table IV-9
General Plan Conditions
Roadway Level Of Service

Roadway Segment	Roadway Classification	Lanes	Volume	LOS
1. Highway 111 – South of Young Road	Minor Arterial	2	6,046	C
2. Highway 111 – California Street to Main Street	Minor Arterial	4	8,699	A
3. Highway 111 – North of Yocum Road	Minor Arterial	***2***	***7,863***	***D***
4. Main Street – Lake Avenue to Park Avenue	Major Collector	***2***	***9,065***	***D***
5. Main Street – Railroad Avenue to Industrial Avenue	Major Collector	***2***	***7,792***	***D***
6. Main Street – Commercial Avenue to Northeast/Southeast Avenue	Major Collector	4	3,712	A

Notes:
- Number of lanes is according to existing conditions.
- ***Bold-italic*** text represents deficient roadway segment operations.

Source: Fehr and Peers, 2012.

According to Table IV-9, all of the study roadway segments operate at an acceptable LOS under the existing roadway network except for the following locations:

- Highway 111, north of Yocum Road;
- Main Street, between Lake Avenue and Park Avenue; and
- Main Street, between Railroad Avenue and Industrial Avenue.

ROADWAY SEGMENT IMPROVEMENT MEASURES

As previously stated, the City of Calipatria defines the following standard for determining acceptable operations on their roadway facilities:

- LOS "C" or better shall be maintained at all study roadway segments on a daily basis.

Based on this criteria, three roadway segments were identified for improvement in the General Plan.

<u>Highway 111, north of Yocum Road</u>

Change classification of Highway 111 to a Primary Arterial and widen the roadway to a four-lane facility. Right-of-way acquisition is required for this improvement.

Main Street, between Lake Avenue and Park Avenue

Change classification of Main Street to a Primary Arterial and widen the roadway to a four-lane facility. Right-of-way acquisition is required for this improvement.

Main Street, between Railroad Avenue and Industrial Avenue

Change classification of Main Street to a Primary Arterial and widen the roadway to a four-lane facility. Right-of-way acquisition is required for this improvement.

INTERSECTION OPERATIONS ANALYSIS

Intersection LOS is reported for the AM and PM peak hours. TABLE IV-10 presents the Existing Conditions analysis for analyzed intersections.

Table IV-10
General Plan Conditions
Intersection Level Of Service

Intersection	Control[1]	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1. International Boulevard / Main Street	AWSC	8.3	A	12.6	B
2. Highway 111 / Main Street	AWSC	11.5	B	22.0	C
3. Brown Avenue / Main Street	SSSC	10.4	B	17.3	C

Notes:

1. *Average control delay is reported for AWSC intersections. Worst-case approach delay is reported for SSSC intersections.*

Source: Fehr & Peers, 2012.

According to Table IV-10, all three intersections would continue to operate at an acceptable LOS.

IV.H GOALS, POLICIES, AND IMPLEMENTATION ACTIONS

VEHICULAR CIRCULATION GOALS, POLICIES, AND ACTIONS

Goal C-1 Provide a roadway system that effectively facilitates the transport of goods and people throughout the city and adjacent cities.

Policy C-1.1 Maintain LOS C or better on all city roadways and intersections.

Policy C-1.2 Provide an interconnected system of roadways to serve Calipatria and to better connect Calipatria with Imperial County.

Goal C-2 Support improvements to highways passing through the city.

Policy C-2.1 Provide two travel lanes in each direction on State Highways 111 and 115 and turn lanes as applicable to increase mobility to the area when sufficient travel demand is needed for these facilities.

Goal C-3 Reduce traffic and associated greenhouse gas impacts on the community.

Policy C-3.1 Provide an appropriate mix of housing, employment, and local-serving retail uses within the city to limit the need to travel outside of the city for various purposes.

Policy C-3.2 Support efforts to promote ridesharing and other programs to reduce vehicle travel.

Goal C-4 Provide a safe circulation system through the design of roadways.

Policy C-4.1 Comply with all applicable design standards for roadway improvements as identified including the City's adopted Standards Details, and specifications and standards of the County of Imperial, the State of California, and other agencies as appropriate.

Policy C-4.2 Provide adequate lighting along roadways.

Policy C-4.3 Provide traffic signals at locations where one or more of the Traffic Signal Warrants identified by the Manual on Uniform Traffic Control Devices (MUTCD) are met, provided that these traffic signals meet appropriate signal spacing thresholds.

Policy C-4.4 Limit additional curb cuts along primary arterials to minimize traffic flow interruptions to the extent feasible.

IMPLEMENTATION ACTIONS

- Require appropriate traffic mitigation, including traffic calming measures, in conjunction with new development (Policies C-1.1, C-3.1 and C-3.2).
- Coordinate with neighboring jurisdictions, regional, state, and federal agencies, and Imperial Valley Transit in implementing regional improvements (Policy C-1.2).
- Coordinate with Caltrans, the County of Imperial, and other agencies to facilitate future improvements to State Highway 111 and 115 (Policy C-2.1).
- In order to provide an appropriate mix of housing, employment, and local serving retail uses within the city, see Implementation Actions in Chapter II: Land Use Element (Policy C-3.1).
- Assess the feasibility of a Calipatria car-sharing program (Policy C-3.2).
- Update the City's Zoning Ordinance as appropriate to ensure that future development provides for adequate roadway widths and safety requirements, adequate street lighting and traffic signals, and street amenities (Policies C-4.1 through C-4.4).

PARKING GOALS, POLICIES, AND ACTIONS

Goal C-5 **Provide sufficient parking to meet the needs of City residents, vendors, and visitors but encourage parking strategies that will maximize development potential and encourage walking, biking, and transit.**

Policy C-5.1 Maintain an adequate supply of parking to support the function of the uses parking serves.

Policy C-5.2 Promote shared parking at developments with complementary uses.

Policy C-5.3 Provide direct pedestrian access to and from parking facilities.

Policy C-5.4 Reduce the amount of parking required to maximize development potential

and to encourage the use of bus, bicycle, and pedestrian facilities.

Policy C-5.5 Use parking as a measure to slow vehicular speeds and provide a buffer between motorist and bicycle/pedestrian traffic.

IMPLEMENTATION ACTIONS

- Update the City's Zoning Ordinance to include parking standards that ensure new developments provide adequate parking supply while also allowing for shared parking or other methods that minimize excess parking (Policies C-5.1 and C-5.2).
- Explore locations for aggregated parking facilities and, as feasible, develop such facilities or require them in conjunction with future development projects (Policy C-5.1).
- Implement a shared parking program within the Planning Department that requires new development to conduct a Shared Parking Analysis and provides support to private developers and business owners to meet adequate parking supply (Policies C-5.1 through C-5.5).

TRANSIT GOALS, POLICIES, AND ACTIONS

Goal C-6 Expand bus service to increase mobility of residents and visitors.

Policy C-6.1 Increase the number of bus stops, routes and services for Calipatria residents as additional development occurs in Calipatria to maintain similar levels of transit accessibility and usage as currently exist.

Policy C-6.2 Improve bus stops to provide proper shelter and lighting as new development occurs within the city.

Policy C-6.3 Connect bus stops with destination points by adding amenities such as connecting bike lanes, bike parking, and bike racks on buses.

Policy C-6.4 Coordinate the placement of pedestrian facilities to ensure that all bus stops are accessible via sidewalks.

IMPLEMENTATION ACTIONS

- As funding permits, enhance year-round fixed-route transit service (Policy C-6.1).
- Coordinate with Imperial Valley Transit to provide additional bus stops, routes, and services for Calipatria residents to key destination points, to key regional employment and shopping destinations, and provide amenities such as bike racks on buses (Policies C-6.1, C-6.2 and C-6.3).

IV. CIRCULATION ELEMENT

- Investigate ways in which local transit services can be improved to meet community needs (Policies C-6.1, C-6.3 and C-6.4).
- As existing business and mixed use areas redevelop over time, require facility improvements such as bus stops, shelters, signage, and turnouts that facilitate transit service in conjunction with new development (Policies C-6.1, C-6.2, C-6.3 and C-6.4).

GOODS MOVEMENT GOALS, POLICIES, AND ACTIONS

Goal C-7 Facilitate safe goods movement.

Policy C-7.1 Limit through truck traffic on all roadways except for Primary Arterials.

Policy C-7.2 Maintain appropriate safety equipment at all railroad crossings including safety gates, lights, and other similar items within the city.

Policy C-7.3 Maintain appropriate safety measures along the railroad corridor including barriers, improvements to at-grade crossings, and, if feasible, installing grade separations for major thoroughfares at railroad crossings.

IMPLEMENTATION ACTIONS

- Ensure proper signage restricting truck travel on Secondary Arterials, Collectors and Local Streets is implemented on key roadways (Policies C-7.1).
- Coordinate with the County of Imperial, the State of California, and other agencies to ensure that appropriate safety equipment is implemented and maintained at all railroad crossings within the city (Policy C-7.2)
- Update the City's Zoning Ordinance as appropriate to ensure that any future development adjacent to or near the railroad right-of-way provides for adequate safety measures related to the railroad corridor including, but not limited to, providing vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad right-of-way, providing appropriate infrastructure improvements to existing at-grade crossings due to an increase in traffic volumes associated with the development, and, if necessary and feasible, providing grade separations for major thoroughfares at railroad crossings (Policy C-7.3).

BICYCLE GOALS, POLICIES, AND ACTIONS

Goal C-8 Establish a well-connected bicycle network for residents' commuter and recreation use.

Policy C-8.1 Provide Class II and Class III bicycle facilities to connect with key destinations as appropriate.

Policy C-8.2 Educate the community on the benefits of bicycling and create motorist awareness of bicyclists sharing the right-of-way.

Policy C-8.3 Design bicycle facilities to maximize safety, comfort and aesthetics while maintaining consistency with applicable federal, state, and County of Imperial legislation and requirements, including those related to Universal Access (ADA).

Policy C-8.4 Improve safe travel by bicycle for students, parents, and school employees.

IMPLEMENTATION ACTIONS

- Identify and prioritize projects to improve bicycle facilities along key destination points (Policy C-8.1).
- Identify funding sources to improve/construct bicycle facilities throughout the city, including bike lanes and appropriate street striping and signage for motorists (Policies C-8.1 and C-8.2).
- Amend the City's Zoning Ordinance to require bicycle facilities (if applicable) in conjunction with all new development (Policy C-8.3).
- As funding permits, add bicycle parking facilities throughout the community to ensure safe and convenient access to all destinations (Policies C-8.3 and C-8.4).
- Collaborate with the local school district and any private schools to identify and implement safety measures to improve safe travel by bicycle for students, parents, and school employees (Policy C-8.4).
- Update the City's Zoning Ordinance as appropriate to ensure that future development provides for adequate bike lanes and bicycle parking, adequate lighting, and street amenities to make bicycling safe, interesting, and enjoyable (Policies C-8.1 through C-8.4).

PEDESTRIAN GOALS, POLICIES, AND ACTIONS

Goal C-9 Create a safe and appealing walking community in Calipatria.

Policy C-9.1 Implement the sidewalk network identified in Figure IV-4.

Policy C-9.2 Require that all sidewalk and crosswalk improvements along roadways and at railroad crossings comply with all applicable Universal Access (ADA) requirements.

IV. CIRCULATION ELEMENT

Policy C-9.3 Require that the placement of any new traffic signals provide appropriate crosswalk improvements such as striped crosswalks and pedestrian push buttons.

Policy C-9.4 Monitor sidewalk facilities within the city to ensure that any issues related to maintenance are addressed on an on-going basis.

Policy C-9.5 Provide adequate lighting along roadways and pedestrian facilities.

IMPLEMENTATION ACTIONS

- Identify and prioritize projects to improve pedestrian facilities including the sidewalk network identified in Figure IV-4 (Policy C-9.1).
- Identify funding sources to improve/construct pedestrian facilities throughout the city, including sidewalks, crosswalks, traffic signals, and street lighting (Policies C-9.2, C-9.3, and C-9.5).
- Close gaps in existing sidewalk infrastructure where necessary, maintain existing sidewalks in good repair, and require sidewalks with all new development (Policy C-9.4).
- Update the City's Zoning Ordinance as appropriate to ensure that future development provides for adequate pedestrian facilities, adequate lighting, and street amenities along roadways and at railroad crossings to make walking safe, interesting, and enjoyable (Policies C-9.1 through C-9.4).

CITY of CALIPATRIA
2035 General Plan

V. SAFETY ELEMENT

> *The City's vision for **SAFETY** is to minimize to the extent possible the impact of natural and man-made hazards that may threaten the health, safety, and property of Calipatria residents, business owners, and visitors.*

The Safety Element is concerned with identifying and, whenever possible, reducing the impact of natural and man-made hazards that may threaten the health, safety, and property of Calipatria residents, business owners, and visitors. The State of California General Plan Guidelines state that the aim of the Safety Element is to reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, earthquakes, landslides, and other hazards. As such, the Element emphasizes hazards reduction and accident prevention for known hazards and potential disasters. In addition, the Element emphasizes the importance of reducing risk and the effects of disaster prevention and/or preparedness. Hazards are an unavoidable aspect of life, and the Safety Element cannot eliminate risk completely. Instead, the Element contains policies to minimize the level of risk.

A variety of potential hazards that could affect life and property are present in and around Calipatria. Safety hazards can be generally grouped into two categories: naturally-occurring and man-made. Some hazards – fires, for example – can be categorized as both naturally-occurring and man-made.

Issues covered in this Safety Element include:

- *Geologic and Seismic Hazards;*
- *Flooding;*
- *Fire Hazards;*
- *Hazardous Material Use and Transport;*
- *Disaster Response; and*
- *Crime.*

Hazards associated with airport operations are addressed in the **Airport Element** *(Chapter VII)*. Pedestrian safety is addressed in the **Circulation Element** *(Chapter IV)*.

This Safety Element provides a broad survey of hazards in Calipatria for the purposes of general land use planning. This information does not take the place of site specific evaluations by qualified professionals. The City will use the goals, policies, and implementation actions to review individual development proposals and site assessments. The City's vision for Safety is to minimize to the extent possible the impact of natural and man-made hazards that may threaten the health, safety, and property of Calipatria residents, business owners, and visitors.

V. SAFETY ELEMENT

V.A GEOLOGIC AND SEISMIC HAZARDS

Calipatria is exposed to a variety of seismic and geologic hazards given its geographic location. Like all of Southern California, Calipatria is subject to substantial seismic hazards. These seismic hazards can affect the structural integrity of buildings and utilities, and, in turn, cause property damage and potential loss of life. Although it is not possible to prevent earthquakes, their destructive effects can be minimized through comprehensive hazard-mitigation programs and efforts. The potential for a major earthquake that may result in loss of life, injury, or displacement of many thousands of persons is present throughout Southern California. Structural hazards also present a major threat in the event of an earthquake.

FAULTS

The frequency and strength of earthquakes depend on the number and type of faults that pass through an area. No Alquist-Priolo Fault-Rupture Hazard Zones (California Geological Survey, 1999) pass through Calipatria. However, there are Alquist-Priolo fault zones approximately 8 miles south and approximately 13 miles southwest of the city (California Geological Survey, 2010). In addition, 13 active and potentially active faults are located within 25 miles of Calipatria (California Geological Survey, 2010).

The Seismic Hazards Mapping Act, a California law passed in 1990, requires the State Geologist to identify and map zones prone to seismically induced liquefaction, ground-shaking, landslides and other forms of ground failure resulting from earthquakes.

For the purposes of this Safety Element, an active fault is defined as a fault showing evidence of surface displacement during Holocene time (within the last approximately 11,700 years). A potentially active fault is defined as a fault showing evidence of surface displacement during Quaternary time (within the last approximately 1.6 million years). These faults are listed below.

Active Faults and Fault Zones

- Imperial Fault Zone
- Brawley Fault Zone
- Superstition Hills Fault
- Elmore Ranch Fault
- Coyote Creek Fault
- San Jacinto Fault Zone
- San Andreas Fault

Potentially Active Faults:

- Hot Springs Fault
- Weinert Fault
- Extra Fault
- Clark Fault
- Superstition Mountain Fault
- Hidden Springs Fault
- Salton Creek Fault

The Sand Hills Fault is located approximately six miles northeast of Calipatria, although this fault is considered to be pre-Quaternary and therefore inactive.

FIGURE VII-1 depicts the regional faults that could create severe groundshaking in Calipatria. Although no known faults are located within Calipatria, the aforementioned fault systems could cause property

damage, possibly resulting in injury and loss of life in the event of a major earthquake due to ground motion. The level of impact resulting from any seismic activity will depend on factors such as: distance from epicenter, earthquake magnitude, and characteristics of soils and subsurface geology.

STRUCTURAL HAZARDS

The vast majority of deaths and injuries in an earthquake are caused by partial or total collapse of man-made structures. Through enforcement of building codes and ordinances, the City can reduce the seismic hazard risk to all future structures and facilities.

The City will require building design to be commensurate with the expected level of groundshaking in a major earthquake, based on site-specific soils and geologic conditions, as well as on the level of risk associated with potential damage to the building. Thus, high occupancy buildings and buildings that serve disaster recovery functions need to be designed to withstand a greater degree of groundshaking than low occupancy, low risk buildings. For all buildings, once environmental protection policies are met, construction techniques will be regulated according to the latest edition of the California Building Code (CBC).

The California Building Code (CBC) is the regulatory environment for design and construction of building codes and standards covering local, state, federal, land use and environmental regulations which are developed specifically for the purpose of regulating the life-safety, health and welfare of the public.

LANDSLIDES AND EROSION

The topography of Calipatria is generally flat and, therefore, not subject to landslides. While there is some surface erosion due to wind, the flat topography minimizes the risk of soil stability problems due to erosion.

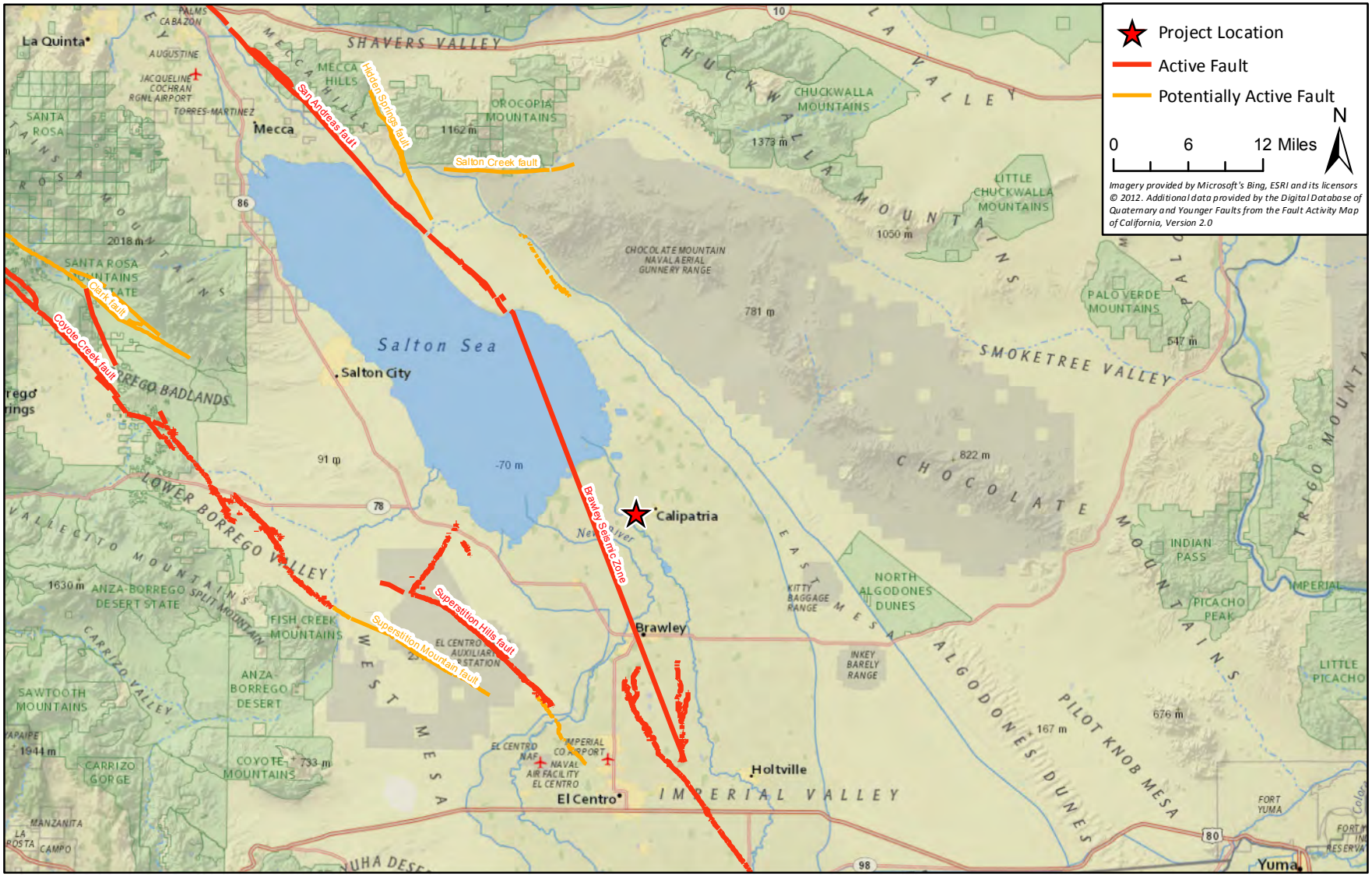
SUBSIDENCE

Structural damage may occur as a result of subsidence or settling on individual properties. Natural subsidence occurs in the Salton Trough, averaging nearly two inches in the Salton Sea and decreasing outward until it reaches zero near the Mexican border. Subsidence can also occur abruptly as a result of an earthquake. Another cause of subsidence is the extraction of geothermal resources. Subsidence due to geothermal development can be avoided through project review, and mitigation and monitoring, if necessary.

LIQUEFACTION

The geologically young, unconsolidated sediments of the Salton Trough are subject to failure during earthquakes, especially throughout the irrigated portion of the Imperial Valley where the soil is generally saturated. Liquefaction, and related loss of foundation support, is a potential hazard in Calipatria.

V. SAFETY ELEMENT



Regional Faults

Figure V-1

GOALS AND POLICIES

Goal S-1 Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from seismic ground shaking and other geologic events.

Policy S-1.1 Ensure that new building construction conforms to the latest standards for seismic design.

Policy S-1.2 Identify and encourage the abatement of hazardous structures that represent a risk to the public safety, taking into account economic and social factors.

Policy S-1.3 Ensure that all persons in the community have access to earthquake information.

Policy S-1.4 Ensure that there are adequate provisions for the community to respond to and recover from an earthquake as quickly and effectively as possible.

Policy S-1.5 Require evidence of the geologic stability, including risk of subsidence and liquefaction, for all new developments prior to issuance of building permits.

Policy S-1.6 Incorporate the use of geologic and soils analysis into the planning process to determine appropriate building design parameters.

IMPLEMENTATION ACTIONS

- Continue to enforce all existing codes and ordinances for new construction (Policies S-1.1, S-1.2, S-1.5 and S-1.6).
- Coordinate with the County of Imperial to ensure that its building code provisions relating to seismic standards for all new construction are up-to-date (Policies S-1.1, S-1.2, S-1.5 and S-1.6).
- In areas of known or suspected geologic hazards, require geologic and/or soils reports prior to the issuance of a building permit through the CEQA process (Policies S-1.1, S-1.2, S-1.5 and S-1.6).
- Require owners of potentially dangerous structures to inform the public of the potential structural hazard (Policies S-1.2 and S-1.3).
- Establish an abatement program to identify and rehabilitate hazardous structures. Structures that pose the greatest risk to the public should be prioritized (Policy S-1.2).
- Institute an emergency response plan in the event of a major seismic event (Policy S-1.4).

- Continue to participate in the planning and development of the Imperial County Multi-Hazard Mitigation Plan and comply with the mitigation goals and strategies therein (Policy S-1.4).
- Disseminate information to the public regarding ways to reduce hazards within buildings and what to do in the event of an earthquake (Policies S-1.3 and S-1.4).

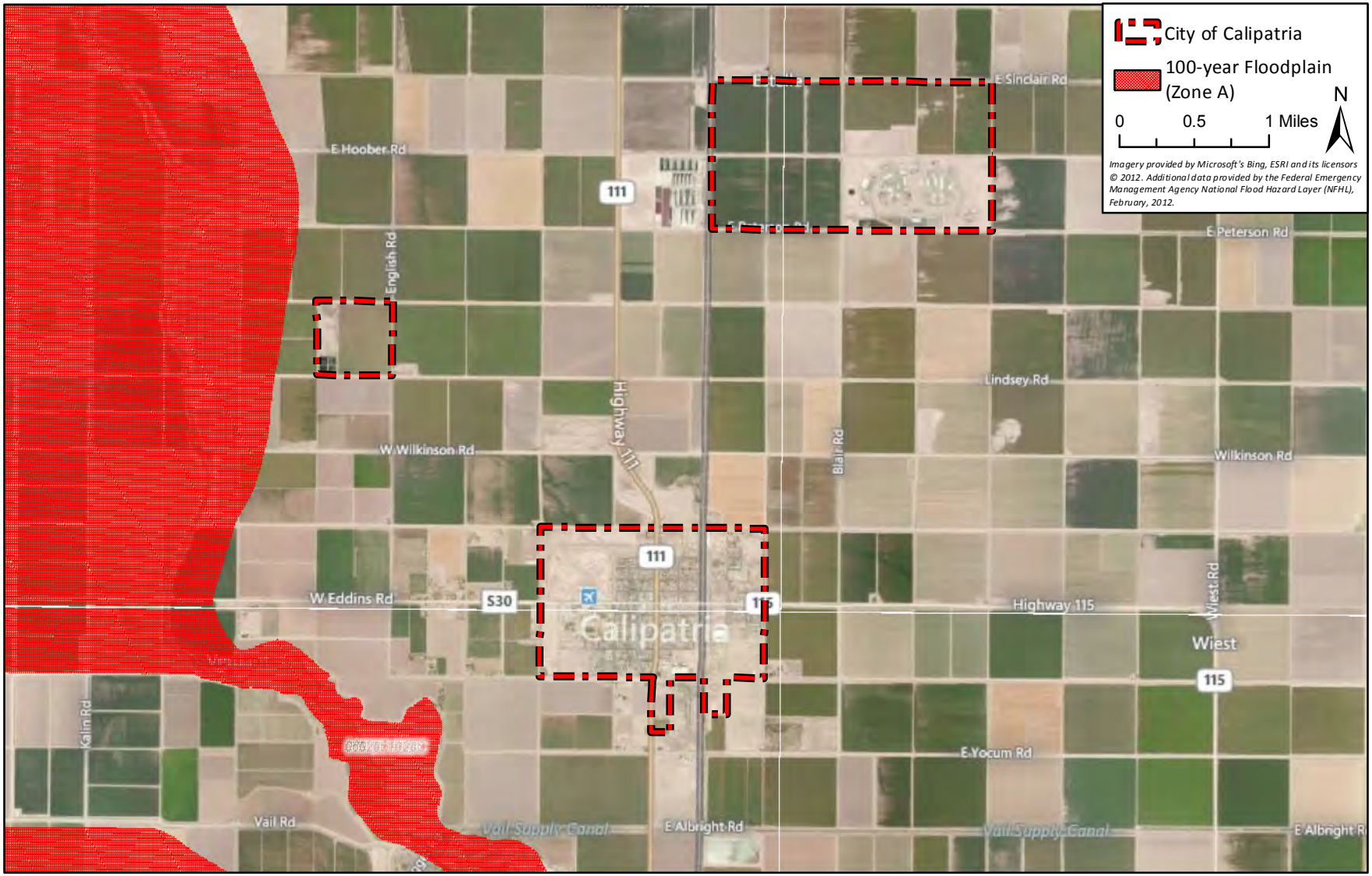
V.B FLOODING

The only area within the vicinity of Calipatria that is identified as a floodplain is along the Alamo River located approximately one mile west of the city limits. As shown on **FIGURE V-2**, the majority of the area within the city limits is within the Federal Emergency Management Agency (FEMA) Flood Zone X, which is characterized by a minimal risk of flooding and located outside the 100-year flood hazard area. A 100-year flood represents the level of flood water expected to be equaled or exceeded every 100 years on average, and can also be described as a 1% annual exceedance probability flood, since it is a flood that has a 1% chance of being equaled or exceeded in any single year. As shown in Figure V-2, while the area within the city limits is located in Zone X, the area surrounding the Alamo River to the southwest and west of the city is located in Zone A, which is an area subject to inundation by a 100-year flood as defined by FEMA.

Localized flooding of streets within the city occurs during periods of severe storms. However, floodwaters are generally contained within the streets and typically do not affect structures such as residential units or commercial buildings. In addition, the City requires building pads for new structures to be at least 16 inches above the top of the adjacent curb. This requirement is intended to ensure that if floodwaters breach existing curbs, they will not impact the interior of residential units. All new projects within the city are also required to have grading and drainage plans approved by the City Engineer prior to the issuance of permits in order to ensure adequate control of floodwaters. Despite this, there is a localized flood concern on the eastern portion of the city (east of the rail road tracks). The cause of flooding is not completely known and occurs when substantial water from the mountains flows eastward towards the city and combines with agricultural irrigation water. Streets and some residential structures have been damaged as a result of flooding in the eastern portion of the city.

Climate changes anticipated to occur throughout this century as a result of global climate change may make Calipatria more vulnerable to the intensity and frequency of storms, or flood hydrographs (flash floods or rain events). Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events (all from California Energy Commission, 2010).

V. SAFETY ELEMENT



Flood Hazard Zones

Figure V-2

V. SAFETY ELEMENT

GOALS AND POLICIES

Goal S-2 Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from flooding.

Policy S-2.1 Ensure that new development projects evaluate potential flooding hazards and incorporate design elements, such as storm drains, catch basins, and retention basins, to minimize or eliminate flooding hazards, as necessary.

Policy S-2.2 Encourage the formation of a Countywide Flood Control District to manage Countywide flooding issues.

Policy S-2.3 Promote multi-jurisdictional emergency coordination and planning for flood events.

Policy S-2.4 Determine the cause of localized flooding in the eastern portion of the city and implement infrastructure improvements to alleviate the flooding concern.

IMPLEMENTATION ACTIONS

- Continue to enforce the local, state, and federal regulations regarding the construction of buildings within flood hazard areas (Policies S-2.1).
- Comply with the Imperial County Flood Management Plan and participate in the planning and development of future flood management plans (Policy S-2.2).
- Continue to participate in the planning and development of the Imperial County Multi-Hazard Mitigation Plan and comply with the mitigation goals and strategies therein (Policy S-2.3).
- The City shall work with the Imperial Irrigation District, County of Imperial Public Works Department, and Caltrans to determine the cause of localized flooding in the eastern portion of the city, to identify infrastructure improvements to reduce the likelihood of flooding, and to implement the infrastructure improvements (Policy S-2.4).

V.C FIRE HAZARDS

Fire is a unique hazard in that it can result both from natural processes and from the intentional or accidental actions of people. There are three main types of fire hazards:

1. Wildfires, which affect open space and development on the urban fringe;
2. Structural fires, which occur in buildings; and
3. Commercial/industrial fires, which generally result from the ignition of flammable materials.

While fires are not entirely preventable, it is possible to create conditions that reduce the chances of fire and that facilitate efficient response in case fire breaks out. When a fire does ignite, quick response from firefighters and an adequate supply of water are essential in minimizing damage.

General factors that affect an area's risk from fire hazards include its location, land uses, distance from fire stations, ease of accessibility by fire-fighting equipment, and adequacy of water supply. More specifically, the extent and severity of damage by fires are determined by several key factors affecting vulnerability. The California Department of Forestry and Fire Protection designates portions of Calipatria as moderate fire hazard zones, according to the Local Responsibility Area map.

The Calipatria Fire Department provides fire suppression services to the City, as well as the unincorporated areas of Imperial County surrounding the city. The Department renews its contract with the County each year to cover approximately 250 square miles of unincorporated county land. In addition, the Department has aid agreements with El Centro and Niland Fire Districts.

The Department has established a minimum fire flow of 500 gallons of water per minute for all hydrants in the city. When new development projects are proposed, the water systems are reviewed by the City Engineer and Fire Chief. The developer must demonstrate that the water system can provide at least a 500 gallon per minute fire flow. Fire hydrants are required in all new development projects and water main systems are required to be looped to provide a steady pressure. Generally, 8-inch water mains are required in all new developments. The Department is also responsible for the identification and correction of fire hazards throughout the city.

GOALS AND POLICIES

Goal S-3 Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from fires.

Policy S-3.1 Require all new development within Calipatria to comply with applicable provisions of the Uniform Fire Code and National Electrical Code.

Policy S-3.2 Require Fire Department review and approval of all new development projects within Calipatria to ensure minimum fire access and safety standards are met.

Policy S-3.3 Require that new development be supplied with adequate water supply and street dimensions are standardized to meet emergency access requirements.

Policy S-3.4 Monitor and measure fire-flow capability for Calipatria's water system and improve water availability to those sections of the city with inadequate fire flow protection.

Policy S-3.5 Continue and enhance as necessary the provisions of mutual aid agreements for fire protection.

Policy S-3.6 Require design elements in new development projects that enhance fire protection capability, such as sprinklers, fire resistive materials, and other appropriate features.

Policy S-3.7 Promote fire prevention as the City's preferred management strategy; facilitate programs that are aimed at the prevention of fires, such as monitoring abandoned and vacant structures/sites for excessive weeds, brush, trash, and other combustible materials.

Policy S-3.8 Promote multi-jurisdictional emergency coordination and planning for fire events.

IMPLEMENTATION ACTIONS

- Work closely with the County of Imperial Division of Building and Safety during the development review process to ensure that any new and existing developments adhere to applicable provisions of the Uniform Fire Code and National Electrical Code, verifying that projects comply with requirements such as street widths, access areas, and maneuvering areas sufficient to allow fire protection and emergency vehicles access to structures (Policies S-3.1, S-3.2, S-3.3, S-3.4, S-3.6 and S-3.7).
- Work closely with Golden State Water Company to ensure that sufficient water supplies are available for protection of structures (Policies S-3.3, S-3.4 and S-3.6).
- Continue to participate in the planning and development of the Imperial County Multi-Hazard Mitigation Plan and comply with the mitigation goals and strategies therein (Policies S-3.5 and S-3.8).

V.D HAZARDOUS MATERIALS

Hazardous materials are not a substantial concern in Calipatria as there are no large-scale generators or users of hazardous materials in the city. Nevertheless, some industrial operations located along Industrial Avenue, agricultural operations in the vicinity of the city, and operations at the airport may utilize hazardous materials as part of daily operations. In addition, the City seeks to encourage additional industrial/manufacturing development in order to provide local jobs and take advantage of the regional transportation facilities (highways and railroad) that pass through the city. Safety measures at these facilities and at other industrial and agricultural facilities in Calipatria are required to follow state and federal protocols. This includes adherence to Imperial County Air Pollution Control District (ICAPCD) Rule 216, which requires all owners and operators of stationary sources that emit hazardous

air pollutants (HAPs) to install best available control technology for toxics (T-BACT) to any constructed or reconstructed major source. The ICAPCD requires owners and operators of stationary sources that emit HAPs to obtain and maintain permits to operate. In addition, any future large-scale activities with the potential to generate or use hazardous materials in the city would be required to obtain a permit and comply with applicable federal, state, and local regulations.

Based on the age of many buildings in Calipatria, the presence of asbestos-containing materials (ACMs) and lead-based paint in structures is likely. Such materials could be disturbed by demolition and renovation activities on older structures; however, any activities with the potential to release asbestos or lead into the atmosphere would be required to comply with applicable federal, state, and local regulations.

The residential sector is a smaller-scale generator of hazardous wastes, such as paints, cleaners, oils, batteries and pesticides that contain potentially hazardous ingredients and require special disposal care. Improper disposal of such household hazardous wastes can include pouring them down the drain, on the ground, into storm sewers, or in some cases putting them out with the trash. The dangers of such disposal methods might not be immediately obvious, but improper disposal of these wastes can pollute the environment and pose a threat to human health.

GOALS AND POLICIES

Goal S-4 Protect life and property from potential short- and long-term adverse effects associated with the transportation, storage, treatment, and disposal of hazardous materials.

Policy S-4.1 Ensure residential units are not constructed in close proximity to hazardous materials areas or sites.

Policy S-4.2 Require that a Conditional Use Permit be obtained for all land uses which may involve hazardous materials.

Policy S-4.3 Coordinate with the County Emergency Services Department to mitigate the effects of spills and for evacuation of residences.

Policy S-4.4 Identify toxic disposal or leakage sites and pursue expeditious cleanup of these sites through actions by appropriate County, state, and federal agencies.

Policy S-4.5 Ensure that hazardous materials sites are appropriately buffered from sensitive uses (e.g., residences, schools, and daycare facilities) and are properly fenced to prevent access by unauthorized persons.

Policy S-4.6 Manage activities within Calipatria involving the transport, use, storage or disposal of hazardous materials in a responsible manner that protects public health, safety, and the environment.

Policy S-4.7 Promote the availability of safe and legal options for the management and disposal of hazardous wastes generated by businesses and households within Calipatria.

Policy S-4.8 Promote community education and understanding of sound management practices for the storage, handling, use, and disposal of hazardous materials.

IMPLEMENTATION ACTIONS

- Identify hazardous material areas and sites (Policies S-4.1, S-4.4 and S-4.5).
- Continue to enforce applicable federal, state and local regulations pertaining to the transportation, storage, treatment, and disposal of hazardous materials within Calipatria (Policies S-4.4, S-4.5, S-4.6 and S-4.7).
- Develop and implement household hazardous waste collection and disposal programs (Policies S-4.6, S-4.7 and S-4.8).
- Require risk assessments for new or expanded users of large quantities of hazardous materials within the city (Policies S-4.2 and S-4.6).
- Develop an emergency response plan for hazardous materials spills (Policy S-4.3).

V.E DISASTER RESPONSE

The management of emergencies and disasters consists of three distinct phases: (1) mitigation of potential hazards and pre-event preparedness (including event forecasting, response planning, training and public education); (2) response during or soon after the event, most often by fire, police and medical-services personnel and trained volunteers (also includes public alerts and notification, evacuation, search and rescue, and critical, short-term assistance to victims); and (3) post-event recovery, which generally includes debris removal, re-establishment of public and private services, financial and other longer-term types of assistance to victims, reconstruction, and collection and analysis of data related to the event.

The City will continue to maintain an up-to-date emergency response operations plan to detail Calipatria's planned response to emergency situations. Local resources, including

the Calipatria Fire Department and Calipatria Police Department, will be the primary source for emergency services in the event of a disaster. Local disaster response will continue to be coordinated with the County of Imperial Emergency Services Department and Imperial County Sheriff's Department. Mutual aid agreements with regional agencies will be maintained to ensure the City's ability to receive assistance when demands for emergency services are greater than the City's available resources.

GOALS AND POLICIES

Goal S-5 Maintain a system of emergency services and disaster response preparedness that will save lives, protect property, and facilitate recovery with a minimum of social disruption following both minor emergencies and major catastrophic events.

Policy S-5.1 Continue to develop and implement local preparedness planning and operations and participate in multi-jurisdictional disaster preparedness planning and operations.

Policy S-5.2 Coordinate planning activities with adjacent jurisdictions to promote the provision of quality medical and emergency medical care facilities in the event of a disaster.

Policy S-5.3 Follow or adhere to the Standardized Emergency Management System (SEMS) and National Incident Management System (NIMS).

Policy S-5.4 Promote community education and awareness of emergency operations and procedures, as well as the location of important resources, such as medical services, in the event of a disaster.

IMPLEMENTATION ACTIONS

- Continue to participate in the planning and development of the Imperial County Multi-Hazard Mitigation Plan and comply with the mitigation goals and strategies therein (Policies S-5.1 and S-5.2).
- Support education in schools that teaches children how to avoid dangers and how to behave during an emergency (Policy S-5.4).
- Support the efforts of other organizations, such as television stations, utilities, emergency response providers, and the County of Imperial Office of Emergency Services, that provide outreach and education to Calipatria (Policies S-5.3 and S-5.4).

V. SAFETY ELEMENT

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VI. NOISE ELEMENT

The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. It is to be used to guide decisions concerning land use and the location of common sources of excessive noise. To that end, the Noise Element identifies and addresses noise sources.

*The City's vision for **NOISE** is to provide an appropriate pattern of land uses and help to ensure that the various sources of noise in the community do not expose residents, workers, or visitors to unacceptable noise levels.*

The Noise Element also establishes performance goals, policies, and standards for the range of proposed land uses present within Calipatria, including mobile and stationary noise sources. These goals, policies, and standards promote the City's vision for noise. The City's vision for noise is to provide an appropriate pattern of land uses and help to ensure that the various sources of noise in the community do not expose residents, workers, or visitors to unacceptable noise levels.

FIGURE VI-1 shows noise acceptability levels for different land use types. In general, evaluation of the acceptability of a noise environment considers the type of noise source, the sensitivity of the noise receptor, the noise reduction likely to be provided by structures, and the degree to which the noise source may interfere with speech, sleep, or other activities characteristic of the land use. The Land Use Compatibility for Community Noise Environments matrix (Figure VI-1) will be used to determine whether a proposed new use would be compatible with the ambient noise environment in which it is proposed.

VI.A NOISE DEFINITIONS

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). **TABLE VI-1** lists a range of typical noise levels that one may encounter.

Noise is generally defined as unwanted sound. Its effects can range from annoyance to nuisances to health problems.

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived.

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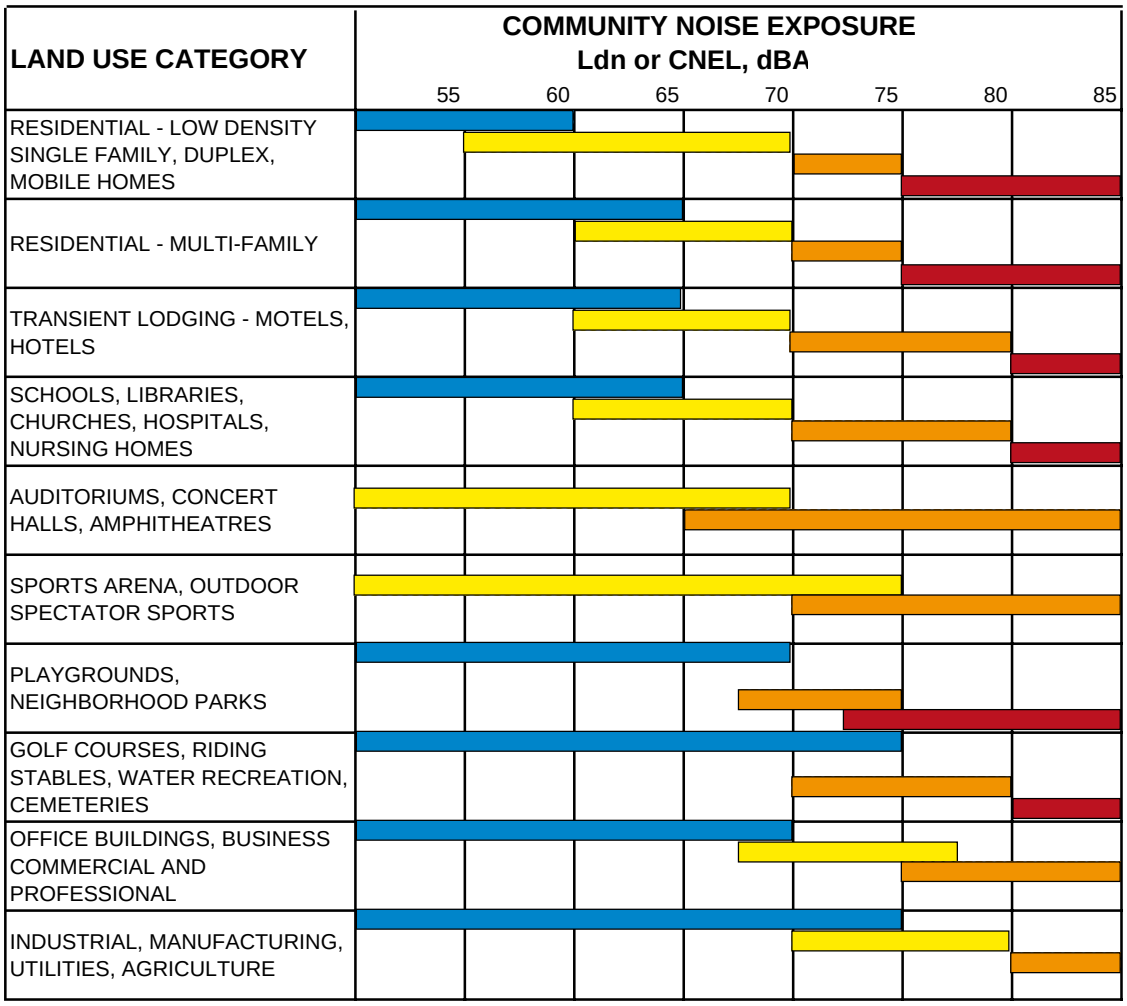


NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

Source: Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Office of Planning and Research, 2003.

Land Use Compatibility for Community Noise Environments — Figure VI-1

Table VI-1 Typical Noise Levels	
Noise Source	**Noise Level (decibels)**
Recording Studio	20
Soft Whisper; Quiet Bedroom	30
Busy Open-plan Office	55
Normal Conversation	60-65
Automobile at 20 mph 25 ft. away	65
Vacuum Cleaner 10 ft. away	70
Dump Truck at 50 mph 50 ft. away	90
Train Horn 100 ft. away	105
Claw Hammer; Jet Takeoff 200 ft. away	120
Shotgun at shooter's ear	140

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than noise that occurs during the daytime. The Community Noise Equivalent Level (CNEL) recognizes this fact by weighting hourly Leqs over a 24-hour period. Essentially, the CNEL is a 24-hour average noise level that adds 5 dB to evening (7 PM to 10 PM) noise levels and 10 dB to nighttime (10 PM to 7 AM) noise levels to account for the greater sensitivity to noise during those time periods.

VI.B NOISE LEVELS IN CALIPATRIA

TABLE VI-2 shows noise levels measured at five locations throughout the city in August 2012. Measurements were taken throughout the day. **FIGURE VI-2** identifies the locations of where the measurements in Table VI-2 took place.

Table VI-2 Measured Noise Levels *				
Site No.	**Location**	**Leq**	**Lmin**	**Lmax**
1	Highway 111 North of Delta Street	66.5	44.6	84.9
2	Southwest Corner Highway 111/Highway 115 Intersection	65.3	50.4	86.3
3	Highway 115 West of Brown Avenue	68.4	39.9	86.9
4	West Main Street North of Calipatria High School	59.3	43.6	76.4
5	International Boulevard Between Fern Street and Elder Street	55	47.4	78.5

** See Figure VI-2 for noise measurement locations. Leq is the average sound level over the measurement period. Lmin is the minimum instantaneous sound level. Lmax is the maximum instantaneous sound level.*

The highest noise levels in Calipatria are found along Highway 111 and Highway 115. The relatively high noise levels at these locations are primarily associated with traffic on the highways. Low density residential areas in Calipatria have low ambient noise levels.

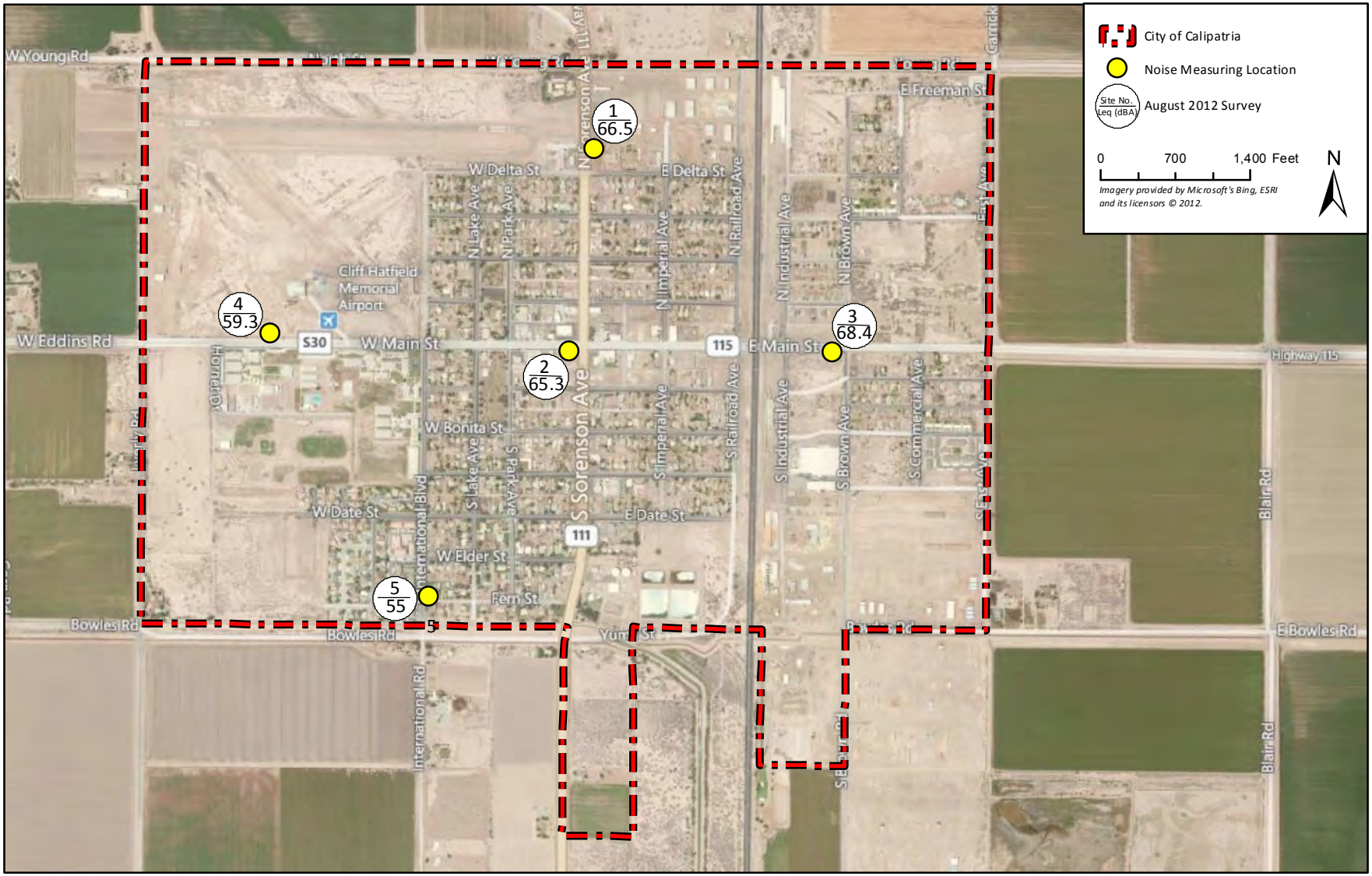
VI.C MOBILE NOISE SOURCES

The primary noise sources within Calipatria are transportation-related. The main method of transportation in Calipatria is by automobile and the primary source of noise is traffic, especially along the highways that run through the city. Two main state highways pass through Calipatria—State Highways 111 and 115. Both of these are four lanes within the city limits and then transition to two lanes outside the city. Both state highways carry a considerable amount of truck traffic (approximately 4,500 daily trips on Highway 111 and approximately 3,200 daily trips on Highway 115), which has an effect on noise levels. **FIGURE VI-3** shows noise contours for the highways in Calipatria.

Secondary sources of transportation noise include railroad noise and airport noise. The Union Pacific Railroad has a branch line that passes through the eastern portion of Calipatria, east of Railroad Avenue. This branch line connects with the Union Pacific main line at Niland and extends south to Brawley and El Centro. Rail traffic passes through Calipatria on an almost daily basis. Policies related to rail noise are discussed in Section VI.E, Sensitive Receptor Exposure to Noise Sources.

The Cliff Hatfield Memorial Airport generates aircraft noise, which falls into two basic categories: aircraft on the ground (waiting to take off and aircraft in taxi mode operating on the surface of the airport), and aircraft in flight (take-off, landing, or cruising phase). Aircraft noise on the ground is primarily dependent on the type, make, and model of the aircraft while sound propagation through the air is

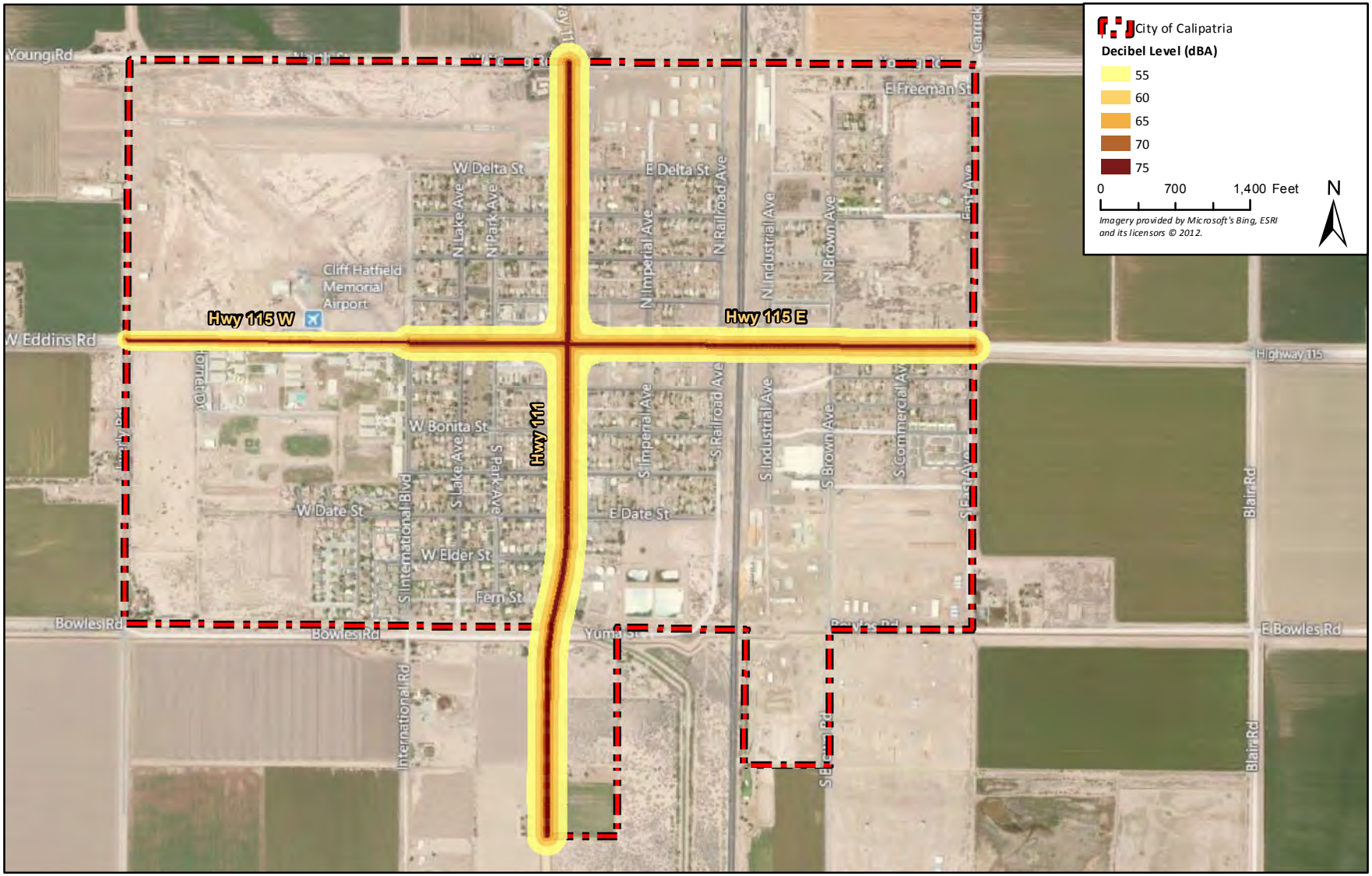
VI. NOISE ELEMENT



Existing Noise Levels

Figure VI-2

VI. NOISE ELEMENT



Existing Noise Contours

Figure VI-3

affected by meteorological conditions, including air temperature, temperature inversions, wind speed, and air turbulence. The most extensive noise impacts are those created while the aircraft are in flight. Airport noise is discussed in more detail in the Airport Element, Chapter VII. The Calipatria Airport is primarily used for crop dusting operations, with approximately 25 flights per week. Figure VII-1 in the Airport Element shows the CNEL noise contours for the Calipatria Airport.

GOALS AND POLICIES

Goal N-1 Minimize transportation-related noise, such as noise generated from traffic on roads and highways and from the airport.

Policy N-1.1 Increase the availability of alternative transportation modes such as bicycle paths and pedestrian walkways in order to minimize automobile traffic and its associated noise.

Policy N-1.2 Restrict truck traffic to major highways and arterials.

Policy N-1.3 Ensure that the flight pattern for the Cliff Hatfield Memorial Airport remains on the north side of the airfield to minimize aircraft noise impacts within the city.

Policy N-1.4 Require aircraft pilots to use "noise abatement" techniques during takeoff and landing operations.

IMPLEMENTATION ACTIONS

- Implement the policies and implementation actions related to alternative transportation set forth in the Land Use Element and the Circulation Element (Policy N-1.1).
- Update as needed City Ordinances designating appropriate truck routes to ensure minimal noise impact (Policy N-1.2).
- Ensure that the flight pattern restriction is outlined in the FAA Airport/Facility Directory and Local City Ordinances governing the airport (Policy N-1.3).
- Develop and distribute noise abatement procedures to local pilots and ensure they are noticed in the FAA Airport/Facility Directory (Policy N-1.4).

VI.D STATIONARY NOISE SOURCES

Stationary noise sources are not a major source of noise within the city. Most stationary noise within the city is generated by industrial and commercial activity. Policies in the Land Use Element encourage mixed-use development in the Downtown District. This would place residential development in close proximity to commercial uses and may expose residents to new stationary noise sources. Where the addition of a new noise source has a potential adverse effect on an existing or another proposed use

(particularly a sensitive noise receptor), the new noise and its source will be examined to determine if any noise standards, onsite or offsite, will be exceeded. Where noise standards will be exceeded, mitigation must be included as part of the proposed project to reduce noise levels below threshold criteria.

GOAL AND POLICIES

Goal N-2 Protect people from the harmful effects of noise exposure related to stationary sources.

Policy N-2.1 Restrict major stationary noise generators to industrial zones to the maximum extent feasible.

Policy N-2.2 Use noise standards during review of proposed development projects to determine whether a project promotes acceptable noise compatible land uses both during the construction and operational phases.

Policy N-2.3 Where appropriate, require noise buffers such as walls to prevent excessive noise transmission off site.

IMPLEMENTATION ACTIONS

- Review and enforce noise standards for all new developments in order to avoid stationary noise sources near incompatible uses (Policies N-4.1 and N-4.2).
- Develop a City Ordinance to require noise buffers for stationary noise sources and monitor compliance with noise mitigation measures after completion of new projects (Policy N-4.3).

VI.E SENSITIVE RECEPTOR EXPOSURE TO NOISE SOURCES

Depending on the type of land use that is exposed to unwanted sounds, noise can have little effect or a substantially adverse effect on the use of land. Land uses that are generally more sensitive to noise are those where people spend considerable time inhabiting a site and would be disturbed by loud single event or continuous noise influences. These include residences, schools, parks, hospitals, libraries, hotels/motels, places of worship, and auditoriums. Land uses that are not typically noise sensitive are

those that generate noise themselves or that are otherwise resilient to loud noise exposures. Such uses include active recreation centers, offices, commercial retail centers, business parks, utility stations, etc.

Sensitive receptors that are currently exposed to potentially unacceptable noise levels include residences adjacent to the southeast of the airport, to the east and west of the railroad and industrial areas (within approximately 150 feet), and in proximity to major thoroughfares (located along Main Street/Highway 115 and Sorenson Avenue/Highway 111). In addition, the elementary, junior high and high schools are also located approximately 1,500 south of the airport and may be exposed to noise associated with airport operations.

Land use types with the greatest sensitivity to noise typically have more stringent noise standard requirements, while non-noise sensitive land uses or uses with reduced noise sensitivity have less restrictive standards.

GOALS AND POLICIES

Goal N-3 Minimize exposure of noise-sensitive land uses to excessive noise through careful site planning and project design.

Policy N-3.1 Use the Land Use Compatibility for Community Noise Environments matrix (Figure VI-1) to generally determine the compatibility of land use when evaluating proposed new land uses in the city. The matrix shall be used as a preliminary guide to assist in determining the acceptability of a proposed land use with respect to noise.

Noise sensitive receptors are land uses where people would be disturbed by noise influences or where functioning of the land use would be impeded by noise. Typical sensitive receptors include: residences, schools, hospitals, child care centers, and retirement homes.

Policy N-3.2 Ensure that the City complies with state and federal noise standards, including the following:

- Department of Housing and Urban Development Noise Exposure Standards; and
- California Noise Insulation Standards, including a maximum noise level of 45 dBA CNEL for habitable rooms.

Policy N-3.3 Locate and design noise-sensitive land uses and noise generators in such a manner that noise objectives will be maintained.

Policy N-3.4 Ensure that residential structures located within the 65 dBA CNEL contour as depicted on Figure VII-1 in the Airport Element are constructed to minimize noise impacts.

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Policy N-3.5 Restrict the development of new residences and encourage the construction of industrial uses in areas adjacent to the railroad tracks that have high potential noise levels.

Policy N-3.6 Utilize the following prioritization of noise management strategies to minimize exposure of noise-sensitive uses to normally unacceptable or clearly unacceptable noise levels (see Figure VI-1):

1. Orient/Locate buildings to shield noise sensitive portions of a project from noise sources;
2. Use sound attenuating architectural design and building features; and
3. Use sound barriers.

IMPLEMENTATION ACTIONS

- Develop and adopt a Noise Ordinance that establishes maximum noise levels for various land uses throughout the city, including specific standards for mixed-use development. Ensure the Noise Ordinance is consistent with maximum noise levels discussed in the Airport Element (Policies N-3.1 and N-3.2).
- Review new public and private development proposals to determine compliance with the Noise Element (Policies N-3.2 through N-3.6).
- Require noise studies when a project may expose people to noise levels exceeding the conditionally acceptable range as depicted on Figure VI-1 (Policies N-3.2 through N-3.6).
- Monitor compliance with noise mitigation measures after completion of a new project (Policies N-3.2 through N-3.6).

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VII. AIRPORT ELEMENT

The purpose of the Airport Element is to outline the ways in which the Cliff Hatfield Memorial Airport interacts with the land uses around it, as well as to guide the role of the airport in the local economy. While there can be a mutually beneficial economic relationship between the airport and the surrounding community, there are also certain risks associated with airport proximity.

*The City's vision for the **AIRPORT** is to enhance economic opportunities related to the airport property and the surrounding areas while ensuring the safety of residents, visitors and businesses.*

The Cliff Hatfield Memorial Airport is located in the northwest corner of the city. The airport site encompasses about 200 acres and has two asphalt runways that are each 3,440 feet long and 50 feet wide. Runway 8 has a western approach and Runway 26 has an eastern approach. Air traffic is primarily limited to agricultural aircraft and some chartered flights. There are currently no commercial flights at the airport.

Facilities at the airport are limited. There are no tiedowns or hangar spaces for non-agricultural aircraft. The airport is primarily used for crop dusting operations, with approximately 25 flights per week. An estimated 65% of the agricultural flight operations occur at night. The runways are lit for nighttime landings. Agricultural aircraft traffic is dispersed in all directions from the airport, but planes generally avoid flying over the city. Departure turns typically begin a short distance beyond runway end and normal en route altitude is 400 feet above ground level (AGL). Peak usage occurs on days with no rainfall since unpaved agricultural landing strips are generally too wet for use during rain events. The peak season for agricultural operators is August to May.

Issues covered in this Airport Element include:

- *Related Plans and Regulatory Agencies;*
- *Land Use Compatibility;*
- *Noise;*
- *Safety; and*
- *Economic Development.*

VII. AIRPORT ELEMENT

This Airport Element provides a general discussion of the airport policy framework in Calipatria for the purposes of general land use planning. This information does not take the place of an Airport Land Use Plan or an Airport Master Plan. The City will use the goals, policies, and implementation actions to ensure general consistency with the Airport Land Use Compatibility Plan. The City's vision for the Airport is to enhance economic opportunities related to the airport property and the surrounding areas while ensuring the safety of residents, visitors and businesses.

VII.A RELATED PLANS AND REGULATORY AGENCIES

Federal, state and local government all play significant roles in airport regulation. Authority and responsibilities are shared by a number of public agencies and the resulting relationships are important to the implementation of City policies.

The Cliff Hatfield Memorial Airport is located on property entirely within the city limits and is owned by the City of Calipatria. Airport safety zones extend beyond the city limits and into the City's sphere of influence and surrounding unincorporated land within Imperial County. As such, the plans created by airport authorities and other agencies, as well as federal and state regulation of aircraft activity, are important to land use planning in Calipatria. The State Aeronautics Act of the California Public Utilities Code establishes statewide requirements for airport land use compatibility planning and requires nearly every county to create an Airport Land Use Commission (ALUC) or other alternative. The Imperial County ALUC prepared the most recent revision to their Airport Land Use Compatibility Plan in June 1996. City policies regulating airport land use compatibility, noise, safety, and other operations are intended to maintain general consistency with the Imperial County ALUC's Airport Land Use Compatibility Plan. However, it should be noted that as the ALUC's Airport Land Use Compatibility Plan was prepared in 1996, it is in need of updates and revisions to current conditions. Within the Airport Land Use Compatibility Plan, the Calipatria Compatibility Map was revised in 2002. Other public agencies also provide policy guidance or promulgate standards that address noise and safety issues related to airport land use compatibility planning. A brief description of these agencies, plans and regulations are provided below as a regulatory framework for this Element.

FEDERAL

FEDERAL AVIATION ADMINISTRATION

The basic responsibilities of the Federal Aviation Administration (FAA), under the U.S. Department of Transportation, are the regulation of civil aviation to promote safety, airspace and air traffic management; and the regulation of commercial space transportation. The Code of Federal Regulations (CFR) contains standards for aircraft noise emission levels.

FAA standards offer little guidance regarding off-airport land use safety other than in the context of airport design and airspace requirements.

a) Airport Design – The FAA has defined criteria for the dimensions of the runway protection zones located at each end of a runway. Ideally, the entire runway protection zone should be clear of all objects. Beyond the runway protection zones, the FAA has no specific land use criteria other than the height of objects. The acceptable height of objects is based on various factors and is determined by the FAA during review.

b) Airspace – Part 77 of the Federal Aviation Regulations (FAR), *Objects Affecting Navigable Airspace*, has been adopted as a means of monitoring and protecting the airspace required for safe operation of aircraft at an airport. These regulations require that the FAA be notified of certain proposed construction or alteration of objects, whether permanent or temporary or of natural growth, within specified vicinity of an airport. Specific sections of the FAR Part 77 are included throughout this Element.

   The California Airport Land Use Planning Handbook describes limitations on FAA authority:

   "The FAA's authority to protect the navigable airspace from obstructions and other hazards, including existing and proposed structures, is predominantly derived from Title 49 U.S.C. Section 44718. However, Section 44718 does not provide specific authority for the FAA to regulate or control of off-airport real property. Nevertheless, the FAA does have authority to require that sponsors of new objects that could be airspace obstructions submit notice to the agency prior to the construction..."

The FAA is also responsible for regulating and supporting noise compatibility planning.

a) U.S. Department of Transportation Noise Abatement Policy – This policy sets forth noise abatement and authorities and tasks the FAA with regulating noise at its source (the aircraft) plus supporting local efforts to develop airport noise abatement plans.

b) Aviation Safety and Noise Abatement Act of 1979 – Congressional enactment of this legislation gave further weight to the FAA's supporting role in noise compatibility planning. Among the stated purposes of this Act is "to provide assistance to airport operators to prepare and carry out noise compatibility programs."

c) Federal Aviation Regulations (FAR), Part 150 & 36 – As a means of implementing the Aviation Safety and Noise Abatement Act, the FAA adopted regulations establishing Airport Noise Compatibility Planning Programs (Part 150) and specified noise standards that individual types of aircraft are required to meet as part of their airworthiness certification.

U.S. Environmental Protection Agency "Levels Document"

The document is intended to "provide state and local governments as well as the federal government and the private sector with an informational point of departure for the purposes of decision-making". Using the Yearly Day-Night Average Sound Level (L_{dn}) as a measure of noise acceptability, the document states that "undue interference with activity and annoyance" will not occur if outdoor noise levels in residential areas are below 55 L_{dn} and indoor levels are below 45 L_{dn}.

VII. AIRPORT ELEMENT

STATE

PUBLIC UTILITIES CODE

The State has jurisdiction in areas specified in the Public Utilities Code as noted below:

a) Airport Permit: An airport permit, issued by Caltrans' Division of Aeronautics, is required at all airports open for public use. Specified safety conditions must be met.

b) Noise Regulations: Noise regulations require that any airport deemed to have a "noise problem" must develop a noise mitigation plan. Cliff Hatfield Memorial Airport has not been identified as having a noise problem.

c) Conditions of Grants: Specific conditions may be imposed if an airport receives grant-in-aid funds under the state program.

AIRPORT NOISE REGULATIONS

The California Airport Noise Regulations in accordance with the State Aeronautics Act of the California Code of Regulations delineate parameters for aircraft noise and land use compatibility. The California Airport Noise Regulations state that the level of noise acceptable for persons residing in the vicinity of an airport is a Community Noise Equivalent Level (CNEL) value of 65 decibels (dB). “Noise problem” airports, as declared by the Imperial County Board of Supervisors, shall not operate in a “noise impact area” unless a variance to the noise regulations is obtained. Cliff Hatfield Memorial Airport has not been identified as having a noise problem.

AIR SAFETY ZONES

The California Airport Land Use Planning Handbook provides planning guidance to ALUCs, airport proprietors, and counties and cities with jurisdiction over airport area land uses. The purpose of the Handbook is to support the State Aeronautics Act. The State Aeronautics Act prohibits the construction of any structure or permitting any natural growth at a height which would constitute a hazard to air navigation as defined in FAR Part 77 unless a state permit or federal exemption is obtained. The regulation applies to objects located within one mile of an airport boundary. The California ALUC Planning Handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential.

LOCAL

CITY OF CALIPATRIA

As airport owner, the City has the authority to develop the Cliff Hatfield Memorial Airport, maintain and operate it and establish operational rules and regulations. In addition, the California Public Utilities Code expresses requirements for airport permits, noise regulations and funding grants. An airport owner is also subject to federal requirements for airport security, crash/fire/rescue, facility maintenance and funding grant conditions. While City policies regulating airport land use compatibility, noise, safety, and other operations are evaluated by the Imperial County ALUC to ensure consistency with the Airport Land

Use Compatibility Plan, the City has the power to override decisions of the ALUC by a two-thirds vote of the City Council.

IMPERIAL COUNTY

County jurisdiction affects aviation as a public agency with zoning authority over lands adjacent to the north and west of the airport. In its land use role the County is responsible, under the California Public Utilities Code, for acting in accordance with recommendations of the Imperial County Airport Land Use Commission (ALUC) or the County may overrule their recommendation by a two-thirds vote of the Board of Supervisors if findings are made that the proposed action is consistent with the purposes of Article 3.5 of the State Aeronautics Act.

AIRPORT LAND USE COMMISSION

Sections 21670-21678 of the California Public Utilities Code require formation, under certain conditions, of an ALUC and preparation of an environs plan to achieve compatible land uses in the areas adjacent to airports within an ALUC's jurisdiction. The Imperial County ALUC has adopted an Airport Land Use Compatibility Plan that sets forth criteria and policies to assess compatible land uses as they relate to noise, airspace protection, safety, and overflight. The ALUC describes the methodology for evaluating compatibility in Chapter 1 of the Land Use Compatibility Plan:

> *"An important point to note about this plan is that the criteria are performance oriented rather than list oriented. That is, the criteria contain standards to be achieved (e.g., occupancy limits), rather than a list of specific uses which are permitted in each zone. This format directly relates a concern (e.g., safety) to a criterion (e.g. occupancy limits)."*

Consistency with this plan is discussed in Sections VII.B through VII.D.

The basic purpose of the ALUC is to help ensure that proposed development in the vicinity of the airport will be compatible with airport activities. The ALUC is empowered to review and make determinations for the use of land within an airport's "sphere of influence", assure safety of air navigation, promote air commerce, and conduct public hearings regarding any proposed development within their responsibility. The ALUC does not have authority over existing incompatible land uses or the operation of any airport. Public Utilities Code, Section 21674, describes the Airport Land Use Commission's responsibilities as follows:

"*The ALUC has the following powers and duties subject to the limitations upon its jurisdiction herein set forth in Section 21676.*

a) *To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses.*

b) *To coordinate planning at the state, regional, and local levels to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare.*

c) *To prepare and adopt an Airport Land Use Compatibility Plan pursuant to Section 21675.*

d) *To review the plans, regulations, and other actions pursuant to Section 21676.*

e) *The powers of the commission shall in no way be constructed to give the commission jurisdiction over the operation of any airport. In order to carry out its responsibilities, the commission may adopt rules and regulations consistent with this article."*

Each local agency whose general plan includes areas covered by the Airport Land Use Compatibility Plan must submit those plans to the ALUC for its review. The ALUC must make a determination of consistency or inconsistency with the Airport Land Use Compatibility Plan. The ALUC's determination may be overruled by a two-thirds vote of the governing body of a city or county.

VII.B NOISE

Noise impacts on surrounding development are often the most widespread effects of airport operations. Aircraft noise may inhibit speech communication, as well as cause annoyance and sleep disturbance. The extent to which people are affected by noise is largely a subjective reaction that varies from individual to individual. Studies conducted of people living near airports and other noisy environments have found that sleep disturbance can occur at noise levels as low as 35 dBA. At noise levels above 45 dBA sleep disturbance becomes relatively common. Federal and state laws have established well-defined regulations for acceptable noise levels with the basic criterion set at a maximum 65 decibel (dB) Community Noise Equivalent Level (CNEL) value. The Imperial County Airport Land Use Compatibility Plan (June 1996) states that the maximum CNEL considered normally acceptable for residential uses in the vicinity of airports is 60 dBA. The City also requires that noise buffers and screening are implemented for any stationary sources that generate noise levels greater than 55 dBA at the property line in order to mitigate noise to sensitive land uses.

According to the California Airport Land Use Planning Handbook, compatible land uses are those with the fewest people or those that generate significant noise levels themselves, such as transportation facilities and industrial uses. The number of people exposed to airport noise should be minimized by limiting the development of sensitive land uses—such as residences, hospitals, schools, and other community facilities—nearby airports. Sensitive receptors in the vicinity of the airport include residences adjacent to the southeast and the elementary, junior high and high schools located approximately 1,500 feet to the south.

Airport noise can be divided into two basic categories: aircraft on the ground (waiting to take off and aircraft in taxi mode operating on the surface of the airport), and aircraft in flight (take-off, landing, or cruising phase). Aircraft noise on the ground is primarily dependent on the type, make, and model of the

aircraft while sound propagation through the air is affected by meteorological conditions, including air temperature, temperature inversions, wind speed, and air turbulence. The most extensive noise impacts are those created while the aircraft are in flight. These impacts are most concentrated near the runway ends, particularly the ends predominantly used for take-off, and secondarily along the common flight tracks. Overflight activities create another noise concern, as overflights often extend past the boundary of the CNEL contour, creating an annoyance or sensitivity for those exposed.

The noise emitted by different types of aircraft has distinctly different properties. Although there are also differences among specific makes and models within each broad group, these distinctions are generally less pronounced. Compared to jets, the majority of propeller airplanes emit significantly less noise when measured at equal distances from the aircraft. The size of an aircraft is a major factor in this distinction, since propeller airplanes are substantially smaller and lighter than jet planes. However, because jets climb much more rapidly and attain higher altitudes than propeller planes, they may be effectively quieter than propeller airplanes once they are in the air. Air traffic at the Cliff Hatfield Memorial Airport is primarily limited to agricultural “crop-duster” propeller airplanes.

The County of Imperial, as part of its revised Airport Land Use Compatibility Plan, measured and analyzed the noise impacts associated with the Cliff Hatfield Memorial Airport. The County Airport Land Use Compatibility Plan contains a compatibility map indicating which areas of the city are suitable for various land uses that would minimize the public’s exposure to aircraft noise. The County plan also projects CNEL noise contours for the Airport. **FIGURE VII-1** includes the noise contours surrounding the airport.

As shown in **FIGURE VII-1**, a limited number of parcels outside of the airport property experience noise levels above 65 dBA CNEL. As discussed in Section VII.A above, 65 dBA CNEL is the maximum acceptable noise level in the vicinity of an airport, according to California Airport Noise Regulations. In addition, 65 dBA CNEL is within the normally to conditionally acceptable ranges, as described in **FIGURE VI-1** of the Noise Element.

Several actions can be taken to minimize aircraft-related noise. One method involves reducing the sound transmission from the exterior to the interior of a building or residence using noise attenuation building techniques. Additional insulation in walls and ceiling, exterior solid core doors, smaller window areas, larger roof overhangs, wall to wall carpeting, and building orientation can all increase the amount of noise level reduction in a residential or commercial building. In addition, aircraft noise attenuates with distance as the sound energy is spread over a geometrically increasing area as the distance from the source increases. At sufficient distances from the source, the geometric spreading results in a 6 dB loss per doubling of distance. Additional attenuation results from absorption of the sound by the air and by the ground, structures, and other objects. Further, pilots can use noise abatement techniques during takeoff and landing to minimize noise generation. The City intends to minimize aircraft-related noise impacts on surrounding development by maintaining general consistency with the ALUC Land Use Compatibility Plan.

VII. AIRPORT ELEMENT

GOALS AND POLICIES

Goal AP-1 Minimize the exposure of people to noise generated by the Airport.

Policy AP-1.1 Limit the development of sensitive land uses located within the 65 dBA CNEL contour (see Figure VII-1).

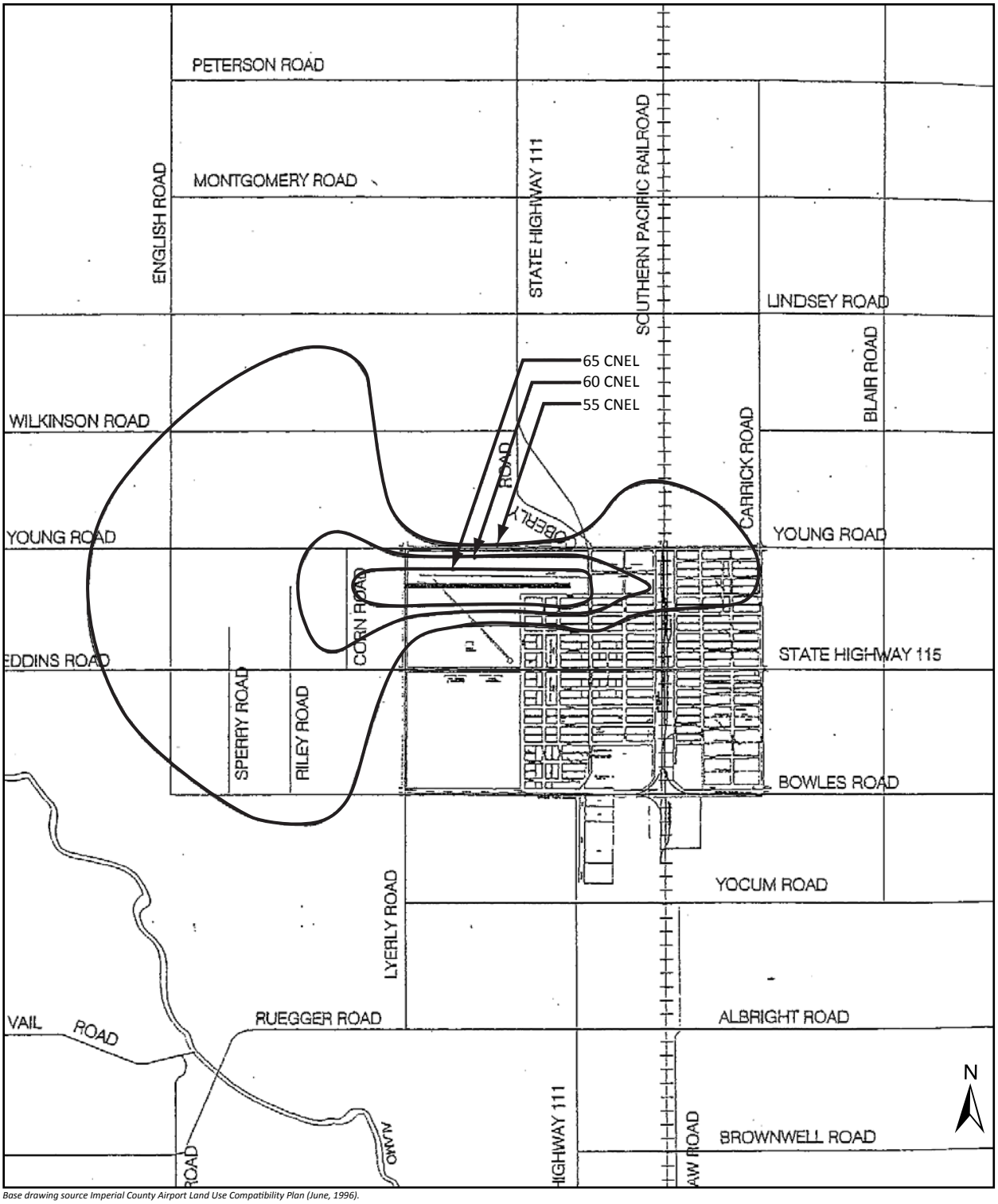
Policy AP-1.2 Encourage the development of land uses that are not noise sensitive, including industrial and commercial land uses, in the Airport Overlay District.

Also, see Policies N-1.2, N-1.3, 1.4, and N-3.4, in the Noise Element, Chapter VI.

IMPLEMENTATION ACTIONS

- Develop and adopt a Noise Ordinance as described in Section VI.E of Chapter IV, Noise Element (Policies AP-1.1 and AP-1.2).
- Review new public and private development proposals within the Airport Overlay District and airport noise contours to determine compliance with the Noise Element and noise ordinance, when adopted, and the Imperial County Land Use Compatibility Plan (Policies AP-1.1, AP-1.2, AP-1.3 and N-3.4).
- Require noise studies when a project may expose people to noise levels exceeding the conditionally acceptable range as depicted on Figure VI-1 (Policy N-3.4).
- Ensure that the flight restriction is outlined in the FAA Airport/Facility Directory and Local City Ordinances governing the airport (Policy N-1.3).
- Develop and distribute noise abatement procedures to local pilots and ensure they are noticed in the FAA Airport/Facility Directory (Policy N-1.4).

VII. AIRPORT ELEMENT



Base drawing source Imperial County Airport Land Use Compatibility Plan (June, 1996).

Airport Noise Contours

Figure VII-1

VII.C SAFETY

Careful planning is necessary for lands nearby airports to promote the safety of residents and passengers alike. Unlike aircraft noise, safety concerns are more difficult to address because of the unpredictability of accidents. The issue of safety compatibility is one of evaluating "risk", and determining the locations around an airport that are at the greatest risk of experiencing an aircraft accident. Typically accidents occur along the extended runway centerline. Proper safety and airspace protection minimizes the number of people on and off of the airport that are exposed to the risks associated with potential aircraft accidents and avoids flight hazards that interfere with aircraft navigation. These impacts are typically handled by regulating land use and the height of objects within the vicinity of the airport.

There are no formal federal or state laws or regulations that set safety criteria for airport area land uses for civilian airports except within runway protection zones. The FAA provides for runway protection zones off of the ends of each runway to protect aircraft in flight and people on the ground from aircraft accidents. Runway protection zones are identified by the FAA as the highest risk areas. For operations at the Cliff Hatfield Memorial Airport, the trapezoidal runway protection zone extends outward approximately 1,400 feet from the end of the runway.

The primary method to minimize airport safety impacts is to participate in airport planning efforts to ensure that plans are compatible with City economic development objectives and Calipatria residents' quality of life. Article 27 of the Calipatria Zoning Ordinance (1992) discusses the Airport Overlay Zoning District which includes height limits, nose level reduction requirements, and permitted and restricted uses within the designated airport safety zones. Airport safety zones are shown in **FIGURE VII-2**. **TABLE VII-1** and **TABLE VII-2** outline the compatibility criteria set forth in the Imperial County's Airport Land Use Compatibility Plan, based on the runway safety zones. As discussed in Section VII.A, the ALUC uses the criteria tables to make a determination of land use compatibility, rather than a set list of specific land uses.

The criteria tables should also be used to determine land use compatibility for new, expanded, or redevelopment of existing uses within airport safety zones, which may or may not currently be considered compatible. Please refer to Section VII.D of the Land Use Element for further discussion of compatibility for these properties.

Table VII-1
Airport Safety Zones
Compatibility Criteria

Zone	Location	Impact Elements	Maximum Densities		Required Open Land
			Residential (du/ac)	Other Uses (people/ acre)	
A, A1	Runway Protection Zone or within Building Restriction Line, Airport Approach Zone	High risk, high noise levels	0	10	All remaining
B1	Approach/Departure Zone and Adjacent to Runway	Substantial risk – aircraft commonly below 400 feet AGL or within 1,000 feet of runway, substantial noise	0.1	100	30%
C	Common Traffic Pattern	Limited risk – aircraft at or below 1,000 feet AGL, frequent noise intrusion	6	200	15%
D	Other Airport Environs	Negligible risk, potential for annoyance from overflights	No limit	No limit	No requirement

Source: Airport Land Use Commission, Land Use Compatibility Plan, June 1996.

VII. AIRPORT ELEMENT

Table VII-2
Airport Safety Zones
Additional Compatibility Criteria

Zone	Location	Prohibited Uses	Other Development Conditions	Examples	
				Normally Acceptable Uses	Uses Not Normally Acceptable
A, A1	Runway Protection Zone or within Building Restriction Line, Airport Approach Zone	All structures except ones with location set by aeronautical function, assemblages of people, objects exceeding FAR Part 77 height limits, hazards to flight	Dedication of aviation easement	Aircraft tiedown apron, pastures, field crops, vineyards, automobile parking	Heavy poles, signs large trees, etc.
B1	Approach/Departure Zone and Adjacent to Runway	Schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive uses, above-ground storage, storage of highly flammable materials, hazards to flight	Locate structures maximum distance from extended runway centerline, minimum NLR of 25 dBA in residential and office buildings, dedication of aviation easement	Uses in Zone A, any agricultural use except ones attracting bird flocks, warehousing, truck terminals, single-story offices, parks, playgrounds, low-intensity retail, offices, low-intensity manufacturing, food processing, two-story motels	Residential subdivisions, intensive retail uses, intensive manufacturing or food processing uses, multiple story offices
C	Common Traffic Pattern	Schools, hospitals, nursing homes, hazards to flight	Dedication of overflight easement for residential uses	Uses in Zone B	Large shopping malls, theaters, auditoriums, large sports stadiums, high-rise office buildings
D	Other Airport Environs	Hazards to flight	Deed notice required for residential development	All except ones hazardous to flight	

Source: Airport Land Use Commission, Land Use Compatibility Plan, June 1996

The Airport Overlay District is established to ensure that incompatible land uses and structures do not interfere with aircraft operations. The following Imperial County Airport Land Use Compatibility Plan regulations provide guidelines on determining when construction would require noticing to the FAA. These guidelines should be used to inform landowners and facilitate City review of new development projects.

77.13 CONSTRUCTION OR ALTERATION REQUIRING NOTICE.

a) Except as provided in 77.15, each sponsor who proposes any of the following construction or alteration shall notify the Administrator in the form and manner prescribed in 77.17:

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a)(5) of this section with at least one runway more than 3,200 feet in actual length, excluding heliports.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a)(5) of this section with its longest runway no more than 3,200 feet in actual length, excluding heliports.

(iii) 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in paragraph (a)(5) of this section.

(3) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) (1) or (2) of this section.

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of subpart C of this part.

(5) Any construction or alteration on any of the following airports (including heliports):

(i) An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement.

77.23 STANDARDS FOR DETERMINING OBSTRUCTIONS.

(a) An existing object, including a mobile object, is, and a future object would be, an obstruction to air navigation if it is of greater height than any of the following heights or surfaces:

(1) A height of 500 feet above ground level at the site of the object.

(2) A height that is 200 feet above ground level or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile of distance from the airport up to a maximum of 500 feet.
(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.
(4) A height within an en route obstacle clearance area, including turn and termination areas, of a Federal airway or approved off-airway route, that would increase the minimum obstacle clearance altitude.
(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.25, 77.28, or 77.29. However, no part of the take-off or landing area itself will be considered an obstruction.

(b) Except for traverse ways on or near an airport with an operative ground traffic control service, furnished by an air traffic control tower or by the airport management and coordinated with the air traffic control service, the standards of paragraph (a) of this section apply to traverse ways used or to be used for the passage of mobile objects only after the heights of these traverse ways are increased by:
(1) Seventeen feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance.
(2) Fifteen feet for any other public roadway.
(3) Ten feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road.
(4) Twenty-three feet for a railroad, and,
(5) For a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it.

77.25 CIVIL AIRPORT IMAGINARY SURFACES.

The following civil airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach existing or planned for that runway end.

(a) Horizontal surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:
(1) 5,000 feet for all runways designated as utility or visual;
(2) 10,000 feet for all other runways. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two

adjacent 10,000-foot arcs, the 5.000-toot arc shall be disregarded on the construction of the perimeter of the horizontal surface.

(b) Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

(c) Primary surface. A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of a primary surface is:

(1) 250 feet for utility runways having only visual approaches.

(2) 500 feet for utility runways having nonprecision instrument approaches.

(3) For other than utility runways the width is:

(i) 500 feet for visual runways having only visual approaches.

(ii) 500 feet for nonprecision instrument runways having visibility minimums greater than three-fourths statute mile.

(iii) 1,000 feet for a nonprecision instrument runway having a nonprecision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways. The width of the primary surface of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.

(d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

(1) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:

(i) 1,250 feet for that end of a utility runway with only visual approaches;

(ii) 1,500 feet for that end of a runway other than a utility runway with only visual approaches;

(iii) 2,000 feet for that end of a utility runway with a nonprecision instrument approach;

(iv) 3,500 feet for that end of a nonprecision instrument runway other than utility, having visibility minimums greater than three-fourths of a statute mile;

(v) 4,000 feet for that end of a nonprecision instrument runway, other than utility, having a nonprecision instrument approach with visibility minimums as low as three-fourths statute mile; and

(vi) 16,000 feet for precision instrument runways.

(2) The approach surface extends for a horizontal distance of:

(i) 5,000 feet at a slope of 20 to 1 for all utility and visual runways;

(ii) 10,000 feet at a slope of 34 to 1 for all nonprecision instrument runways other than utility; and,

(iii) 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 for all precision instrument runways.

VII. AIRPORT ELEMENT

(3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

(e) *Transitional surface.* These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

GOALS AND POLICIES

Goal AP-2 Reduce the risk to people and property through land use restrictions in identified airport safety zones.

Policy AP-2.1 Limit the type and intensity of development in designated airport safety zones to restrict prohibited uses as outlined in Tables VII-1 and VII-2.

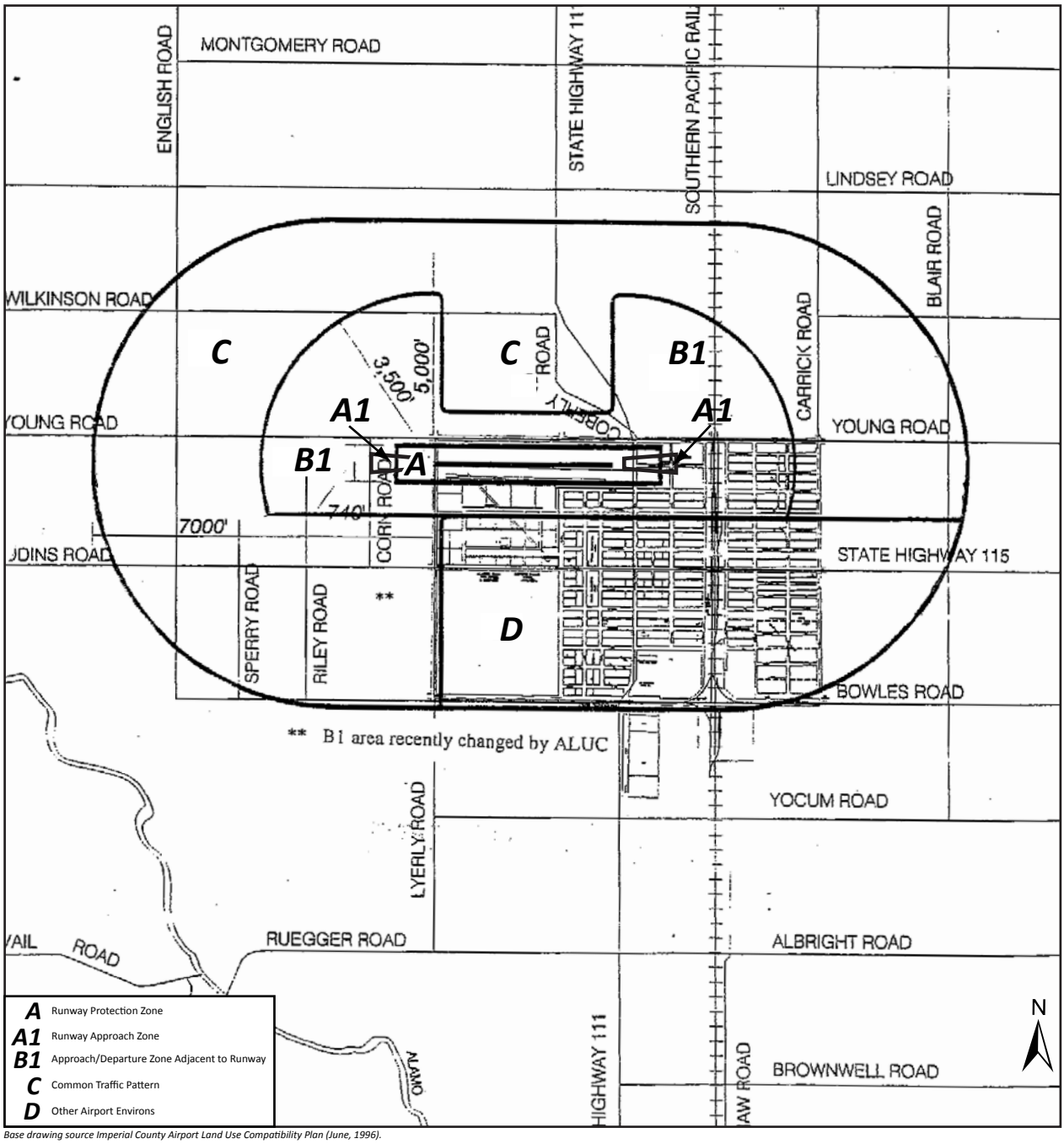
Policy AP-2.2 Limit the height of structures adjacent to airports to 150 feet for property underlying the conical surface and 125 feet for property underlying the horizontal surface. Restrict all natural growth and structures to below 10 feet of the lower limit of the clear zones, approach zone, and underlying the transitional surface so they will not constitute hazards to air navigation.

Policy AP-2.3 Maintain consistency with the Airport Land Use Compatibility Plan.

IMPLEMENTATION ACTIONS

- Enforce density restrictions within established airport safety zones as a condition of approval for new development (Policies AP-2.1 and AP-2.3).
- Enforce Zoning Ordinance standards regarding height, location, marking and lighting of structures (Policies AP-2.1, AP-2.2 and AP-2.3).
- Ensure compliance with FAR Part 77 and the California Uniform Building Code (Policies AP-2.2 and AP-2.3).

VII. AIRPORT ELEMENT



Base drawing source Imperial County Airport Land Use Compatibility Plan (June, 1996).

Airport Safety Zones

Figure VII-2

VII.D LAND USE COMPATIBILITY

The Land Use Element of the General Plan (Chapter II) includes goals, policies and programs to encourage infill while ensuring new development is compatible with existing and planned land uses. Land use decisions within the Airport Overlay District must also consider potential airport impacts and hazards. Though the Cliff Hatfield Memorial Airport has limited operations, compatibility conflicts associated with noise and safety may arise. Also, new development may impact existing airport operations by creating airspace obstructions or visual obstructions such as glare. These impacts and conflicts will be reduced through careful planning and review. The City intends to minimize airport land use conflicts while meeting the community goals of promoting infill development and creating economic growth.

As discussed in Chapter II, Land Use Element, land use designations in two areas of the airport property have changed. The area to the south of the runway has been changed from Light Industrial to Airport Light Industrial and Airport Commercial. The description of these two land use designations is excerpted from Table II-1 in the Land Use Element.

Airport Overlay District	
Airport Commercial	The Airport Commercial zone is designed to regulate uses within the Airport Overlay District. Allowed uses include uses permitted in the General Commercial zone. However, 30% of development must be open space.
Airport Light Industrial	The Airport Light Industrial zone is designed to regulate uses within the Airport Overlay District. Allowed uses include uses permitted in the Light Industrial zone. However, 30% of development must be open space.

Chapter 2.22 of the Zoning Ordinance Update describes allowable uses, permit requirements, and design standards in airport zones. The City used the compatibility criteria in Tables VII-1 and VII-2 to develop a list of specific allowable uses, permit requirements, and design standards in airport zones. Because these parcels fall within two different airport safety zones, Zone B1 and Zone D, different development standards may occur within different locations of the same property.

There are additional changes to land use designations in the northeast corner of the city boundaries, which fall within Airport Safety Zone B1. The land use designations have been changed to reflect the existing uses in that area of the city, which are Low Density Residential. There is no change to the existing uses; only to the land use designation. The change of land use designation will allow the City to apply appropriate development standards for any proposed new development in these areas.

Currently within the city, some existing land use designations may be considered incompatible with the Airport Land Use Compatibility Plan. These areas include commercial and industrial land uses within Airport Safety Zone A and A1, as well as various uses within the Airport Safety Zone B1. These areas may be considered incompatible on the basis of maximum densities, required open land, and/or prohibited uses. For example, there are structures within Airport Safety Zone A that are not intended for aeronautical function and there are uses with densities greater than 10 people/acre. In Airport Safety Zone B1, there are a substantial number of residences that exceed the maximum density of 0.1 dwelling

unit/acre, and there are existing uses that are on the list of prohibited uses. However, as stated in Chapter 1 of the Airport Land Use Compatibility Plan:

> *"The Commission does not have authority over existing incompatible land uses or the operation of any airport."*

The California Airport Land Use Planning Handbook provides further guidance on review requirements with respect to existing land uses:

> *"The limitation on ALUC authority over existing land uses applies only to the extent that the use remains constant. Merely because a land use exists on a property does not entitle the owner to expand the use, convert it to a different use, or otherwise redevelop the property if new or increased compatibility conflicts would result."*

Because the existing uses in Airport Safety Zones A, A1, and B1 were developed prior to adoption of the Airport Land Use Compatibility Plan, the compatibility criteria do not apply to these uses. However, future development on these sites shall require ALUC review, depending on the scope of the project. Chapter 2 of the Airport Land Use Compatibility Plan identifies the types of land use actions that may require review by the ALUC, including:

a) Any proposed expansion of a city's sphere of influence within an airport's planning area.
b) Any proposed residential planned unit development consisting of five or more dwelling units within an airport's planning area.
c) Any request for variance from a local agency's height limitation ordinance.
d) Any proposal for construction or alteration of a structure (including antennas) taller than 150 feet above the ground anywhere within the County.
e) Any major capital improvements (e.g., water, sewer, or roads) that would promote urban development.
f) Proposed land acquisition by a government entity (especially acquisition of a school site).
g) Building permit applications for projects having a valuation greater than $500,000.
h) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.

In addition, any new development within the city could be subject to FAA review. During the application review process for new, expanded, or re-development, it should be determined whether or not FAA review would be required. To make a determination of whether or not notice needs to be sent to the FAA, the FAA's Notice Criteria Tool should be used, and is available at: https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm.

GOALS AND POLICIES

Goal AP-3 Ensure that land use types and densities within the Airport Overlay District are compatible with airport activity.

VII. AIRPORT ELEMENT

Policy AP-3.1 Prohibit land uses within the Airport Overlay District that are incompatible with airport operations.

Policy AP-3.2 Ensure that new development projects within the Airport Overlay District evaluate potential impacts to airport operations and potential airport hazards, and incorporate design elements to minimize or eliminate impacts and hazards where possible.

Policy AP-3.3 Ensure development in the Airport Overlay District is consistent with the land use types and densities stated in the Airport Land Use Compatibility Plan.

IMPLEMENTATION ACTIONS

- Update the City's Zoning Ordinance, as needed, to guide land use planning in the Airport Overlay District and develop design standards for the airport property, including landscaping, architecture, and streetscaping (Policies AP-3.1, AP-3.2 and AP-3.3).
- Review development projects in the Airport Safety Zones shown on Figure VII-2 for general consistency with the Airport Land Use Compatibility Plan and coordinate planning efforts with the Airport Land Use Planning Commission (Policy AP-3.1).
- Review all new development projects within the city for noticing requirements with the FAA (Policies AP-3.1, AP-3.2 and AP-3.3).

VII.E ECONOMIC DEVELOPMENT

Airports provide an opportunity for economic development in the communities that they serve. While economic opportunity is traditionally associated with commercial flight operations, the unique location of the airport near the Downtown District can provide other business opportunities. The airport property offers an area for economic growth within the city limits within proximity to existing businesses and residences without the need for annexation. Areas located south and north of the runway are currently undeveloped and vacant. These areas, if developed, could offer various commercial business opportunities in close proximity to the Downtown District. These areas are within the Airport Overlay District, as shown on Figure II-1 and listed in Table II-1, and are designated as "Airport Commercial" and "Airport Light Industrial".

GOALS AND POLICIES

Goal AP-4 Utilize airport property not needed for aviation activity to enhance airport revenues and operations in a manner compatible with airport operations.

Policy AP-4.1 Allow business park development and commercial uses in the airport area that is compatible with and complimentary to airport uses.

Policy AP-4.2 Promote the development of the airport property as a visually unified employment center.

IMPLEMENTATION ACTIONS

- Work with the ALUC to revise and update the Airport Land Use Compatibility Plan consistent with the California Airport Land Use Planning Handbook (2011), FAA requirements and this Element to indicate those land areas that may be used for non-aviation purposes (Policy AP-4.1).
- Update the City's Zoning Ordinance, as needed, to guide land use planning in the Airport Overlay District and develop design standards for the airport property, including landscaping, architecture, and streetscaping (Policy AP-4.2).

VII.F REFERENCES AND CONTACTS

California Department of Transportation, Division of Aeronautics, California Airport Land Use Planning Handbook. October 2011.

California Public Utilities Code, State Aeronautics Act.

City of Calipatria, Zoning Ordinance, Article 27. 1992.

County of Imperial, Planning and Building Department and Airport Land Use Commission, Airport Land Use Compatibility Plan, Imperial County Airports. Revised June 1996.

Federal Aviation Administration (FAA), FAA Website: http://www.faa.gov/airports/. Accessed October/November 2012.

Karen McDonald, Los Angeles OEG Specialist, Personal Communication via telephone, October 31, 2012.

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CITY of CALIPATRIA
2035 General Plan

VIII. HOUSING ELEMENT

As discussed in Chapter I*, Introduction*, the Housing Element presents Calipatria's commitment to provide housing opportunities to meet the needs of all economic segments of the community. The following provides the City's existing 2006 – 2014 Housing Element. Please note that in December 2008, the City of Calipatria adopted this 2006-2014 Housing Element. This Housing Element was found to be in compliance by the California Department of Housing and Community Development (HCD) in January 2009 and therefore it is not required to be updated until 2014. Therefore, this General Plan does not contain an updated Housing Element at this time. However a separate Memorandum has been prepared that discusses the existing Housing Element's consistency with this General Plan. The Memorandum is contained in Appendix C and describes that the revisions contained in the General Plan would not negatively impact the ability of the City to meet its Regional Housing Needs Allocation (RHNA) obligations for the 2006-2014 planning period. Thus the existing Housing Element as presented below is consistent with this General Plan.

VIII.A INTRODUCTION

BACKGROUND

Incorporated in 1918, the City of Calipatria is located in the northern portion of Imperial County, approximately 150 miles east of San Diego, 100 miles south of Palm Springs and 38 miles north of the United States-Mexico border. Beginning in Calexico at the international border and continuing north to Palm Springs where it joins with Interstate 10, State Highway 111 intersects the City of Calipatria and serves as its main north/south arterial. The City of Calipatria can also be accessed by another major highway, via Highway 115 from the east. The Salton Sea is also located approximately 5 miles to the east of Calipatria and is home to the Sonny Bono Wildlife Refuge, a favorite destination for bird watchers with over 400 species of birds having been documented along its shores.

Calipatria is a tightly knit community with deep agricultural roots. Agricultural and government-based jobs account for more than half of the total jobs in the city. The City relies both on a strong employee base, generated by the Calipatria State Prison, and on a secondary unreliable employment base tied to the agricultural industry. In January of 1992, the Calipatria State Prison opened on the outskirts of the city, generating approximately 1,200 new higher-paying jobs to the community. The City expected a substantial boost from the prison's presence in the community as it was anticipated that prison employees and their families would choose to live in Calipatria. However, according to the 2000 Census, the City's real population (excluding the prison population) grew by only 504 residents from 1990 to 2000 (18.7%), slightly more than half of the growth rate experienced by the County as a whole (32.3%). Prison employees and their families have chosen to reside outside of Calipatria, at least in part attributable to Calipatria's inability to provide an attractive housing stock. There has been little growth in single-family development over the last decade in Calipatria. Since 1998, the city has seen the

VIII. HOUSING ELEMENT

construction of approximately 71 new single family units, in contrast with 157 new multi-family units (an additional 72 multi-family units began construction in 2007).

Despite the lack of a diverse housing stock, the City is a pro-growth community with an abundance of low-cost land for housing development. The local leadership has a strong desire to make affordable home ownership opportunities available to households of all income groups and enable upward mobility contributing to a higher quality of life. Calipatria residents also have a strong sense of community identity and the city experiences one of the lowest crime rates when compared to national and state averages. Based on 2004 statistics from the California Department of Justice and the Federal Bureau of Investigation Uniform Crime Reports, the City of Calipatria had zero incidents of violent crimes in comparison to 459 incidents per 1,000 for the nation and 545 for the state. Burglaries, thefts, and auto thefts committed by civilians were also significantly lower. The City strongly believes a diverse, affordable, and quality housing stock is the missing link for a well-balanced community. Given the lack of homeownership opportunities, and housing development to meet the needs of moderate- and upper-income households, the Goals, Policies, and Programs in this Housing Element will target these issues and address the current imbalance of housing options for all residents.

STATE POLICY AND AUTHORIZATION

Enacted in 1969, the State Housing Element Law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The purpose of the Housing Element of the General Plan is to ensure that every jurisdiction establishes policies, procedures and incentives in its land use planning and redevelopment activities that will result in the maintenance and expansion of the housing supply to adequately house households currently living and expected to live in that jurisdiction.

The Law acknowledges that, in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory mechanisms that provide opportunities for housing development. As a result, housing policy in California rests upon the effective implementation of local general plans and, in particular, local housing elements. The Housing Element Law also requires that the Department of Housing and Community Development (HCD) review local Housing Elements for compliance with the State law and to report the Department's written findings to the local government.

California State law (Government Code Section 65580 through 65589) further mandates the contents of the Housing Element. This Housing Element is a comprehensive statement by the City of Calipatria of its current and future housing needs and proposed actions in order to facilitate the provision of housing for individuals at all income levels in accordance with State law. This housing element addresses the following contents mandated by Section 65583:

- An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs.

- An analysis and documentation of household characteristics, including the monetary amount households pay for housing compared to their ability to pay, the rate of overcrowding in households and the general housing stock condition.
- An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment.
- An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.
- An analysis of any special housing needs, such as those of the elderly, persons with disabilities, large families, farmworkers, families with female heads-of-households, and families and persons in need of emergency shelter.
- An analysis of opportunities for energy conservation with respect to residential development.
- An analysis of existing assisted housing developments that are eligible to change from low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use.

The purpose of the Calipatria Housing Element Update is to provide a document that is both useful for the community and in compliance with State law. While State law requires that Housing Elements establish a five-year planning program for implementation, this Housing Element will implement a planning program for the years 2006 through year 2014, to correspond with the Southern California Association of Governments' (SCAG) planning period under which the Regional Housing Needs Assessment (RHNA) has been allocated. (The RHNA is the basis for the Housing Needs Assessment in this document and further discussed in the following Section, "The Fair Share Process").

This planning program will include the following provisions pursuant to Section 65583 of the State Housing Element Law:

- Identify actions that will be taken during the Housing Element planning period (in this case 2006-2014) to make sites available to accommodate the City's share of the regional housing need (as identified by SCAG in its RHNA).
- Assist in the development of adequate housing to meet the needs of very low-, low-, and moderate-income households.
- Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.
- Conserve and improve the condition of the existing affordable housing stock.
- Promote housing opportunities for all persons.
- Preserve for lower income households the assisted housing developments utilizing available federal, State, and local financing and subsidy programs.
- Identify agencies and officials responsible for the implementation of the various actions in the Program.

VIII. HOUSING ELEMENT

THE "FAIR SHARE" PROCESS

The provision of decent and adequate housing is a statewide goal. Therefore, an effective local housing element must adequately address the existing and future housing needs by including a "fair share" allocation of the projected statewide need, as determined by the regional Council of Governments (COG). The Southern California Association of Government's (SCAG) is the responsible entity for preparing the Regional Housing Needs Assessment (RHNA) for the Imperial County. The RHNA is mandated by State Housing Law as part of the periodic process of updating local housing elements of each jurisdiction's General Plan. In essence, the RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The current planning period covered under this Housing Element is January 1, 2006 through June 30, 2014.

SCAG determines the future housing needs primarily from the forecasted growth of households in a community—in this case, the households in Calipatria. Each new household created by a child moving out of their parent's home or by a family moving to a community for employment creates the need for a housing unit. The anticipated housing needed for new households is then adjusted to account for an ideal level of vacancies necessary to promote housing choice, moderate cost increase, to avoid the concentration of lower-income households and to provide for the replacement of housing (SCAG).

The Housing Needs Assessment examines key variables from the most recent U.S. Census to measure ways in which the housing market is not meeting the needs of its current residents. This is to ensure that the supply of housing meets the demand from citizens. Communities such as Calipatria utilize the RHNA as a tool for land use planning, local resource allocation, and to address identified existing and future housing needs resulting from population, employment, and household growth. The RHNA housing needs projections for the Calipatria community are considered the City's "fair share" of regional housing needs. It has been determined that 201 new housing units will be needed during the 2006-2014 Plan period. Section II of this Housing Element includes a detailed discussion of this quantitative allocation.

ORGANIZATION OF THE HOUSING ELEMENT

The Calipatria Housing Element is organized into the following key Sections:

SECTION A **Introduction** – An introduction to the Housing Element Law and the intent and purpose of the Housing Element document;

SECTION B **Housing Needs Assessment** – An analysis of the City's population, household data, employment base, and characteristics of the City's housing stock;

SECTION C **Constraints on the Provision of Housing** – A review of potential constraints to meeting the City's identified housing needs;

SECTION D **Housing Opportunities** – An evaluation of opportunities that will further the development and provision of adequate housing;

SECTION E **Evaluation of Accomplishments Under the Adopted Housing Element** – An evaluation of what has been accomplished to date under the prior period adopted Housing Element; and

SECTION F **The Housing Plan** – A statement of the Housing Plan to address Calipatria's identified housing needs, including housing Goals, Policies and Programs.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Housing Element is only one of seven mandatory General Plan Elements required by State law. The Housing Element builds upon the other General Plan Elements and must be entirely consistent with the policies and proposals set forth by these comprehensive Elements. The City of Calipatria General Plan is comprised of the following elements: Land Use, Circulation, Noise, Safety, Conservation, Open Space, and Housing. As portions of the General Plan are amended in the future, all elements of the Plan (including the Housing Element) will be reviewed to ensure internal consistency is maintained. The following **TABLE 1 - HOUSING ELEMENT POLICY**, identifies the relationship between the Housing Element Goals, Policies and Objectives to other Elements of the Calipatria General Plan. The Issue Area identifies the mandated contents and broader goals of the Housing Element. An "X" indicates that related Goals and Policies are contained in the corresponding General Plan Element.

Table VIII-1
Housing Element Policy

Housing Issue Area	Land Use	Circulation	Conservation/ Open Space	Safety	Noise
Conserve & Improve Existing Housing Stock			X	X	
Identify Adequate Sites for Development	X	X	X	X	X
Provision of Affordable Housing	X				
Removing Constraints	X	X	X		

PUBLIC PARTICIPATION

Because housing issues affect the entire community, it is critical that the entire community be encouraged to participate in the Housing Element process. The public participation requirement of the Housing Element Law provides for opportunities to engage citizens in a dialogue with one another and with local leaders. It enables constituents to identify problems and create solutions. Therefore, notices of all public hearings and the availability of the Draft Housing Element document were sent to *every* resident of the City. Flyers were posted at City Hall and the City Library. Members of the public did attend the public meetings and their comments were taken into consideration during the preparation of this document, specifically with regard to their preference for certain types of Housing Programs (primarily the First Time Homebuyer Program).

VIII. HOUSING ELEMENT

The inclusion of community stakeholders in the Housing Element public participation process ensures that housing strategies are effectively developed, evaluated, and implemented. The Draft Housing Element was sent out for public review to various agencies and stakeholders and copies of the Draft were made available at City Hall and the City Library. No comments were received from reviewing agencies, stakeholders, or the public.

Public participation in the development and review process of this Housing Element included the following:

- A Public Hearing/Community Workshop was held before the Calipatria City Council on April 22, 2008 to inform citizens of the intent and purpose of the Housing Element Update. A Public Notice for this meeting was posted on April 4, 2008 in both Spanish and English and a letter regarding the Public Hearing was mailed out to thirteen housing advocates, including local churches and organizations, on April 14, 2008. Comments received at all Public Hearings were incorporated into the Housing Element accordingly.
- A Public Hearing was held before the Calipatria Planning Commission on May 6, 2008 to receive recommendations regarding local housing needs, and to solicit public opinion regarding the content of the Housing Element. The Public Notice for the Hearing was posted in both English and Spanish on April 21, 2008.
- The Draft Housing Element Update was delivered to Calipatria City Hall and the Calipatria Public Library for public review on May 14, 2008 and the Public Notice of Availability of the Draft Housing Element Update was posted at both City Hall and the City Library.
- The Draft document was forwarded to the Department of Housing and Community Development for their review and comment and made available for a 45-day comment period. The Draft Housing Element Update was also forwarded to all interested agencies involved in housing advocacy, including the California Rural Legal Assistance, Campesinos Unidos, Center for Socio-Economic Justice and the Imperial Valley Housing Authority, as well as the local development community. The public review period for the Housing Element ended on June 27, 2008. No comments were received from any agency.
- A Public Hearing Notice was posted on June 11, 2008 for a final Public Hearing to be held on July 22, 2008 before the City Council to discuss revisions made to the document per HCD's final review findings/recommendations and the adoption of the Housing Element Update for the 2006-2014 Plan period.

VIII.B HOUSING NEEDS ASSESSMENT

A successful strategy for improving housing conditions must be preceded by an adequate analysis and assessment of the existing housing needs. Existing housing needs include current basic information such as population, households, and the type of housing available. In addition, the Needs Assessment examines key variables from the most current statistical data available to measure ways in which the housing market is not meeting the needs of current residents. A thorough community profile typically includes the following quantification and qualitative data and descriptive household information: population and demographics, such as age, sex, race and ethnicity; total number of households and their characteristics; tenure characteristics which compares the number of owner and renter households in

the community; and an assessment of housing affordability, housing stock characteristics, and housing needs from special populations. The following information is presented within this section:

- **Population and Demographics** (including a discussion on population growth, population projections, age of population, and race and ethnicity of population);
- **Household Characteristics** (including a discussion on household type and composition, household tenure characteristics, household size and incidence of overcrowding, employment trends and income, household income and housing affordability, housing affordability by tenure, and special needs groups); and
- **Special Needs Groups** The State Housing Element Law defines "special needs" groups to include persons with disabilities, the elderly, large households, female-headed households with children, homeless persons, and farmworkers.
- **Housing Stock Characteristics** (including a discussion on existing housing stock, the age and condition of housing stock, housing tenure and availability, the housing market, and any assisted housing at risk of conversion to market rate).

POPULATION AND DEMOGRAPHICS

The existing and future housing needs of a community are largely determined by examining forecasted growth of the number of households within a community. This growth potential is primarily established through population projections for the community. The projected population growth is then considered alongside other community demographics, such as age and ethnicity, in order to determine the adequacy of available housing and the ideal level of vacancy needed to promote housing choice and affordability among the different types of households in the community.

POPULATION TRENDS

Factors used to project the population growth in a community include historical growth trends. Based on population data available from the U.S. Census Bureau and the State Department of Finance, the City of Calipatria has grown by 5,007 persons since 1980, at an average annual increase of 6.7 percent. Much of the population growth occurred between the years of 1990 and 2000 following the opening of the Calipatria State Prison in 1992, which added 4,095 institutionalized persons to the City's population. Prior to the construction of the prison, the City had been experiencing a negative annual growth rate of -0.3 percent.

Between the years 1990 and 2000, the City grew by approximately 1.9 percent per year, excluding the prison population. Excluding the prison population, Calipatria grew by only 988 residents from 1980 (2,766 persons) to 2007 (3,678 persons), as reflected in **TABLE VIII-2**. Between 2000 and 2007, Calipatria experienced a more modest average annual growth rate of 0.94%.

VIII. HOUSING ELEMENT

Table VIII-2 City of Calipatria Population Growth Trends 1980-2007				
Year	**Base Year Population**	**Numerical Change**	**Percent Change**	**Average Annual Growth Rate**
1980-1990	2,766	--	--	--
1990-2000	2,690	-76	-2.7%	-0.3%
2000-2007	7,289	504 = (4,599 -*4,095*)[1]	18.7%	1.9%
2007 Estimate	7,773	484	6.6%	0.94%

Source: 1980, 1990 and 2000 U.S. Census and State of California Department of Finance, 2007
[1] *With an institutionalized (prison) population of 4,095 persons excluded*

In comparison with the County as a whole, the City of Calipatria's real population growth (excluding the prison population) in the previous decade (1990-2000) was significantly lower than that of Imperial County. The Imperial County population grew by 32.3 percent, while the City of Calipatria's real population growth rate was significantly lower at 18.7 percent. **TABLE VIII-3** below depicts the population growth among cities within Imperial County between 1990 and 2000. As the table illustrates, the City of Calipatria experienced growth rates similar to the cities of Brawley (1.7 percent) and Holtville (1.6 percent), but much lower than the fastest growing city in Imperial County, the City of Imperial, with an average annual growth rate of 8.4%.

Table VIII-3 City of Calipatria and Surrounding Jurisdictions Population Trends 1990-2000					
Jurisdiction	**1990**	**2000**	**Numeric Change**	**% Change**	**Average Annual Growth Rate**
Brawley	18,923	22,052	3,129	16.5%	1.7%
Calexico	18,633	27,109	8,476	45.5%	4.6%
Calipatria	**2,690**	**7,289**	**504 = (4,599 - *4,095*)[1]**	**18.7%**	**1.9%**
El Centro	31,384	37,835	6,451	20.6%	2.1%
Holtville	4,820	5,612	792	16.4%	1.6%
Imperial	4,113	7,560	3,447	83.8%	8.4%
Westmorland	1,380	2,131	751	54.4%	5.4%

Source: 1990 and 2000 U.S. Census
[1] *With an institutionalized (prison) population of 4,095 persons excluded*

POPULATION PROJECTIONS

According to population projections prepared by the California Department of Finance, the City of Calipatria is expected to experience a moderate level of growth over the next two decades, from a current population of 7,773 to 8,923 persons by the year 2014 (the last year of this Housing Element Plan period) and 10,271 persons by the year 2025. This projection assumes an average annual growth rate of 2.1 percent.

AGE OF POPULATION

The age structure of the population is an important factor in evaluating housing needs and projecting the direction of future housing development. Different age groups have distinct housing preferences, family types, household sizes, incomes, and lifestyle choices. For example, younger individuals living alone (between 20 and 34) and senior citizens over 65 typically need and/or desire apartments, condominiums, and smaller, more affordable housing units. The population between 35 and 65 makes up the majority of the market for more exclusive single-family homes and condominiums. Understanding and evaluating the age characteristics of a community enables the City to address these distinct needs for the current population and for its citizens as they move through each stage of life.

As illustrated in **TABLE VIII-4**, the population of Calipatria was young when compared to the State, with the 5 to 19 age group forming the largest percentage of the population at 33.1 percent. This is 10.2 percent higher than the same age group category in the State's population. The percent of persons under the age of 5 was also higher in Calipatria than in the State (9.1 percent v. 7.3 percent). The largest age groups in the City are between the ages of 5 to 19 and 25 to 44. This data suggests that the large young population in Calipatria will need smaller, more affordable housing, while the middle-aged population will demand more moderate and above-moderate priced housing.

Table VIII-4
City of Calipatria and State of California Age of Residents 2000

Age Range	City of Calipatria Including Prison Population		City of Calipatria Excluding Prison Population*		State of California	
	Number	*Percent*	*Number*	*Percent*	*Number*	*Percent*
Under 5	290	4%	290	9.1%	2,486,981	7.3%
5-19	1,073	14.7%	1,058	33.1%	7,747,590	22.9%
20-24	720	9.9%	197	6.2%	2,381,288	7%
25-44	3,837	52.6%	961	30.1%	10,714,403	31.6%
45-54	769	10.6%	252	7.9%	4,331,635	12.8%
55-64	326	4.5%	228	7.1%	2,614,093	7.7%
65+	274	3.7%	208	6.5%	3,595,658	10.6%
Total	**7,289**	**100%**	**3,194**	**100%**	**33,871,648**	**100%**

**Source: The Holt Group estimate based on 2000 U.S. Census Data and Data provided by California State Prison Calipatria*

RACE & ETHNICITY

Changes in racial and ethnic composition may have implications for housing needs to the extent that difference groups typically have different household characteristics, income levels, and cultural backgrounds that may affect their need and preferences for housing. Recent studies have also suggested that difference race and ethnic groups differ in their attitudes toward and/or tolerance for "housing problems" as defined by the Federal Department of Housing and Urban Development (HUD), including overcrowding and cost burden. According to these studies, the perceptions regarding housing density

and overcrowding, as well as cultural practices of living with extended families tend to vary among different racial and ethnic groups.[1]

The racial and ethnic composition of Calipatria residents has remained relatively the same from 1990 to 2000 (TABLE VIII-5). For the purposes of analyzing population demographics in the community, the prison population has been excluded. The number of Hispanic or Latino residents of any race increased from 1,995 residents in 1990 to 2,477 residents in 2000, comprising a total of 77.6 percent of the Calipatria population in 2000. There were more White residents in 1990 (578) than in 2000 (481), while the number of Blacks/African Americans and Asian/Pacific Islanders increased slightly from 80 to 104 and 22 to 29 during this period respectively.

Table VIII-5
City of Calipatria Race & Ethnicity 1990-2000

Race/Ethnicity	1990		2000	
	Persons	Percent	Persons	Percent
Non Hispanic or Latino	**695**	**25.8%**	**717**[1]	**22.4%**
White	578	83.2%	481	67.1%
Black or African American	80	11.5%	104	14.5%
American Indian	7	1%	17	2.4%
Asian or Pacific Islander	22	3.2%	29	4%
All other[2]	8	1.1%	86	12%
Hispanic or Latino (of any race)	**1,995**	**74.2%**	**2,477**	**77.6%**
Total	**2,690**	**100%**	**3,194**	**100.0%**

[1]*The Non Hispanic population numbers are estimates based on 2000 Census data regarding race/ethnicity for the total population, and race/ethnicity for the institutionalized population in Calipatria.*
[2]*Other includes two or more races in the 2000 Census data.*

HOUSEHOLD CHARACTERISTICS

The Census defines a household as all persons who occupy a housing unit, which may include families related through marriage or blood, unrelated individuals living together, or individuals living alone. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households. Planning for the housing needs of the City can be accomplished by analyzing statistics that indicate household type, household size, household income, and incidence of overcrowding. Typically, a community with more families, larger households, and households with children need and/or desire larger units and ownership opportunities. Communities that have a higher percentage of senior citizens typically need and/or desire smaller, accessible and affordable units.

EXISTING HOUSEHOLDS & COMPOSITION

Between the years 1980 and 1990, the City of Calipatria experienced a decline in the number of households within the City. Since 1990 however, Calipatria has experienced a steady increase in the

[1] Studies include the following: "The Determinates of Household Overcrowding and the Role of Immigration in Southern California" by S.Y. Choi (1993); "The Changing Problem of Overcrowding" by D. Meyers, William Baer, and S.Y. Choi (1996); and "Immigration Cohorts and Residential Overcrowding in Southern California" by D. Meyers and S.W. Lee (1996).

number of households year after year, from 723 in 1990 to an estimated 899 households by 2000. County of Imperial building permit records indicate that this number had reached 1,123 by December 2007. From 1990 to 2007, it is estimated that the total number of households in Calipatria increased by 400, suggesting an annual households percentage increase of 2.4 percent (**TABLE VIII-6**).

Table VIII-6
City of Calipatria Household Growth Trends 1980-2007

Year	Base Year Households	Numerical Change	Annual Percentage Change
1980	738		
1990	723	-15	-0.2%
2000	899	176	2.4%
2007	1,123	224	2.5%

Source: 1980, 1990, and 2000 Census and Imperial County Building Permit Records , 2000-2007

Household growth suggests the number of housing units that might be needed by a community to accommodate for growth. The type of housing that will be needed can be determined by household composition. Housing needs generally vary by household type or composition. Families, for example, typically prefer and occupy single-family homes while seniors tend to occupy smaller rental units. **TABLE VIII-7** illustrates the composition of households in the City of Calipatria. Eighty-four percent of households in Calipatria are considered "family" households, a proportion slightly larger than that found in Imperial County (79.9 percent). Family households tend to have a higher number of household members than non-family households. Single-person households, typified by seniors or young adults, tend to reside in apartment units or smaller single-family homes. The high percentage of family households in Calipatria indicates that a larger number of units with several bedrooms will be required to accommodate the housing needs of Calipatria residents.

Table VIII-7
City of Calipatria Household Composition 2000

Family Status	Number of Households	% Total Households
Nonfamily Households	142	15.8%
Family Households	757	84.2%
Married-Couple Family	550	61.2%
Female-Headed	158	17.6%
Total	899	100%

Source: 2000 U.S. Census

HOUSEHOLD TENURE CHARACTERISTICS

Tenure, for the purpose of this analysis, refers to whether a household owns or rents. Housing tenure is an important indicator of the supply and cost of housing. Low ownership rates suggest an inadequate supply, or high cost, of housing while high ownership rates suggest affordability and availability. **TABLE VIII-8** provides the number and the percentage of homes in Calipatria whose occupants either own or rent their homes. In 2000, approximately 60.4 percent of Calipatria residents owned the units they occupied, while 39.6 percent rented. Homeownership rates have decreased slightly from 1990 to 2000. According to the 2000 Census, the rate of homeownership in Calipatria is slightly higher than that of the

VIII. HOUSING ELEMENT

County (58.3 percent), and the Cities of Brawley, Calexico, El Centro, and Westmorland, but lower than that of Holtville (63.3 percent) and Imperial (71.5 percent).

Table VIII-8
City of Calipatria Households by Tenure 1990 and 2000

	1990		2000	
	Number	Percent	Number	Percent
Owner	441	61.3%	543	60.4%
Renter	279	38.7%	356	39.6%
TOTAL	720	100%	899	100%

Source: 2000 U.S. Census

Homeownership is a significant step in ensuring future financial stability. According to the Federal Reserve Bank of Dallas, the homeownership rate in the United States reached 66.8 percent in 1999, its highest level since the statistic was first published in 1965. Calipatria's homeownership rate in 2000 was just below this national average.

Household tenure further allows us to assess homeownership opportunities for different household types and sizes. For example, in 2000 the average household size of renter-occupied units (3.77 persons) was higher in Calipatria than the average household size of owner-occupied units (3.41 persons). This data suggests that larger families have more difficulty in obtaining homes of their own. Age could also be considered an indicator of home ownership opportunities. In Calipatria, 65.6 percent of owner-occupied units had household owners over the age of 45 suggesting reasonable home affordability for younger populations, under the age of 45.

HOUSEHOLD SIZE AND INCIDENCE OF OVERCROWDING

It is important to understand that the size of a household will change over time due to unpredictable circumstances such as marriage, divorce, growth of family, job movement, etc. New births, which impacts household size, are also an important factor in determining housing need. According to the U.S. Census, the average household size in 1990 in Calipatria was 3.74 persons per household. By 2000, the U.S. Census estimated that the persons per household had decreased to 3.55. By 2003, according to a study done by Laurin and Associates, the average number of persons per household had grown again by an average of 0.2 persons for incorporated areas within the County of Imperial. This empirical data suggests an approximate average household size in the City of Calipatria of 3.75 in 2003. This makes the City's average among the highest in Imperial County and much higher than the County's average household size of 3.33. Only the City of Calexico has a higher average household size with 3.96 persons per household.

Larger households have special housing needs as they tend to have higher incidences of overcrowding and may identify a need for larger units. "Overcrowded" is defined as 1 to 1.5 persons occupying a room, excluding bathrooms, kitchens, hallways, and porches. "Severely overcrowded" is defined as more than 1.5 persons occupying a room. Overcrowding usually results from a lack of availability or affordability of appropriate housing units.

According to the 2000 Census, as illustrated in **TABLE VIII-9**, over one-quarter of occupied housing units within the City of Calipatria are overcrowded. Of these households, approximately 11 percent are considered severely overcrowded. The State of California has an overcrowding rate of 15.2 percent, whereas the City of Calipatria's is 25.2 percent. Since California's demographics are comparable to the City of Calipatria's, this data suggests that housing affordability or the lack of available larger units, might be the contributing factor in the existing overcrowding conditions. Approximately 464 occupied housing units (51.6 percent) in the City had more than three bedrooms (the minimum size considered large enough to avoid most overcrowding issues), 132 of these units (28.4 percent) were occupied by renters. The recent construction of larger multi-family units (Cottonwood Meadows, Casa del Sol, and Villa Esperanza Apartments) has alleviated overcrowding for renters to some extent. The need for larger housing units of those wishing to own, however remains unmet.

Table VIII-9
City of Calipatria and State of California Overcrowded Households 2000

Persons per Room	City of Calipatria		State of California	
	Household	*Percent*	*Household*	*Percent*
1.00 or less	673	74.8%	9,754,518	84.8%
1.01 to 1.50	129	14.3%	700,310	6.1%
1.51 or more	98	10.9%	1,048,042	9.1%
TOTAL	**900**	**100%**	**11,502,870**	**100%**

Source: 2000 U.S. Census

Overcrowding conditions tend to impact renters more than owners. **TABLE VIII-10** indicates the number and the percentage of overcrowded homes in Calipatria by tenure (occupants either own or rent their homes). According to the 2000 Census, approximately 19 percent of owner occupied households in Calipatria were considered overcrowded. Of these households, 9 percent were considered severely overcrowded. In comparison, 35 percent of renter occupied households were considered overcrowded. In 2000, 13 percent of renter occupied households were severely overcrowded. In the City of Calipatria, household renters have an estimated overcrowded rate 16 percent higher than household owners.

Table VIII-10
City of Calipatria Overcrowded Households by Tenure 2000

Persons per Room	Owner		Renter		Total Overcrowded	
	Households	*Percent*	*Households*	*Percent*	*Households*	*Percent*
1.00 or less	444	81%	229	65%	673	75%
1.01 to 1.50	52	10%	77	22%	129	14%
1.51 or more	51	9%	47	13%	98	11%
TOTAL	547	100%	353	100%	900	100%
% Overcrowded by Tenure	**103**	**19%**	**124**	**35%**	**227**	**25%**

Source: 2000 U.S. Census

EMPLOYMENT TRENDS AND INCOME

Employment is an important factor affecting housing needs within a community. The economy in Imperial Valley is primarily driven by government jobs (33 percent), agriculture (21 percent), followed by

retail sales (California Employment Development Department, 2003). According to the U.S. Department of Agriculture, Imperial County ranked eighth in the nation for a total value of agricultural products sold in 2002 (2002 Census of Agriculture). Agricultural products peak by season and thus agricultural employment follows a strong seasonal pattern. Consequently, the average unemployment rate in Imperial County was 15.3 percent in 2006, which was significantly higher than California's rate of 4.9 percent, and can reach as high as 30 percent during the low summer season.

Current employment and projected job growth will also have a significant influence on housing needs and affordability for the 2006-2014 planning period. A city's "labor force" provides a base for the economic potential or employment need. The labor force is defined as the working-age population, 16 years of age or older, who are employed or are seeking employment. Only 18 percent of the City of Calipatria's eligible population was participating in the labor force in 2000. This is dramatically lower than the national average of 64 percent. The low percentage of the eligible population participating in the labor force may be attributed to seasonal employment of agricultural related employment.

According to the 2000 Census, the largest industry in the City of Calipatria was Agriculture (18.5 percent), followed by Education, Health and Social Services (16.4 percent) and Public Administration (13.1 percent). It is important to note that each industry comprises many occupations. For example someone working in the Agricultural Industry could work in a sales, service, transportation or farming occupation. Within these industries, the two largest occupational categories in the City of Calipatria were Service and Sales/Office occupations (**TABLE VIII-11**). These categories accounted for nearly half (47.6 percent) of occupations in Calipatria. Similarly, these job categories comprised 45.3 percent of jobs held by Imperial County residents. Of all residents employed in Calipatria, 65.8 percent were private wage and salary workers, while 26.1 percent were government workers, and the remaining 8 percent were self-employed or unpaid family workers. These are similar statistics to the County overall, where 65 percent were private wage and salary workers, while 27.7 percent worked for the government, and the remaining 7.3 percent were self-employed or unpaid family workers.

Table VIII-11
City of Calipatria Employment Profile 2000

	City of Calipatria		Imperial County	
Occupations of Residents	*Persons*	*Percent*	*Persons*	*Percent*
Sales/Office	214	22.0%	11,302	25.6%
Managerial/Professional	148	15.2%	10,907	24.7%
Service	249	25.6%	8,676	19.7%
Production/Transportation/Material Moving	164	16.9%	5,146	11.7%
Construction/Extraction/Maintenance	75	7.7%	3,948	9.0%
Farming/Forestry/Fishing	122	12.6%	4,113	9.3%
TOTAL	**972**	**100%**	**44,092**	**100%**

Source: 2000 U.S. Census

The Management/Professional occupations were typically the highest paid occupations in the County, while Farming/Fishing/Forestry occupations typically the lowest paid (**TABLE VIII-12**). When comparing the occupation composition of Calipatria to the average yearly salaries of various occupations in Imperial County, a larger proportion of Calipatria residents are employed in occupations with lower yearly average salaries relative to the County of Imperial. Therefore, the median household income of Calipatria ($30,692) was slightly lower than that of the County ($31,870) in 2000. In 2008, the estimated

median household income in Imperial County, according to the State Department of Housing and Community Development, has risen to $53,800.

Table VIII-12
Imperial County Average Yearly Salary by Occupation 2002

Occupations	Average Salary
Sales/Office	$24,991
Managerial/Professional	$75,541
Service	$17,764
Production/Transportation/Material Moving	$28,079
Construction/Extraction/Maintenance	$36,167
Farming, Fishing, and Forestry	$15,208

Source: State Employment Development Department, 2002

Income is the most important factor affecting housing opportunities available to a household, determining the ability to balance housing costs with other basic necessities. While housing choices, such as tenure (renting v. owning) and location of residences are very much income-dependent, household size and type often affect the proportion of income that can be spent on housing.

According to the 2000 Census, 189 (21.1 percent) households in Calipatria had incomes lower than $15,000, while 383 (42.7 percent) households earned less than $25,000 (**TABLE VIII-13**). Approximately 31 percent of City households (275) earned incomes between $25,000 and $49,999. The remaining 237 (26.5 percent) households had an income of over $50,000. A large number of households earning lower incomes are likely contributing to the high incidence of overpayment and overcrowding in Calipatria discussed further in this Section.

Table VIII-13
City of Calipatria and State of California Household Income Distribution 2000

Household Income	Calipatria Number of Households	Calipatria % of Households	California Number of Households	California % of Households
Less than $10,000	138	15.4%	967,089	8.4%
$10,000 to $14,999	51	5.7%	648,780	5.6%
$15,000 to $24,999	193	21.6%	1,318,246	11.5%
$25,000 to $34,999	101	11.3%	1,315,085	11.4%
$35,000 to $49,999	174	19.5%	1,745,961	15.2%
$50,000 to $74,999	148	16.6%	2,202,873	19.1%
$75,000 to $99,999	61	6.8%	1,326,569	11.5%
$100,000 to $149,999	28	3.1%	1,192,618	10.4%
$150,000 to $199,999	0	0%	385,248	3.3%
$200,000 or more	0	0%	409,551	3.6%
TOTAL	**894**	**100%**	**11,512,020**	**100%**

Source: 2000 U.S. Census

In comparison with the State of California, the City of Calipatria's median household income in 2000 was significantly lower ($30,692 in Calipatria v. $47,439 in California). As previously stated, Calipatria's median household income was also lower than that of the County of Imperial which ranks ninth in the lowest for the State $31,870.

VIII. HOUSING ELEMENT

HOUSEHOLD AFFORDABILITY AND OVERPAYMENT

According to State housing policy, housing overpayment occurs when households pay greater than 30 percent of their income towards housing costs, leaving limited income for other necessities such as food, clothing, and health care. The prevalence of overpayment in Calipatria varies significantly by tenure and income. In 2000, approximately 27.5 percent of homeowners had monthly housing costs greater than 30 percent of their income and approximately 40.2 percent of renters who had monthly housing costs greater than 30 percent of their income. Distinguishing between renter and owner housing overpayment is important because, while homeowners may over extend themselves financially to afford the option of home purchase, the owners always maintain the option of selling the home. Renters, on the other hand, are limited to the rental market and are generally required to pay the rent established by the market.

While overpayment affects owners and renters at a different rate, it also disproportionately affects renter-households with lower incomes in Calipatria. Upper-income households are generally capable of paying a larger proportion of their income for housing; therefore, estimates of housing overpayment generally focus on lower-income groups. **TABLE VIII-14** displays estimates for overpayment in 2000 taken from the State of the Cities Data Systems: Comprehensive Housing Affordability Strategy (CHAS) Data. "Extremely Low" income households have a median household income that is less than 30 percent of Imperial County's median. "Very Low" income households make between 30 and 50 percent of the County's median household income. "Low" income households make between 51 and 80 percent of the County's median household income, while "Moderate and Above-Moderate" income households make more than 80 percent of the County's median household income. In 2000, almost half of renters overpaying for housing costs were in the lowest income level. Since housing costs have escalated since 2000, and income has not increased over the same time period at comparable rates, it is anticipated that the incidences of overpayment in 2008 are far greater than those depicted in the following table.

Table VIII-14
City of Calipatria Household Overpayment by Income and Tenure

Income Category	Renters Overpaying		Owners Overpaying	
	No. of Households	% of Households	No. of Households	% of Households
Extremely Low Household Income <30%	84	83%	62	61%
Very Low Household Income >30% to <=50%	89	46%	38	41%
Low Household Income >51% to <=80%	94	29%	88	42%
Moderate & Above Moderate Household Income >80%	91	0%	344	15%
TOTAL	**358**	**38%**	**532**	**27%**

Source: SOCDS CHAS Data: Housing Problems Output for All Households

Lack of housing affordability leads to other housing issues. For lower-income renters and owners, severe cost burden can require families to double up resulting in overcrowding and related problems. Overcrowding conditions, for example, can accelerate housing deterioration. Although homeowners enjoy income and property tax deductions and other benefits that help to compensate for high housing

costs, lower-income homeowners may need to defer maintenance or repairs due to limited funds, which can lead to housing deterioration.

REGIONAL HOUSING NEEDS ASSESSMENT

An overview of the Regional Housing Needs Assessment (RHNA) or "fair share" of housing needs for all income groups, as determined by the regional Council of Governments (COG), was provided in the introduction of this Housing Element. RHNA or Regional Housing Needs Assessment refers to the share of the region's housing growth that has been projected and allocated to a community by income group. In brief, the Southern California Association of Governments (SCAG), is the COG that calculates future housing need based upon projected household growth, plus a certain amount of units needed to account for normal and appropriate level of vacancies and the replacement of units lost to conversion or demolition. In allocating the region's future housing needs to jurisdictions, SCAG considers the following factors:

- Market demand for housing;
- Employment opportunities;
- Availability of suitable sites and public facilities;
- Commuting patterns;
- Type and tenure of housing;
- Loss of units in assisted housing developments;
- Over-concentration of lower-income households; and
- Geological and topographical constraints.

In July 2007, SCAG adopted a Regional Housing Needs Assessment (RHNA) for its member jurisdictions. **TABLE VIII-15 ,** provides a breakdown of Calipatria's share of future regional housing needs, as determined by SCAG, by the following four income categories: Very Low, Low, Moderate and Above Moderate. As indicated by the table, the regional share of housing needs allocated to the City of Calipatria is 201 new units over SCAG's 7 ½ year planning period (January 1, 2006 through June 1, 2014).

Table VIII-15
City of Calipatria RHNA by Income Category

Income Category		Calipatria	
	Income Range	*No. of Households*	*% of Households*
Very Low	0% - 50% MHI[1]	50	24.9%
Low	51% - 80% MHI	32	15.9%
Moderate	81% - 120% MHI	32	15.9%
Above Moderate	>121% MHI	87	43.3%
TOTAL		**201**	**100%**

[1]MHI = Median Household Income ($53,800 for Imperial County)

Source: Final Regional Housing Need Allocation adopted by SCAG Regional Council 7/12/07 and HCD 2008 Median Household Income

It is important to note that SCAG does not utilize the same income limits as HUD. HUD assigns an "Extremely Low" income category. According to the HUD income limits, the Extremely Low income category is described as 30 percent below the median household income; however, SCAG's "Very Low" income category includes all households earning less than 50 percent of the median income. Based on

the City of Calipatria's needs, it is anticipated that 50 percent of the SCAG "Very Low" income category will be utilized for Extremely Low income households which amounts to 25 households.

SPECIAL NEEDS GROUPS

Certain segments of the population may have more difficulty in finding decent, affordable housing because of special circumstances. Consequently, certain segments of residents in Calipatria may experience a higher prevalence of housing overpayment (cost burden), overcrowding, or other housing problems. The State Housing Element Law requires that the needs of these groups be addressed in the Housing Element. The law defines "special needs" groups to include persons with disabilities, the elderly, large households, female-headed households with children, homeless persons, and farmworkers. This section provides a detailed discussion of the housing needs facing each particular group as well as programs and services that may be available to address their special housing needs.

TABLE VIII-16 depicts the most prevalent special needs groups as the elderly, disabled and large families (households comprising 5 or more members). According to the 2000 Census, 20 percent of all households in Calipatria are comprised of senior heads-of-household (age 65 and older). This is significantly larger than the State's 11 percent. Currently, there are no housing units in Calipatria specifically designed to accommodate seniors and therefore, some of the Programs listed in Section VI seek to remedy this need. The 2000 Census identified approximately 30 percent of households as being large. The City currently has two affordable apartment projects designed to accommodate large lower income families (with at least 3 bedroom units available) and one 72 unit under construction. In accordance with State law, a percentage of these units must also accommodate the disabled.

Table VIII-16
City of Calipatria Special Needs Groups 2000

Special Needs Groups	Owners	Renters	Total Households	Total Persons
Elderly (Age 65+)	26	135	161	--
Large HH (5+)	135	127	262	--
Disabled	--	--	--	513
Female-Headed HH	--	--	98	--
Farmworkers[1]	--	--	--	122
Homeless	--	--	--	0

Source: 2000 Census and County of Imperial, 2002.
[1]Percent represents that of employed civilian population 16 years and older.

ELDERLY HOUSEHOLDS

In 2000, there were 161 households in Calipatria where the householder was 65 years of age or older, comprising 17.9 percent of the City's total households. This is similar to the State's (18.8 percent) and County's (21.8 percent) percentage of households with householders over the age of 65. Of these senior households, the majority (135 households) own their homes, while the remainder (26 households) rent their homes**.** Among senior homeowners, 38 (28.1 percent) overpaid for housing in 2000, while nine renters (34.6 percent) overpaid.

Aside from overpayment problems faced by seniors due to their relatively fixed incomes, many seniors are faced with various disabilities. The 2000 Census listed 130 seniors who had a disability that was

characterized as either a physical disability or a disability that restricts their ability to move freely outside of the home and/or limits their ability to care for themselves.

In addition, the City has established the goal of creating a Senior Citizen Center. If funds become available, the Center's focus will be providing transportation to nearby cities because of the lack of necessary local medical and health care providers located in Calipatria. The housing needs of elderly persons can be addressed through the development of smaller units, second units on lots with existing homes, shared living arrangements, congregate housing and housing assistance programs.

Large Households

Large households are defined as those consisting of five or more members. These households comprise a special needs group because of the often limited supply of adequately sized and affordable housing units in a community. In order to save for other basic necessities such as food, clothing and medical care, it is common for lower-income large households to reside in smaller units, which frequently results in overcrowding.

An estimated 262 large households resided in Calipatria in 2000, comprising 29.1 percent of all households in the City (Table VIII-16). Slightly less than half (127) of these households rented the units they occupied. The housing needs of large households are typically met through larger units. Among occupied housing units in Calipatria in the year 2000, 464 were large units (with three or more bedrooms) that could accommodate large households. Among these large units, 332 were occupied by owners, while 132 were occupied by renters.

To address overcrowding, communities can provide incentives to facilitate the development of affordable housing with three or more bedrooms to meet the needs of large households. Oftentimes, the shortage of large rental units can be alleviated through the provision Section 8 rental assistance which is provided by the Imperial County Housing Authority. Section 8 assistance can enable large families to rent units they otherwise cannot afford. As of May 2003, five households receiving Section 8 rental assistance resided in three-bedroom units. Overcrowding for large families can be accomplished via affordable ownership housing opportunities, such as mortgage subsidies and assistance such as self-help housing.

Persons with Disabilities

Physical, mental, and/or development disabilities may prevent a person from working, restrict one's mobility, or make it difficult to care for oneself. Thus, disabled persons often have special housing needs related to potentially limited earning capacity, the lack of accessible and affordable housing, and higher health costs associated with a disability.

The 2000 Census defines six types of disabilities: sensory, physical, mental, self-care, go-outside-home, and employment. The Census defines sensory and physical disabilities as "long-lasting conditions." Mental, self-care, go-outside-home and employment disabilities are defined as conditions lasting six months or more that makes it difficult to perform certain activities. Some residents suffer from disabilities that require living in a supportive or institutional setting. The living arrangements of disabled persons however depend on the severity of the disability. Many live at home independently or with

other family members. To maintain independent living, disabled persons may need assistance. This can include special housing design features for the disabled, income support for those who are unable to work, and in-home supportive services for persons with medical conditions, among others. Services are typically provided by both public and private agencies.

According to the 2000 Census, a total of 513 persons over five years of age and with a disability resided in Calipatria, representing 17.7 percent of the non-institutionalized population over this age. State and federal legislation mandate that a specified number of units in new or rehabilitated multi-family apartment complexes be accessible to individuals with limited physical mobility. Imperial County Building Code inspectors enforce these mandates. In addition, the City has historically made CDBG funds available for the removal of architectural barriers in residences occupied by physically handicapped individuals.

FEMALE-HEADED HOUSEHOLDS

Because of the relatively lower household-incomes and higher living expenses, female-headed households are more likely to have difficulty finding affordable, decent, and safe housing. These households often require special consideration and assistance, as a result of their greater need for affordable housing, accessible day care/childcare, health care, and other supportive services. Female-headed families with children are a particularly vulnerable group because they must balance the needs of their children with work responsibilities, and often while earning limited incomes.

An estimated 98 female-headed households with children lived in Calipatria in 2000, representing 10.9 percent of all households. According to the 2000 Census, 67 of these households (68.4 percent) had incomes below the poverty level.

FARMWORKERS

Farmworkers are traditionally defined as persons whose primary incomes are earned through permanent or season agricultural labor. Permanent farm laborers work in the fields, processing plants, or support activities on a generally year-around basis. When workload increases during harvest periods, the labor force is supplemented by seasonal labor, often supplied by a labor contractor. For some crops, farms may employ migrant workers, defined as those whose travel distance to work prevents them from returning to their primary residence every evening. Determining the true size of the agricultural labor force is problematic. For instance, the government agencies that track farm labor do not consistently define farmworkers (e.g. field laborers versus workers in processing plants), length of employment (e.g. permanent or seasonal), or place of work (e.g. the location of the business or field). Farmworkers are typically categorized into three groups: 1) permanent, 2) seasonal, and 3) migrant. Permanent farmworkers are typically employed year round by the same employer while a seasonal farmworker works on average less than 150 days per year and earns at least half of his/her earned income from farmwork. Migrant farmworkers are seasonal farmworkers who have to travel to do the farmwork so that he/she is unable to return to his/her permanent residence within the same day.

According to the United States Department of Agriculture, there are 8,438 permanent, seasonal and migrant farmworkers working on 356 farms located within Imperial County. Half of the farms (50 percent) employ less than 10 employees – accounting for 8.4 percent of the farmworker population.

Large farm operators account for 50 percent of the farms in Imperial County, but employ 91.6 percent of all farmworkers. Please refer to **TABLE VIII-17**. It is important to note that the majority of seasonal and migrant farmworkers employed during the peak harvest seasons between Fall and Spring live in Mexicali, Mexico, and commute daily to Imperial Valley Farm jobs, according to a 2003 Study[2] prepared by Dr. Phillip Martin. These seasonal and migrant farmworkers are typically paid minimum, or just above minimum wage. Farm labor contractors recruit these legal immigrant and border-commuter workers at the Calexico port of entry each day, and take workers to the fields in buses between 5 and 6 AM. There are some related but more permanent agricultural jobs that are "busier" during high season. Most of the equipment operators, irrigators, and other regular or year-round workers employed on Imperial Valley farms live in the Imperial County and earn more than the minimum wage, allowing many of them to own homes in the area.

It is also important to note that the number of seasonal farmworkers reported by the USDA may be inflated. There is no noted discounting for duplicating seasonal workers that work year round with different farms. Double counting is thus likely for seasonal jobs held by the same worker during different times and at different farms.

Table VIII-17
County of Imperial Hired Farm Labor 2002

	Farmworkers	Farms
Farm Operations with less than 10 Employees		
Permanent	642	180
Seasonal (e.g., less than 150 days)	488	160
Total	**1,130**	**340**
Farm Operations with more than 10 Employees		
Permanent	2,752	99
Seasonal (e.g., less than 150 days)	4,556	100
Total	**7,308**	**199**

Source: USDA 2002 Census of Farmworkers

The ability to ascertain an accurate number of agricultural workers within Calipatria is problematic as the data available to the City is limited because of its relatively small size. According to 2000 Census statistics, 122 residents of Calipatria identified themselves as employed in the farming, forestry, or fishing occupations in 2000. According to the State Employment Development Department, farmworkers earned a mean annual wage of $13,398 in Imperial County during 2000. The Calipatria housing needs assessment for this special needs group relies on these two primary statistical factors.
Because of their identified low-income, most farmworkers would need housing subsidies or other forms of assistance to obtain adequately sized and affordable housing. In addition, because of their low incomes, farmworkers have limited housing choices and are often forced to double up to afford rents which leads to overcrowding. In addition to overcrowded conditions, it is estimated that some farmworkers also live in substandard housing which are structures generally unsuitable for occupancy.
Farmworker housing needs can be met in a variety of ways, including housing for migrant and seasonal/short-term farmworkers in farm-related group housing facilities or permanent long-term housing. Farmworkers are attracted to Calipatria due to the abundance of agricultural labor

[2] Martin, Philip, Ph.D. *Impact on Farmworkers of Proposed Water Transfer from Imperial County: A Memorandum to the Latino Legislative Caucus of the California State Senate*, 2003.

opportunities in the surrounding fields and agricultural land. Given the importance of agriculture and its labor force, the provision of adequate farmworker housing is important for Calipatria. Farmworker housing over the last two decades, however, has transitioned from temporary to permanent. Historically, migrant workers in California lived in farm labor camps throughout unincorporated rural areas on the farm lands for which they worked. However, in Imperial County, as more and more farms utilize farm labor contractors to supply agricultural labor from across the international border, migrant workers, along with the housing facilities they once utilized, have diminished.

Housing needs for full-time residents are best met through the provision of permanent affordable housing. The City of Calipatria is actively involved in the provision and rehabilitation of permanent housing suitable for farmworkers. In 2002, Campesinos Unidos worked in partnership with the California Conservation Corps (CCC) to rehabilitate dozens of low-income homes occupied by agricultural workers in Calipatria. Rehabilitation through the CCC's weatherization program included, among other things, roof repair or replacement, shower head and faucet replacement, and window replacement to make these units more energy efficient and reduce the cost of housing. However, many farmworker families still live in overcrowded conditions. Housing Program #22 establishes the priority of farmworker families for the provision of City CDBG and HOME grants and low-interest loans for the rehabilitation and expansion of existing substandard units. In addition, Housing Program #9 outlines a clarification of the Zoning Ordinance as an amendment to note that employee farmworker housing which consists of no more than 36 beds in a group quarters or 12 units or spaces designed for use by a single family or household are precluded from the requirement of a conditional use permit, zoning variance, and/or other zoning clearance in agricultural zones, as required by California Health and Safety Code Section 17021.6.

HOMELESS PERSONS

Homelessness is a continuing national problem that persists within local cities and communities in Imperial County. The City of El Centro is the largest community in the County of Imperial and serves as the service center for the homeless and others requiring support services. Three of the five emergency shelter providers in the County of Imperial operate out of El Centro: the Salvation Army El Centro Crops Community Center, a men's emergency shelter with 14 beds, Womanhaven (d.b.a. Center for Family Solutions), a women's and children's emergency shelter with 9 beds, and Catholic Charities' House of Hope, a 23-bed women's and children's emergency shelter. Additionally, Volunteers of America operates the Los Amigos Center for Supportive Living emergency shelter in the City of Brawley, a 31-bed facility, and the Imperial Manor shelter in the City of Imperial. The Calexico Neighborhood House operates the Casa Villanueva Homeless Shelter for Women and Children out of Calexico, which has 20 beds. It is estimated that the emergency shelters within the County of Imperial have a total number of 107 beds available at any given time for the homeless.

These shelters provide medical, dental, legal, educational, social, transportation, and mental health services for its clients. Additional services include educational classes in Spanish and English, English as a Second Language, computer skills, driver's education, and a children's program. Womanhaven also offers transitional housing assistance (they operate 14 transitional shelter apartments for women and children), as does Volunteers of America located at 1331 B - Clark Road in the City of El Centro and Calexico's Neighborhood House Women's Transitional Housing (with 4 separate studios each consisting of four beds each). Additional homeless support services in the Imperial Valley are provided by the

Imperial County Health Department, Imperial County Social Services, Imperial Valley Food Bank, Imperial Valley Behavioral Health Services, I.V. Independent Living Center, and Sure Helpline. It is estimated that there are approximately 24 transitional housing units in the Imperial County able to support approximately 70 persons.

The number of homeless persons in rural areas is difficult to track as those persons do not always sleep outside or in visible spaces. The U.S. Department of Housing and Urban Development (HUD) identified approximately 89 sheltered and 229 unsheltered "chronically homeless" persons in the Imperial County Continuum of Care in March of 2006. HUD offered no breakdown of homeless persons for individual cities. However, the Imperial Valley Regional Task Force on Homelessness provides information on the number of homeless in each city in Imperial County. At the time this Housing Element was prepared, the Task Force reported zero homeless persons residing in the City of Calipatria.

Calipatria participates in the Imperial Valley Regional Task Force on Homelessness, which addresses homelessness issues through the network of assistance programs and facilities throughout the Imperial Valley. The Task Force publishes a resource book listing the programs available and the names and addresses of all agencies and shelters participating. Although there are currently no emergency shelters located in the City of Calipatria, nor does the local needs assessment determine that development of a shelter is warranted at this time, the City wants to ensure that any future demand for emergency housing be facilitated in compliance with State law. Housing Program #9 intends to amend the Zoning Ordinance to specifically identify "emergency shelters" as an allowed use, should such a need arise. However, with the extremely low incidence of homeless persons reported in Calipatria, it is unlikely that the City will find the need to open an emergency shelter during the current Planning Period. In addition, the Imperial Valley Regional Task Force on Homelessness estimates that the homeless persons currently living in the Imperial Valley could be serviced by one of the six emergency shelters or the various transitional housing units available in the County. As such, continued participation in the Valley Wide Task Force "Continuum of Care" and the services offered by various homeless resources throughout the County of Imperial should continue to be sufficient to address the needs of the homeless in the City of Calipatria.

HOUSING STOCK CHARACTERISTICS

Housing is subject to the gradual physical deterioration over time that may result from poor maintenance or deterioration from natural causes. A deteriorated housing stock can discourage reinvestment, depress neighborhood property values and impact the overall quality of life in a community. Thus, maintaining and improving the existing housing stock has always been an important goal for the City of Calipatria. For the purpose of this analysis, a housing unit is defined as a house, apartment or single room, occupied as a separate living quarter or, if vacant, intended for occupancy as a separate living quarter. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and that have direct access from the outside of a building or through a common hall. The current stock of housing units, the type of units, age, and overall condition of those units may be an important indicator of housing needs in a community.

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HOUSING STOCK COMPOSITION

In 2007, it is estimated that approximately 71 percent of the existing housing stock in Calipatria is comprised of single-family units, while multi-family units comprised 26 percent, and mobile homes comprised 3 percent. (This calculation does not take into account the 24 housing units counted by the U.S. Census as "Boats, RV's, Vans, etc."). Multi-family units made up approximately 67 percent of the overall housing stock growth between 2000 and 2007, with the addition of 152 multi-family units built during this time period (**TABLE VIII-18**).

Table VIII-18
City of Calipatria Housing Stock by Type 2000-2007

Type	Housing Units as of 2000	New Construction 2000-2007	2007 Total Units Estimated	Percent of Total
Single-Family	749	74	823	70.7%
Multi-Family	151	152	303	26%
Mobile Homes	38	0	38	3.3%
TOTAL UNITS	**938**	**226**	**1,164**	**100%**

Source: 2000 U.S. Census & Imperial County Building Permit Records (2000-2007)

[1]24 housing units identified in the 2000 Census as "Boat, RV, Van, etc." were not considered as units in the preparation of this table. If counted, the total number of units as of 2000 would have been 962 and therefore, the total number of estimated units in 2007 would have been 1,188.

AGE AND CONDITION OF HOUSING STOCK

Housing age may be an important indicator of housing condition within a community. Like any other tangible asset, housing is subject to gradual physical or technological deterioration over time. If not properly and regularly maintained, housing can deteriorate and discourage reinvestment, depress neighboring property values and eventually impact the quality of life in a neighborhood. Thus, maintaining and improving housing quality is an important goal for the City. A general rule in the housing industry is that structures older than 30 years begin to show signs of deterioration and require reinvestment to maintain their quality.

Calipatria's housing stock is roughly comparable in age to Imperial County's, although the City does have a slightly larger proportion of units built prior to 1940 (5.8 percent compared to 4.4 percent). Based on age alone, approximately 589 units, or 49.6 percent of the housing stock in the City would require maintenance and rehabilitation to prevent widespread deterioration. Please refer to **TABLE VIII-19**.

Table VIII-19
City of Calipatria Age of Housing Stock 2007

Year Structure Built	Number of Units	Percent of Total
1939 or earlier	69	5.8%
1940-1959	176	14.8%
1960-1969	141	11.9%
1970-1979	203	17.1%
1980-1989	184	15.5%
1990-1994	120	10.1%
1995-1998	64	5.4%
1999-2007	231	19.4%
TOTAL	**1,188**	**100%**

Source: 2000 U.S. Census & Imperial County Building Permit Records (2000-2007)

Housing can be categorized as being sound (without need for repair) or needing minor, moderate or substantial repair. Dilapidated units cannot be rehabilitated and should be removed or reconstructed. A housing condition survey was performed by The Holt Group, Inc. in April 2008 to survey housing units within the City of Calipatria's incorporated boundaries. As reflected in **TABLE VIII-20 – HOUSING CONDITION SURVEY FINDINGS** below, of the 1,065 housing units surveyed, 72 of the units surveyed (6.8 percent), were dilapidated or in substantial need of repair. Another 332 units, or 31.1 percent of the total units surveyed, were in need of minor or moderate repair. The remaining 661 units (62.1 percent) were identified as sound and without need of repair. The large percentage of sound units could be attributed in part to the City's active CDBG Housing Rehabilitation Program.

Table VIII-20
Housing Condition Survey Findings

Structural Condition	# of Units	% of Total
Sound	661	62.1%
Minor Repair	143	13.4%
Moderate Repair	189	17.7%
Substantial Repair	35	3.3%
Dilapidated	37	3.5%
TOTAL	**1,065**	**100%**

Twenty-five homes surveyed currently have no foundation or are in need of a foundation replacement. An additional 36 homes are in need of a roof replacement. These are likely the identified units considered dilapidated or need of substantial repair/reconstruction. The City has an active Housing Rehabilitation Program which is evident by the high percentage of homes without any need or only in need of minor repairs (75.5 percent). This funding could be utilized to replace equally important home components, such as windows or electrical main panels. Two hundred seventy-one units in Calipatria were found in need of window replacement, while another 60 units surveyed needed new electrical panels.

HOUSING TENURE AND AVAILABILITY

Housing tenure and vacancy rates are important indicators of the supply and cost of housing. Vacancies are an important housing market indicator in that the vacancy rate often influences the cost of housing and reflects the match between housing demand and availability. A certain number of vacant units are needed to moderate the cost of housing, allow sufficient choice for residents, and provide an incentive for unit upkeep and repair. Specifically, a vacancy rate of 2 percent for ownership housing and 5 percent for rental housing is considered necessary to balance demand and supply for housing.

According to the 2000 Census, the overall vacancy rate in Calipatria was 6.5 percent with 62 total vacant housing units. Among these units, 20 were available for-sale and seven were available for-rent, yielding a for-sale vacancy rate of 2.1 percent and a rental vacancy rate of 0.7 percent. The vacancy rate for homeownership is above the rate considered optimal and suggests flexibility in the homeownership market. However, vacancy among rental housing in Calipatria is well below optimal level suggesting pent up demand for rental housing as well as potential price escalation among available units. Since lower-income households disproportionately live in multi-family rental housing, the City's suboptimal 0.7 percent rental vacancy rate may contribute to overpayment and overcrowding problems experienced among households within these income groups. The City has several vacant acres available for multi-

family development. In addition, the Villa Esperanza Apartments are currently under construction and will provide 71 affordable rental units.

Housing Market

The cost of housing is directly related to the extent of housing problems in a community. If housing costs are relatively high in comparison to household income, there will be a correspondingly higher prevalence of housing cost burden and overcrowding. Until recently, there was also a supply and demand factor in the region that severely limited housing affordability in Imperial County.

The extent of housing development in comparison with population and household growth are major determinants of home sale prices. An increase in population usually requires a corresponding increase in housing development. This however has not always been the case in the Imperial County. While population in Imperial County has maintained a steady growth since 1990, housing permits dropped in 1995 and remained stagnant for the next five years. This lack of development resulted in insufficient housing for Imperial County residents (Source: CCBRES). As the region began to play catch-up, the supply and demand for housing caused a significant impact to housing affordability. Median home prices in the County rose from $112,000 in 2000 to $170,000 in 2004, a 52 percent increase in just four years.

Preservation of Assisted and At-Risk Rental Housing

As demonstrated in the previous Section, existing housing that receives governmental assistance or obtained governmental subsidy for the construction of housing, is often a significant source of affordable housing for very low- and low-income residents within a community. State Housing Element Law requires cities to prepare an inventory of all assisted housing units that are available or at risk to convert to non-low income housing due to termination of subsidy contract, mortgage prepayment, and/or expiring use restrictions. More specifically, State law requires the following:

- An inventory of restricted low income housing project and their potential for conversion;
- An analysis of the costs of preserving and/or replacing "at risk" units and a comparison of these costs;
- An analysis of the organizational and financial resources available for preserving and/or replacing the units "at risk"; and
- Programs for preserving "at risk" units.

At this time, Calipatria has four publicly assisted housing projects located in the City that provide 133 affordable housing units. No units within these developments area at risk of converting to market rate rents in the current planning period. **Table VIII-21** identifies the total assisted units and the earliest date of conversion:

Table VIII-21
City of Calipatria Inventory of Assisted Rental Housing

Project Name Funding Date	Assisted Units	Funding Sources	Earliest Date of Conversion	At Risk Status
Bonita Homes 1959	20	IVHA (Public Housing)	N/A	No
Winter Garden Homes	20	IVHA	N/A	No

Table VIII-21 City of Calipatria Inventory of Assisted Rental Housing				
Project Name Funding Date	**Assisted Units**	**Funding Sources**	**Earliest Date of Conversion**	**At Risk Status**
1989		(Public Housing)		
Casa del Sol Family Apartments 1999	79	LIHTC (9% Allocation)	2054	No
Cottonwood Creek Apartments 2006	32	LIHTC (4% Allocation)	2036	No
TOTAL UNITS	**151**			

Source: IVHA and California Tax Credit Allocation Committee (CTCAC), 2008

In addition to the Casa del Sol and Cottonwood Creek, the 72-unit assisted Villa Esperanza Apartments project is currently under construction and will offer an additional 71 affordable units to very low- and low-income households in Calipatria. One-, two- and three-bedroom apartment units within the Villa Esperanza project will rent for between $386 and $669 a month. The Villa Esperanza Apartments will include laundry facilities, a community room, a computer lab and a barbecue area for use by residents.

Conversion Potential- The Multi-Family Apartments in Calipatria are currently not at risk of conversion to market rate, as they recently received their Tax Credit Allocation. Under federal law, credit projects must remain affordable for at least 30 years; however, California law generally requires a 55-year extended use period for 9 percent tax credit projects. As such, the Casa del Sol Family Apartments which was a 9 percent tax credit project will not be at risk of conversion until the year 2054. However, given that the Cottonwood Creek Apartments were a 4 percent tax credit recipient, the apartments will be at risk of conversion in 30 years from the funding date, or in the year 2036. Bonita Homes and Winter Garden Homes are single-family units owned by the Imperial Valley Housing Authority and none of these units will be at risk of converting to market rates during this planning period.

VIII.C CONSTRAINTS ON HOUSING PRODUCTION

The provision of an adequate range of housing opportunities to address the identified needs in the community is an important goal for the City of Calipatria. However, many factors can constrain the development, maintenance, and improvement of housing. These include governmental constraints such as codes and development standards and non-governmental constraints including market, physical and environmental constraints. The local jurisdiction, the City of Calipatria in this case, may have control over some of the governmental constraints, as these are typically applied by the City itself. Non-governmental constraints on the other hand are market driven and are therefore much more difficult for the City of Calipatria to control, if at all. The City can, however, make available housing programs to its local residents that can assist in overcoming these non-governmental types of constraints. This Section addresses the potential constraints that may affect the supply and cost of housing in Calipatria.

NON-GOVERNMENTAL CONSTRAINTS

Land costs, construction costs, and market financing contribute to the cost of housing reinvestment, and can potentially hinder the production of new housing. Although many constraints are driven by market conditions, jurisdictions have some leverage in instituting policies and programs to address such

constraints. The section below analyzes these market constraints as well as the activities that the City can undertake to mitigate their effects.

Land Costs

The cost of raw land typically accounts for a large share of total housing production costs. Increased land costs appear to be one of the major contributing factors to the rapid rise in housing prices and rents the Imperial Valley has experienced in recent years. Land costs vary depending on whether the site is vacant or has an existing use that must be removed. Similarly, site constraints such as environmental issues (i.e. steep slopes, soil stability, seismic hazards or flooding) can be a factor driving up the cost of developable land. According to 2007 statistics from the National Association of Home Builders, land costs typically account for 10 percent of the total sales price for new single-family units.

Supply and demand are an important factor in land cost and the shortage of developable land can drive up the demand and cost of housing construction. While precise land costs are difficult to determine in Calipatria due to the limited number of real estate transactions, according to Imperial Valley Board of Realtors, three vacant residential parcels were sold in Calipatria in 2007 with sales prices ranging from $2,597/acre to $66,279/acre. Considering a typical single-family residential density of 5 units/acre, this amounts to a land cost of approximately $5,674 per single-family lot, or approximately $1,891 per multi-family unit considering an average density of 15 units/acre. This is much less expensive than the State average lot cost of $45,507 per single-family lot (2007, National Association of Home Builders). In essence, land costs in Calipatria are very low and not considered to be a significant constraint in providing for affordable housing. The City of Calipatria, however, shall consider the adoption of the Density Bonus Ordinance to help mitigate the cost of land should it become a constraint during this Housing Element planning period. No additional Program is warranted at this time to mitigate land costs.

Construction Costs

Construction costs vary widely according to the type of development. Construction of multi-family housing is generally less expensive than single-family homes on a per-unit basis. However, wide variation within each construction type exists depending on the size of the unit and the number of quality amenities provided. Amenities such as fireplaces, swimming pools, tiling and other interior features can significantly increase construction costs.

The International Code Council (ICC) biannually updates Building Valuation Data (BVD) which provides the “average” construction costs per square foot. The square foot construction cost provided by the ICC does not include the price of the land on which the building is built. It does however take into account everything from site and foundation work to the roof structure and coverings. In 2008, based on good quality construction (above the minimum required by State and local building codes), the average per square foot cost for good quality housing was approximately $105.16 for multi-family housing and $108.62 for single-family homes. A reduction in amenities and the quality of building materials (above a minimum acceptability for health, safety, and adequate performance) could result in lower sales prices. In addition, manufactured housing may provide for lower priced housing by reducing construction and labor costs.

Another factor related to construction costs is the number of units built at one time. As the number increases, overall costs generally decrease as builders are able to take advantage of economies of scale. This type of cost reduction is of particular benefit when density bonuses are used for the provision of affordable housing. The City of Calipatria shall consider the adoption of the Density Bonus Ordinance to help mitigate the cost of land should it become a constraint during this Housing Element's planning period. No additional Program is warranted at this time to mitigate construction costs.

Construction Financing

Until recently, debt capital was readily available for market-rate residential developments. Debt capital for affordable housing developments for low-income residents is generally less accessible due to the difficulty in securing financing and the layering of various funding sources. Typically, construction and permanent loans for these types of developments are almost never available for more than 75 percent of the future project value. Developers therefore must supply at least 25 percent or more of the project value. Upfront cash commitment may not be problematic for some developers as long as the project can generate an acceptable net cash flow to meet the acceptable returns. However, most subsidized housing developers are usually required to obtain supplemental funds from grants or secondary financing if they are going to retain the housing as affordable to very low- and low-income households.

Low Income Housing Tax Credits (LIHTC) have become a critical source of capital for affordable housing developments targeting low- and very low-income households. Competition for tax credits is highly competitive and developers are having to seek other forms of subsidies. The City utilizes a variety of funding sources to provide supplemental financing for subsidized housing developments, including the Home Investment Partnership Program (HOME), Community Development Block Grant (CDBG), and Redevelopment Agency housing set-asides. Although financing costs impact project feasibility, these problems are generally equal across jurisdictions and thus are not a unique constraint to housing production in Calipatria. Implementation of these programs will help offset some of the referenced challenges.

Mortgage Financing

Between 2000 and 2006, mortgage interest rates in the Imperial County were at record lows. While low interest rates should have extended homeownership to many households, the escalated real estate prices essentially wiped out much of the financial benefit from the low rates. As previously discussed under market trends, the median home price for a single-family residence in Imperial County was $112,000 in 2000. Considering a 20 percent down payment and the going interest rate at that time of 8.75 percent, a mortgage payment of $704.88 would be required. By 2004, the average median home price in Imperial County was $170,000. The prevailing interest rate was only 4.75 percent in 2004, but with a 20 percent down payment, the mortgage payment would have climbed slightly to $709.44. More importantly, the 20 percent down payment would have increased from $22,400 in 2000 to $34,000 in 2004, which more make purchasing a house much less affordable.

Lured by low interest rates, the over abundance of "cheap" financing, false assumptions of ever increasing home prices, and predatory lending practices, many households overextended their financial means to pursue homeownership. Beginning in 2006 and heightened in 2007 and 2008, the concern over subprime lending and mortgage foreclosures is affecting many communities in Southern California.

VIII. HOUSING ELEMENT

Increased foreclosures have resulted in the tightening of the lending market, making mortgage financing more difficult for even credit-worthy homebuyers to obtain.

Under the Home Mortgage Disclosure Act (HMDA), lending institutions must disclose information on the disposition of loan applications by the income, gender, and race of the applicants. This applies to all loan applications for home purchases and improvements, whether financed at market rate or though government assistance. The primary concern in a review of lending activity is to see whether home financing is generally available to all income groups in the community.

Overall, home purchase activities were limited in Calipatria. Only 129 households applied for mortgage loans for homes in Calipatria in 2006. Four of these applications were for government-backed home purchase loans (e.g. FHA, VA, FNMA, etc.). Of the 125 applications for conventional mortgage loans, approximately 30 percent were originated (approved by lenders and accepted by the applicants). The overall denial rate was 26 percent, while 42 percent of the applications were withdrawn, closed for incompleteness or received approval, but the loan was not accepted by the applicant.

Countywide, 8,420 households applied for conventional mortgage loans. Of those who applied, approximately 53 percent were originated. The overall denial rate for the County was 17 percent, while 30 percent of the applications were withdrawn, closed for incompleteness or received approval, but the applicant did not accept the loan. As the information above indicates, the City of Calipatria on average has a lower mortgage loan origination rate and a higher mortgage loan denial rate than the County of Imperial.

GOVERNMENTAL CONSTRAINTS

Local policies and regulations can impact the price and availability of housing and, in particular, the provision of affordable housing. Unlike the previous non-governmental constraints, land use controls, site improvement requirements, fees and exactions, permit processing procedures, and other factors may constrain the maintenance, development and improvement of housing. This Section discusses potential constraints as well as policies that encourage housing development in Calipatria. Topics discussed in this Section include the following:

- Land Use Controls and Development Standards
- Residential Development Standards
- Infrastructure Improvements and Public Service Constraints
- Development Fees and Exactions
- Development Permit Procedures
- Building Permit Procedures and Code Enforcement
- Public Policy Constraints
- Environmental Constraints

LAND USE CONTROLS AND DEVELOPMENT STANDARDS

The Land Use Element of the Calipatria General Plan sets forth the policies that guide residential development in the City. The City last revised the General Plan Land Use Plan in 1991. The residential designations and their corresponding densities include the following:

- Low Density Residential – 3.0-10.0 du/ac
- Medium Density Residential – 11.0-15.0 du/ac
- High Density Residential – 16.0-20.0 du/ac

The City's residential land use designations provide for the development of a range of housing types including single-family dwellings, mobile homes, manufactured housing, condominiums, and multi-family units at various densities. Therefore, the land use designations are not considered a constraint to residential development. In addition, the City adopted an ordinance to allow manufactured homes in all four residential zones which offers increased opportunities for affordable housing construction. However, because the City has not amended its Zoning Ordinance since 1991, an analysis of the Ordinance concluded that it is not in compliance with State law with regard to density bonus, by-right housing, emergency housing, transitional and supportive housing, single-room occupancy (SRO) units, farmworker housing, and the Lanterman Act. Therefore, the City should review and revise both the Zoning Ordinance and General Plan to be in compliance with State law and to complement one another.

RESIDENTIAL DEVELOPMENT STANDARDS

The Calipatria Zoning Ordinance provides for the following residential districts:

- ***R-1 Single Family Residential Zone:*** The R-1 Single Family Residential Zone is intended to provide for single-family dwellings. In order to encourage single-family development in rural areas adjacent to the existing urban area, provisions are made for the maintenance of limited agricultural pursuits. Additional accessory uses, necessary and incidental to single-family development, are also permitted.

- ***R-1A Single Family Residential Zone*:** The R-1A Single Family Residential Zone is intended for the construction and location of affordable housing units, including mobile homes. The minimum lot size and minimum dwelling unit size is smaller than the R-1 zoning district. The purpose of the less stringent requirements is to reduce the cost of new housing for lower income families, thereby increasing housing affordability.

- ***R-2 Low Density Multiple Family Residential Zone:*** The Low Density Multiple Family Residential Zone is intended for areas where low density multiple family dwellings, such as duplexes are proposed to be constructed or for areas where these types of dwellings exist. The R-2 zone serves the further purpose of acting as a buffer zone between the single family residential areas and commercial or light industrial areas.

VIII. HOUSING ELEMENT

- ***R-3 Medium Density Multiple Family Residential Zone:*** The Medium Density Multiple zone is to provide for areas suitable for location of medium-density residential developments in the form of apartment buildings and condominiums with limited height.

- ***R-4 High Density Multiple Family Residential Zone:*** The High Density Multiple Family Residential Zone is intended for areas suitable for location of high-density residential developments in the form of multiple-story apartment buildings and condominiums, permitting uses customarily located in conjunction with highly urbanized residential areas, including all necessary community services appurtenant thereto.

- ***MHP Mobile Home Park Zone:*** The Mobile Home Park Zone is intended to provide for areas suitable for development of mobile home parks and travel trailer parks. It is intended that the City will implement the goals of the General Plan by providing a zone where the economical housing provided by the mobile home or travel trailer can be made available to persons of all socio-economic groups. The City's zoning is consistent with Government Code Section 65852.3 to permit manufactured housing on foundations only subject to the same development standards as conventional single-family units.

- ***MHS Mobile Home Subdivision Zone:*** The Mobile Home Subdivision Zone is to provide for areas where mobile homes can be placed as permanent dwelling units on individual lots, tracts, or parcels. It is intended that the City will implement the goals of the General Plan Housing Element by providing zones where the economical housing provided by mobile homes can be made available to persons of all socio-economic groups.

- ***PUD Planned Unit Development Zone:*** The intent of the Planned Unit Development Zone is to allow various types of land uses to be developed within the same development project. This would include not only various densities and types of residential uses, but would also include various types of commercial and recreational uses. The purpose is to provide for an integrated and coordinated development approach for relatively large tracts of land. This would allow for creative design by the developer, which provides for amenities and services for residents of the project.

In all zones, two off-street parking spaces are required per dwelling unit. Given the geographic location of the City and the limited public transportation system, private vehicle is the major means of transportation for most. This parking standard is appropriate and generally consistent with the requirements of the region. However, to facilitate the development of senior and affordable housing, the City may consider reduced parking requirements as one of the regulatory concessions offered in conjunction with the density bonus provisions pursuant to State law.

Table VIII-22
Residential Development Standards

	Min. Lot Area or Range (sq. ft.) per Dwelling Unit or Mobile Home Space	Setbacks			Building Bulk		
		Front Yard	Side Yard	Rear Yard	Max. Height	Max. Lot Coverage	Max. Density
R1-A SF Affordable	6,000 SF	20'	5'	25'	35'	55%	7 du/ac
R-1 Single Family	6,000 SF	20'	5'	25'	35'	55%	7 du/ac
R-2 Low Density MFR	3,000 SF	20'	5	20'	35'	50%	14 du/ac
R-3 Medium Density MFR	1,875 SF	15'	5'	15'	35'	50%	23 du/ac
R-4 High Density MFR	1,500 SF	15'	5'	10'	45'	60%	29 du/ac
MHP Mobile Home Park	45 SF	5'	10'	10'	17'	60%	3,000 SF/ Space
MHS Mobile Home Subdivision	5,000 SF	20'	5'	15'	17'	55%	8 du/ac
PUD Planned Unit Development	2 Acres	--	--	--	--	--	29 du/ac[1]

[1] *For single-family attached or detached units: 6 units per acre. For mobile home subdivisions: 10 units per acre.*

Housing for Persons with Disabilities **-** The City's Zoning Ordinance does not specifically address the Lanterman Development Disabilities Service Act of the California Welfare and Institutions Code. This Act declares that mentally and physically disabled persons are entitled to live in normal residential surroundings. The use of property for the care of six or fewer persons with disabilities is a residential use for the purpose of zoning. A State-authorized or certified family care home, foster home, or group home serving six or fewer persons with disabilities or depended or neglected children on a 24-hour-a-day basis is considered a residential use that is permitted in all residential zones. Under the State Lanterman Act, small residential facilities for six or fewer persons must be treated as regular residential uses and permitted by right in all residential districts. Although the City complies with all State laws overriding any local omissions, the Calipatria Zoning Ordinance should be amended to note this allowance. Housing Program #9 requires the City to amend its Zoning Ordinance to allow for certified group homes serving six or fewer persons with disabilities in all residential zones.

The City does however allow residential retrofitting to increase the suitability of homes for persons with disabilities in compliance with accessibility requirements and ensures that new housing developments comply with California building standards (Title 24 of the California Code of Regulations) and federal requirements for accessibility. The City does not impose special permit procedures or requirements that could impede the retrofitting of homes for accessibility. Requests for special structures or appurtenances (i.e., access ramps or lifts) needed by persons with physical disabilities are allowed without a variance or encroachment permit and are not considered structures subject to setback requirements. Further, the City provides funds and advice for residents who need special accommodations in their homes to ensure that application of building code requirements does not create a constraint.

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The City of Calipatria has not identified any additional zoning or other land-use regulatory practices that could discriminate against persons with disabilities and impede the availability of such housing for these individuals. For example, the City does not restrict occupancy of unrelated individuals in group homes. Also, the City permits housing for special needs groups, including for individuals with disabilities, without regard to distances between such uses or the number of uses in any part of the City. In addition, the Land Use Element of the General Plan does not restrict the siting of special needs housing.

Emergency Shelters and Transitional and Supportive Housing - Government Code Section 65583(a)(4) requires the identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. In addition, Government Code Section 65583(c)(1) requires, "As part of the analysis of available sites, a jurisdiction must include an analysis of zoning that encourages and facilitates a variety of housing types…including emergency shelters and transitional housing." Chapter 633 of Statues 2007 (SB2) as per Health and Safety Code 50801(e) offers the following definitions for emergency shelters, transitional housing and supportive housing:

- Emergency Shelter: *Emergency Shelter means housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay.*
- Supportive Housing: *Housing with no limit on length of stay, that is occupied by the target population and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.*
- Transitional Housing: *Transitional housing and transitional housing development means rental housing operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months.*

Calipatria's Zoning Ordinance does not identify "emergency shelters" and "supportive housing" as a specified use. Housing Program #9 intends to clarify via an amendment to the City's Zoning Ordinance (specifically Chapter 17.20 through 17.32) that "emergency shelters," and "supportive housing" serving six or fewer persons are allowed in all residential zones, and when serving over six persons are also allowed by right in **R-2, R-3 and R-4 Zones** and are subject to the same development and management standards as other permitted uses in these zones. Parking requirements, fire regulations, and design standards should not impede the efficient use of R-2, R-3 and R-4 sites as emergency shelters, transitional housing and supportive housing. According to the Vacant Residential Site Inventory prepared for this Housing Element, approximately 11.5 acres are currently vacant within the R-2 and R-3 zones and can be utilized for developing a year-round emergency shelter or transitional and supportive housing. These R-2, R-3 and R-4 sites are typically best served by public services and facilities, including transportation.

Single-Room Occupancy (SRO) Units – The State recognizes the importance of SROs as a valuable form of affordable private housing for lower-income individuals, seniors, and persons with disabilities. SROs are typically a minimum of 250 square feet in size and include a kitchen and bathroom. Housing Program #9 clarifies via an amendment to the Zoning Ordinance, that Single Room Occupancy units are considered under the aforementioned supportive housing and residential facilities.

INFRASTRUCTURE IMPROVEMENTS AND PUBLIC SERVICE CONSTRAINTS

Another factor adding to the cost of new construction is the cost of providing adequate infrastructure – major and local streets; curb, gutters, and sidewalks; and street lighting – which is required to be installed in new developments. The City has adopted development standards that are typical and are not considered excessive or a constraint on housing development. For example, most residential projects would require on-site local residential streets for access into individual properties. For these local streets, the City would require a 60' Right-of-Way providing ample room for 0.5 feet of curb and gutter, five feet of sidewalk, two 8' parking lanes on either side of the street, and two 12' travel lanes. A collector street may be appropriate for larger developments and would require a 70' Right-of-Way to accommodate the same improvements required for a local street, plus a 12' turn lane. The City may also require the installation of street lights, street name signage, stop signs, traffic lights, landscaping (in front yards, parks and public spaces), and public utilities including electric, gas, water, sewer and stormwater facilities, depending on the type of project. At a minimum the applicant/developer would need to install water and sewer connections to each new residence. Stormwater is typically required to be handled through an on-site stormwater conveyance system and on-site retention basins. For larger developments, the City may require that the applicant/developer set aside acreage within the project site for parks and/or school sites. Additional infrastructure information is provided in the City of Calipatria Standard Details and Specifications Manual which is available at the City of Calipatria for purchase. Street, park and open space improvements are often dedicated to the City, which is then responsible for their continued operation and maintenance. The cost of these facilities is borne by the developer, added to the cost of new housing units, and eventually passed onto the homebuyer or property owner. These City-required improvements are similar to those required for residential projects throughout the County of Imperial and State of California.

Currently, there is a great concern in the community about whether the City's infrastructure will accommodate the projected new growth. The lack of street improvements and wastewater capacity is of primary concern. The City's wastewater collection system is reliant upon a single pump station, the Delta Pump Station, which has a significantly deficient structural condition with its wet roof and walls at a high risk of collapsing. Currently the City is seeking CDBG funds to make the needed improvements to its wastewater facility and the planned new infrastructure, along with the City's current requirements for on- and off-site improvements, will provide sufficient water and sewer capacity to accommodate Calipatria's share of the regional housing need.

These issues should be periodically analyzed as part of the City's Service Area Plan, the City's Capital Improvement Program, or as project specific demands arise with new development. As new development is proposed within the City, off-site improvements are typically absent and developers are borne with the responsibility of providing the necessary public infrastructure. While these infrastructure improvements may add to the cost of housing development, they are typical improvements needed for most developments throughout the region and should not constrain housing development in Calipatria.

DEVELOPMENT FEES AND EXACTIONS

Impact fees, which are typically assessed on a per-unit basis, are often required to fund the cost of infrastructure and other public facilities that serve new housing developments. These fees may be on top of the off-site improvement requirements. Impact Fee Nexus Studies are required prior to the

adoption of Development Impact Fees. These studies are prepared to ensure that any adopted fees are reasonable and necessary to maintain adequate planning services and other public services and facilities in the community. Like most other jurisdictions, the City of Calipatria charges a variety of fees to cover the cost of processing permits and exactions to cover the costs of providing these necessary services and facilities. In general, these fees can be a constraint on housing development if they are excessive. Excessive fees can limit market rate affordability because the additional cost borne by developers is simply passed on to potential borrowers and contributes to the overall increased housing unit cost.

The current impact fee schedule for the construction of single-family and multi-family homes in the City of Calipatria is displayed in **TABLE VIII-23.** The adopted fees are collected for fire protection and emergency services, police protection services, operation and maintenance of public parks, and off-site improvements. The amount collected for these services is $800.00 per single-family/multi-family unit constructed and substantially lower than other jurisdictions. The wastewater collection and treatment services are also collected on a per unit basis and these costs are $1,200 for both single-family and multi-family units. As demonstrated by **TABLE 23**, fees for development in Calipatria are much lower than in the rest of the Imperial County even after incorporating these fees. This assumption considers a reasonable estimated rate of connection for water service as potable water services are managed by the Golden State Water Company and the fees are assessed on a case by case basis.

Development for area being annexed is also subject to additional Development Impact Fees by the County of Imperial as it too faces concerns with aging infrastructure particularly in the regional street system. Although Imperial County has its own Impact Fees established for development within unincorporated areas, development of recently annexed territory into the City or in vacant land proposed for annexation and development into the City is further subject to Countywide fees imposed by the County of Imperial in addition to the City fees. Imperial County prepared a Development Impact Fee Study in 2006 under which it was determined that the County of Imperial provides essential services to residents countywide that are attributed to public facilities and infrastructure services. The County of Imperial Development Impact fees are displayed in **TABLE VIII-24.** The City of Calipatria has an agreement with the County of Imperial to collect these fees prior to the issuance of a building permit.

Table VIII-23
Development Impact Fees for the City of Calipatria and the Surrounding Jurisdictions

Residential Land Use	Calipatria	Imperial	El Centro	Brawley	Holtville
Single Family Per Unit					
Fees- (excluding sewer /water)	$800[1]	$2,124	$4,248	$2,509	$527
Water	$----[2]	$2,150	$5,082	$900	$5,522
Sewer	$1,200	$1,791	$5,929	$900	$5,508
TOTAL IMPACT FEES	$2,000	$6,065	$15,259	$4,309	$11,557
Multi-Family Per Unit					
Fees- (excluding sewer/water)	$800[1]	$2,055	$3,010	$2,033	$372
Water	$----[2]	$2,150	$5,082	$450	$2,973
Sewer	$1,200	$1,791	$5,929	$450	$2,985
TOTAL IMPACT FEES	**$2,000**	**$5,996**	**$14,021**	**$2,933**	**$6,330**

Source: Cities of Calipatria, Imperial, El Centro, Brawley, and Holtville, 2008
[1] An additional Off-site Improvement Fee may apply at a rate of $20.00 per lineal foot.
[2] Service is privately owned and City has no control over fees (fees are assessed on case by case basis)

Table VIII-24 Development Impact Fees for Areas Annexed Into Calipatria			
Land Use	**City of Calipatria Development Impact Fees (incorporated areas)**	**County of Imperial Development Impact Fees (annexed territory)**	**Total Development Impact Fees (annexed Development)**
Single Family Unit	$2,000	$619	$2,619
Multi-family Unit	$2,000	$484	$2,484
Mobile Home Unit	$2,000	$415	$2,415

Source: City of Calipatria Development Impact Fees 2005-2006 & Imperial County Development Impact Fees Ordinance No. 1418

In addition to the fees that the County collects for areas annexed into the City of Calipatria, the County of Imperial Air Pollution Control District collects an Operational Development Fee of $496 for each single-family residential dwelling unit and $378 for each multi-family dwelling unit constructed in the County of Imperial unless acceptable pollution mitigation measures are incorporated into the project.

DEVELOPMENT PERMIT PROCEDURES

Development review and permit procedures are necessary steps to ensure that residential construction proceeds in an orderly manner. However, the time and cost of permit processing and review can be a constraint to housing development if they place an undue burden on the developer. The following discussion outlines the level of review required for various permits and timelines associated with those reviews. **TABLE VIII-25** outlines the different approvals or permits required for each type of residential use in each of the residential zones. The City of Calipatria Zoning Ordinance stipulates whether residential types are permitted uses, permitted with a conditional use permit, or prohibited in each zone allowing residential uses. Permitted Uses are those uses that are allowed without discretionary review as long as the project complies with all development standards. Conditional Use Permits are required for certain residential projects which the City may view as desirable for the community, but which are not allowed as a matter of right within the zoning district and require a public hearing process for approval.

Table VIII-25 Approval or Permit Required for Residential Uses by Zoning District							
Residential Use	**ZONE**						
	R-1A	**R-1**	**R-2**	**R-3**	**R-4**	**MHP/MHS**	**PUD**
Single-Family	P, SP	P, SP	P, SP	P, SP	X	X	P, SP
2-4 DU	X	X	P, SP	P, SP	P, SP	X	P, SP
5+ DU	X	X	P, IS	P, IS	P, IS	X	P, IS
Residential Care <6P	P, SP	P, SP	P, SP	P, SP	P, SP	P, SP	P, SP
Residential Care >6P	X	X	P, SP	P, SP	P, SP	CUP, IS, SP	CUP, IS, SP
Emergency Shelter[1]	P, SP	P, SP	P, SP	P, SP	P, SP	X	CUP, IS, SP
Manufactured Homes	P, SP	P, SP	P, SP	P, SP	P, SP	P, SP	P, SP
Mobile-Homes	P, SP	P, SP	P, SP	P, SP	P, SP	P, SP	P, SP
Transitional Housing[1]	P, SP	P, SP	P, SP	P, SP	P, SP	X	CUP, IS, SP
Farm-worker Housing [1]	P, SP	P, SP	P, SP	P, SP	P, SP	P, SP	CUP, IS, SP

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Table VIII-25
Approval or Permit Required for Residential Uses by Zoning District

Residential Use	ZONE						
	R-1A	R-1	R-2	R-3	R-4	MHP/MHS	PUD
Supportive Housing[1]	P, SP	P, SP	P, SP	P, SP	P, SP	X	CUP, IS, SP
2nd Unit	P, SP	P, SP	P, SP	P, SP	P, SP	P, SP	CUP, IS, SP

X= Not Permitted (would require a Zone Change and possibly a General Plan Amendment)
P=Permitted
CUP = Conditional Use
IS=Initial Study
SP=Site Plan
[1]Zoning Ordinance does not currently recognize this Residential Use, but Ordinance will be revised to allow these uses by right and without any additional discretionary permits in most residential zones.

The time required to process a project in Calipatria varies greatly from one project to another as it is directly related to the size of the project (amount of acres and units involved), the types of entitlements required for project approval, and the level of environmental evaluation necessary for the project. When the City of Calipatria receives a building application and site plan for a proposed development, City staff conducts a site plan review to check the project for zoning consistency and General Plan consistency and to ensure that applicable off-site improvements are in place. A pre-application meeting may also be scheduled for complex projects and may include input from the Planning Department, as well as other City departments, such as the Fire, Police, Building, and Engineering departments. Site plans for single-family residences are typically processed via a ministerial review and are typically approved in 4 to 8 weeks from the date of submittal. Multi-family projects are sent to the Planning Commission for site plan review and large single-family residential subdivision projects are reviewed by the City Council. The City processes residential projects, along with their related applications for entitlements (CUP, variance, zone change, general plan amendment, annexation, etc.) and environmental review concurrently. In general, the development of one single-family unit only requires one step, the site plan review for approval. A subdivision project that proposes more than 4 units single-family units will require, at a minimum, a site plan, a tentative and final map, and an initial study. Multi-family projects often require a site plan and an initial study. If the applicant/developer for the multi-family project is requesting that the City approve the development without the development meeting minimum City requirements (for example, he/she is requesting a reduction in the required amount of parking, landscaping, and/or setbacks), the developer/applicant will need to apply for a variance from the City. If the applicant/developer is seeking to develop uses that are not specifically allowed in the zone in which he is building, he/she may also have to apply for a Conditional Use Permit.

Upon completion of the initial City review and approval by the Planning Commission and/or City Council, the permit is submitted to the County of Imperial for plan-check, after which the project proponent pays applicable fees and may begin construction. The entire process takes approximately two months for multi-family residential projects, and three to four months for larger single-family residential projects. The City works closely with developers to expedite approval procedures for single-family, multi-family, and subdivision projects so as not to burden the developer with unnecessary timing constraints. In addition, the City has no backlog of projects and public hearings can be scheduled in a timely manner.

Therefore, Calipatria's development permit process does not impede new residential construction and the time it takes for plan checking by the County is out of the City's control.

Building Permit Procedures and Code Enforcement

Building Permits are contracted out to the County of Imperial. The County implements Title 24 provisions of the most current California Building Code for the City, which includes the Uniform Plumbing Code, Uniform Mechanical Code, National Electric Code, California Fire Code, and the California Energy Code. While adding to the cost of residential development, enforcement of the California Building Code is necessary to ensure safety of current and future residents of Calipatria and therefore is not considered an unreasonable constraint on housing production.

Due to the increasing number of aging units in Calipatria, many of these units no longer conform to the new building code standards. There may be instances when severe neglect and deficiencies pose a serious safety concern. When a complaint is filed with the City, it is forwarded to the County's Building Inspector/Code Enforcement Officer to follow up on the complaint and determine if the California Building Code has been violated, or in need of enforcement, and the necessary steps to remedy the condition. Income-qualified homeowners are referred to the appropriate housing rehabilitation programs for assistance.

Public Policy Constraints

Certain State and federal requirements may act as a barrier to the development of rehabilitation of housing, and affordable housing in particular. These include State prevailing wage requirements and Article 34 of the State Constitution.

> ***State Prevailing Wage Requirements-*** The State Department of Industrial Relations (DIR) has recently greatly expanded the kinds of projects that require the payment of prevailing wages. Labor Code Section 1720, which applies prevailing wage rates to public works of over $1,000, now defines public works to mean construction, alteration, installation, demolition, or repair work done under contract and paid for in whole or in part out of public funds. For example, public transfer of an asset for less than fair market value, such as a land write-down, would now be construed to be paid for in part out of public funds and trigger prevailing wage requirements.
>
> While the cost differential in prevailing and standard wages varies based on the skill level of the occupation, prevailing wages tend to add to the overall cost of development. In the case of affordable housing projects, prevailing wage requirements could effectively reduce the number of affordable units that can be achieved with public subsidies. The following types of projects are not however required to pay prevailing wages:
>
> - Residential projects financed through issuance of bonds that receive an allocation through the State;
> - Residential projects that receive Redevelopment Agency Assistance; or
> - Single-family projects financed through issuance of qualified mortgage revenue bonds or mortgage credit certificates.

ENVIRONMENTAL CONSTRAINTS

An assessment of existing on-site conditions of vacant residential sites in Calipatria did not reveal any significant environmental features that would impact or preclude future development on these sites. However, state regulations require environmental review of proposed discretionary residential development projects (e.g. subdivision maps, conditional use permits, etc.). Pursuant to the requirements of the environmental review, developers must coordinate with the City, State, and other local agencies to identify and mitigate all environmental impacts, including impacts to biological resources, and cultural and archaeological impacts which are uncovered during construction. Costs resulting from fees charged by local government and private consultants to complete the environmental review, and from delays caused by the mandated public review periods, are added to the cost of housing and eventually passed on to the consumer. However, the presence of these regulations helps preserve the environment and ensure environmental safety in the community.

VIII.D HOUSING OPPORTUNITIES

This section analyzes the resources available for the development, rehabilitation, and preservation of housing in the City of Calipatria. This analysis includes an evaluation of the availability of land resources for future housing development, the City's ability to satisfy its share of the region's future housing need, the financial resources available to support housing activities and the administrative resources available to assist in implementing the City's housing programs. Additionally, this Section examines opportunities for energy conservation and factors concerned with climate change as required by the new Assembly Bill 32.

AVAILABILITY OF SITES FOR HOUSING

As previously discussed, the Southern California Association of Governments (SCAG) is responsible for developing the Regional Housing Needs Assessment (RHNA) for Imperial Valley, which assigns a share of the region's future housing need to each jurisdiction in the County. SCAG adopted the RHNA in July of 2007 under which it was determined that the regional share of housing needs allocated to the City of Calipatria is 201 new units over a 7 ½ year planning period. Units constructed since January 1, 2006 can be credited towards the allocation.

State law requires communities to demonstrate that sufficient land is available to accommodate their share of the region's need for housing. This section identifies the development potential on suitable land throughout Calipatria based on those housing need allocations. Through this Housing Element, the City demonstrates the availability of adequate sites to accommodate the remainder of the RHNA.

PROGRESS TOWARDS HOUSING ALLOCATION

Housing developed or issued with Certificates of Occupancy since January 2006 can be applied to the City's RHNA for the 2006-2014 period. Since January 2006, a total of 102 housing units have been constructed in Calipatria. However, 6 units were demolished during the same time. Therefore, Calipatria has gained a net of 96 housing units during the years 2006 and 2007; 21 of these units were single-family houses accommodating moderate- and above-moderate income households and an additional 75 were units designed to accommodate very low- and low-income households. These 75 units were

financed utilizing LIHTC Program subsidies that ensure affordability for very low- and low-income households. Thus, the total 2006-2014 RHNA requirement of 201 housing units may be reduced by 96 units, resulting in a total remaining requirement of 105 units as demonstrated in **TABLE VIII-26**.

Table VIII-26
Housing Allocated Towards RHNA Goals

Income Category	RHNA	Net Units Constructed Since 1/1/2006	Remaining RHNA
Very Low	50	43	7
Low	32	32	0
Moderate	32	10	22
Above Moderate	87	11	76
Total Units	**201**	**96**	**105**

Source: City of Calipatria, 2008 and Imperial County Building Permit Reports, 2000-2007

RESIDENTIAL SITES INVENTORY

An important component of the Housing Element is the identification of developable sites for future housing development, and evaluation of the adequacy of these sites in fulfilling the City's share of regional housing needs as determined by SCAG. According to the City's build-out estimates, up to a total 915 dwelling units remain to be built on undeveloped residential properties. There is also adequate acreage designated as R-3 to allow for emergency shelters. **TABLE VIII-27** depicts a summary of the residential mix of future development on currently vacant residential properties within the City. Unit capacity for R-2 and R-3 properties was estimated based on the theoretical maximum buildout allowed by zoning due to the fact that the City allows multi-story residential buildings in these zones making it realistic to build the maximum density allowed. For R-1 and R-1A properties, calculations were based on an existing development accommodating 0.143 units to the acre. The build-out estimate includes all properties within the current incorporated boundaries of the City.

Table VIII-27
Vacant Residential Site Inventory

Residential Zone	Income Category	Max Density Permitted	Acreage	Realistic Unit Capacity
R1-A SF Affordable	½ Very Low ½ Low	7 DU/AC	38.34 Acres	234
R-1 Single Family	½ Moderate ½ Above Moderate	7 DU/AC	67.24 Acres	463
R-2 Low Density MFR	½ Low ½ Moderate	14 DU/AC	0.21 Acres	2
R-3 Medium Density MFR	½ Very Low ½ Low	23 DU/AC	11.34 Acres	216
R-4 High Density MFR	½ Very Low ½ Low	29 DU/AC	0 Acres	0
MHP Mobile Home Park	½ Very Low ½ Low	3,000 SF/Space	0 Acres	0
MHS Mobile Home Subdivision	½ Very Low ½ Low	8 DU/AC	0 Acres	0
PUD Planned Unit Development	½ Low ½ Moderate	29 DU/AC	0 Acres	0
		TOTAL	**117.12**	**915**

Source: City of Calipatria Land Use Map and Vacant Sites Inventory, 2008.

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TABLE VIII-28 depicts the housing development opportunities towards reaching the RHNA Goals given the current availability of developable sites. In creating this table, all sites available for development targeting either low- or very-low income households are shown in the very low-income category row, considering that no additional units are required in the low-income category to meet RHNA needs. As demonstrated by **TABLE VIII-28**, the City of Calipatria has more than enough sites to accommodate the RHNA goals for the 2006-2014 period.

Table VIII-28
Inventory of Sites Available for RHNA Goals

Income Category	Pending RHNA	Remaining Acreage	Maximum Units
Very Low 0% to 50% MHI[1]	7	49.89	452
Low 51% to 80% MHI	0	NA	NA
Moderate 81% to 120% MHI	22	33.61	231
Above Moderate >121% MHI	76	33.62	232
Total Units	**105**	**117.12 Acres**	**915**

[1]MHI = Median Household Income ($53,800 for Imperial County)

Source: City of Calipatria, 2008.

AVAILABILITY OF FINANCIAL RESOURCES

Cities have access to a variety of existing and potential funding sources available for development activities for housing to meet the needs of low-and moderate income groups. The different available and potential financial resources for the preservation and development of housing affordable to these targeted income groups, as well as the provision of housing subsidies for lower and moderate income residents in Calipatria are discussed in this Section. This Section covers some of the most common funding sources available to support implementation of the City's housing goals and include federal, State, and local resources.

FEDERAL RESOURCES

HOME Funds- The HOME Program was created as a result of the 1990 Cranston-Gonzales National Affordable Housing Act (NAHA). HOME is the largest federal block grant to State and local governments designed exclusively to create affordable housing for low income households. HOME funds are awarded annually as formula grants to participating jurisdictions. The program's flexibility allows grantees to use HOME funds for grants, direct loans, loan guarantee or other forms of credit enhancement, or rental assistance or security deposit.

Calipatria is eligible to apply to HCD for HOME funds. HCD administers the program for non-entitlement jurisdiction. HOME funds can be used for tenant-based rental assistance, property acquisition, site improvements, and other costs related to the provision of affordable housing for low-income families (under 80 percent of median income).

US Department of Housing and Urban Development-Section 8 Housing Choice Voucher Assistance- The Section 8 Program is a federal program that provides rental assistance to very low-income persons in need of affordable housing. The Section 8 Program was authorized by Congress in 1974 and developed by HUD to provide rental subsidies for eligible tenant families (including single persons) residing in newly constructed, rehabilitated and existing rental and cooperative apartment projects. The rents of some of the residential units are subsidized by HUD under the Section 8 New Construction ("New Construction"), Substantial Rehabilitation ("Substantial Rehabilitation") and/or Loan Management Set-Aside ("LMSA") Programs. All such assistance is "project-based" (i.e. the subsidy is committed by HUD for the assisted units of a particular mortgaged property for a contractually determined period). The Section 8 Program offers a voucher that pays the difference between the current fair market rent and what a tenant can afford to pay (e.g. 30 percent of their income). The voucher allows a tenant to choose housing that may cost above the payment standard, but the tenant must pay the extra cost. The Imperial Valley Housing Authority (IVHA) administers the Section 8 Housing Choice Voucher Program for Calipatria.

USDA Rural Housing Service Programs (RHS)- RHS was formerly the Farmers Home Administration (FmHA). Under Rural Housing Services, communities can access a variety of housing programs to subsidize housing and retain affordability for low- and very low-income households. Programs include, but are not limited to the following:

- *Section 515 Rental Housing Program*- The Section 515 Rental Housing Program provides long-term financing and rental assistance payments on behalf of lower-income households to developer/operators of new rental housing. Calipatria is an eligible locality for Section 515 financing.

- *Section 502 Direct Loan Program*- Under the Direct Loan Program, individuals or families receive direct financial assistance directly from the Housing and Community Facilities Programs in the form of a home loan at an affordable interest rate.

- *Section 502 Loan Guarantee Program*- Under the Guaranteed Loan Program, the Housing and Community Facilities Programs guarantees loans made by the private sector. The individual works with the private lender and makes his or her payments to that lender.

STATE RESOURCES

CDBG Funds- The City of Calipatria participates in the Community Development Block Grant (CDBG) Program through the competitive application process administered by the State Department of Housing and Community Development (HCD). The CDBG program offers grants for the revitalization of communities. Communities with populations of 50,000 or more are entitled to receive CDBG funds directly from the US Department of Housing and Urban Development (HUD). Smaller jurisdictions either participate in an Urban County program (unincorporated areas and small cities in that county with a combined population of over 200,000) or apply to the State for funding through a competitive process. Since Imperial County has a population of only 142,000, all jurisdictions within the County must apply to the State for funding. The CDBG program has been in operation in Calipatria for the last two decades. Additionally, the City's program provides low interest loans for housing rehabilitation for lower income homeowners, but can further be accessed for homeownership assistance or new construction of affordable housing.

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California Low Income Housing Tax Credits (LIHTC)- Created by the 1986 Tax Reform Act, the LIHTC program has been used in combination with County and other resources to encourage the construction and rehabilitation of rental housing for lower-income households. The program allows investors an annual tax credit over a ten-year period, provided that the housing meets the following minimum low income occupancy requirements: 20 percent of the units must be affordable to households at 50 percent of area median income (AMI), or 40 percent of the units must be affordable to those at 60 percent of AMI. The total credit over the ten-year period has a present value equally to 70 percent of the qualified construction and rehabilitation expenditures. The tax credit is typically sold to large investors at a syndication value. There are three multi-family projects that have been constructed within the incorporated City limits under LIHTC subsidies: the 32-unit Cottonwood Creek Apartments, the 81-unit Casa del Sol Family Apartments, and the 72-unit Villa Esperanza Apartments that are currently under construction.

Joe Serna, Jr. Farmworker Housing Grant (JSJFWHG) Program- The purpose of the Program is to finance new construction, rehabilitation and acquisition of owner-occupied and rental units for agricultural workers, with a priority for lower income households. The program provides homeowner grants, rental construction grants or loans and rental rehabilitation grant or loans. For rehabilitation or new home construction, lien restrictions are required for twenty years. If the unit is sold to a non-farmworker buyer before completing the tenth year, the full grant amount must be repaid under most circumstances. For rental construction grants or loans, lien restrictions for assisted units are required for 40 years. If assisted units are sold for uses other than farmworker housing before the 40th year, under most circumstance, the grant must be repaid in full. For rental rehabilitation grants or loans, lien restrictions for assisted units are required for 20 years. If assisted units are sold for uses other than farmworker housing before the 20th year, the grant must be repaid in full, under most circumstances.

LOCAL RESOURCES

Redevelopment Housing Set-Aside Funds- Pursuant to State law, the Calipatria Redevelopment Agency has established a Redevelopment Housing Set-Aside Fund using 20 percent of the tax increment revenue. The Calipatria Redevelopment Agency uses its housing set-aside funds to support new housing construction and housing rehabilitation. Approximately $510,000 in RDA set-aside funds will be available for housing in the 2006-2014 planning period. It is anticipated that 100 percent of these funds will be used towards the benefit of low- to moderate-income households. The majority of these funds (80% to 85%) will be used to assist in the development of new single-family and multi-family residential units (i.e. dedicated to off-site improvements required for the development of these projects) in the City affordable to low- to moderate income households. The remaining funds 15% to 20% will be utilized to support the new First-Time Homebuyer Program.

TABLE VIII-29 provides a detailed summary of Housing Programs and financial resources that may be available to the City of Calipatria in meeting its housing needs. Some of these programs have been actively utilized by the City of Calipatria, while others are considered a viable future option to meet the identified housing needs of the Community.

Table VIII-29
Financial Resources for Housing Activities

		Services Provided															
Agency	**Program Name**	**Acquisition**	**Home-Buyer Assistance**	**Rental Assistance**	**Rehabilitation**	**Economic Development**	**New Construction**	**Construction of Housing**	**Multi-family Construction**	**Relocation of Unit**	**Homeless Assistance**	**Supportive Housing & Services**	**Construction Supervision**	**Public Service**	**Refinancing**	**Preservation**	**Loan Packaging**
HCD	CDBG Program	X	X	X	X	X					X			X			
	Joe Serna Jr. Subsidy Program	X	X				X										
	HOME Program	X	X	X	X												
HUD	Section 8 Rent Program			X													
	Section 202 Loan Program	X			X		X										
	Section 811 Grant Program	X			X		X										
	Section 203 (k) Loans Guarantee	X			X					X					X		
	Mortgage Credit Certificate		X														
	LIHT Credits							X									
USDA RHS	Section 515 Mortgage Loans								X								
	Section 502 Direct Loans	X															
	Section 502 Loan Guarantee	X															
	CHFA Rental Program	X			X		X										
	Supportive Housing/Care											X					
	Self-Help Housing		X										X				X
Fannie Mae	Federal National Mortgage Assoc.		X		X												
Federal Home Loan Bank	AHP Grant/Loans						X										

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ADMINISTRATIVE RESOURCES

Described below are public and non-profit agencies that have been involved in affordable housing advocacy or are interested in housing activities in Calipatria. These agencies play an important role in meeting the housing needs of the community. In particular, they are/or can be involved in the improvement of the housing stock, provision of affordable housing opportunities, preservation of existing affordable housing, and/or provision of housing assistance to households in need.

Imperial Valley Housing Authority- The Imperial Valley Housing Authority (IVHA) is committed to preserving at-risk housing projects in Imperial County. Through State and federal housing programs, the Housing Authority raises the funds necessary to acquire at-risk housing projects in the County. IVHA also administers the Section 8 Program for Calipatria.

Campesinos Unidos- A regional non-profit serving the Coachella and Imperial Valleys, Campesinos Unidos provides a variety of services to low- and very low-income households. The organization operates self-help housing programs for low-income families, energy education and workshops to help control energy costs, and administers a house appliance replacement program.

California Coalition for Rural Housing- The California Coalition for Rural Housing works with tenants of "at-risk" buildings to inform tenants of available options, and if the tenants are interested, the Coalition helps them organize a tenants' association to pursue further actions. The Coalition also provides technical assistance to non-profit or public entities interested in purchasing at-risk projects. Both the Imperial Valley Housing Authority and Campesinos Unidos are members of the Coalition.

Catholic Charities- Catholic Charities, Diocese of Camden is a faith-based agency rooted in the Gospel and in the social teaching of the Catholic Church. They provide social services to, advocate for, and empower the poor, oppressed or vulnerable. The Family Services and Community Center provides information and referral services to those living in the diocese who may be experiencing a variety of difficulties. The food pantry can be accessed by individuals or families. Equipment and supplies are provided on a "first come, first serve basis." Other Assistance at the Family & Community Centers include assistance to needy individuals/families by providing assistance with:

- Fuel
- Utility expenses
- Emergency housing
- Clothing referrals
- Essential prescriptions
- Other essential items

OPPORTUNITIES FOR ENERGY CONSERVATION

With the passage of the Global Warming Solutions Act of 2006 (AB 32), which requires all local jurisdictions in the State to reduce their carbon dioxide emissions to 1990 levels by 2020, the City of Calipatria is increasing its efforts to promote environmental friendly building practices. Proper insulation of homes could reduce the energy demand for cooling purposes. Much of the older housing stock in

Calipatria is poorly insulated. Typically, wall insulation should be installed in homes. Dwellings that currently have R-11 in walls and R-19 in ceilings should be upgraded to R-19 and R-30 wherever possible. Weather stripping and other weather protection measures should be implemented around doors, windows, etc. The following energy conservation measures are eligible improvements under the CDBG Housing Rehabilitation Program:

- R-30 Insulation in Ceilings
- R-19 Insulation in Exterior Walls
- Insulation blanketing for water heaters
- 12" HD Turbine Ventilators on roofs
- Curved blade registers
- Night set-back or automatic clock thermostats
- Water saving fixtures
- Fluorescent lighting

Currently, the non-profit organization, Campesinos Unidos, Inc., provides weatherization services to eligible low-income participants in the City. The organization's two programs provide services including: a) minor housing envelope repairs; b) ceiling insulation; c) low-flow showerheads; d) weatherstripping; e) water heater blankets and pipe wrap; f) duct wrap; g) caulking and h) switch and outlet gaskets. These weatherization programs, funded by Southern California Gas Company and with State funds, help reduce energy use in homes and reduce household utility costs.

VIII.E ACCOMPLISHMENTS UNDER THE ADOPTED HOUSING ELEMENT

Section 65588(a) of the Housing Element law requires that jurisdictions evaluate the effectiveness of the existing Housing Element, the appropriateness of goals, objectives, and policies, and the progress in implementing programs for the previous planning period. Therefore, this Section compares the five-year Objectives established for each housing program adopted under the current 2004 Housing Element with the actual accomplishments met during the 2000-2005 planning period.

In the 2004 Housing Element, the City of Calipatria established the following Goals in order to meet the RHNA housing objectives set by SCAG and the identified housing needs of the community.

1) Conserve and improve the quality of existing housing and residential neighborhoods in Calipatria.
2) Encourage and promote the development of units for all income levels and segments of the community.
3) Provide adequate housing sites through appropriate land use and zoning designations to accommodate the City's share of regional housing needs.
4) Mitigate, to the extent feasible and legally possible, any potential governmental constraints to housing production and affordability. Identify and work to correct any infrastructure deficiencies in residential or potential residential development areas.

VIII. HOUSING ELEMENT

5) Promote equal housing opportunities for all segments of the community and work to eliminate any housing discrimination.

PRIOR HOUSING PROGRAM OVERVIEW

In order to achieve its goals, the 2004 City of Calipatria Housing Element established a list of Housing Programs designed to meet the following objectives under the following areas of concern:

a) Conserve the existing supply of housing;
b) Assist in the provision of housing;
c) Provide adequate residential sites;
d) Remove constraints to housing production; and
e) Promote equal housing opportunities

The City adopted 15 Housing Programs under the 2000-2005 planning period in an effort to address the housing needs of the local community through adopted Goals and Objectives. **TABLE VIII-30** lists the fifteen Programs, the adopted Objective, and identifies the accomplishments under each Program. These Programs are presented under the above referenced areas of concern and are quantified wherever possible.

Table VIII-30
Housing Program Summary of Accomplishments

Housing Program & Description	2000-2005 Objective	Accomplishments	Responsible Agency
a) Conserve the Existing Supply of Housing			
1. CDBG/Redevelopment Agency Housing Rehabilitation Program Provides housing rehabilitation assistance to low-and moderate-income households	Rehabilitate 5 lower-income households annually (25 total) during the planning period by end of 2005	**Unmet**- The City reconstructed 12 housing units and rehabilitated 1 additional housing unit with CDBG resources, but did not utilize RDA funds.	City of Calipatria Calipatria RDA
2. Housing Conditions Survey To conduct a housing conditions survey periodically to monitor housing conditions and prioritize units in need of rehabilitation	Prioritize units in need of demolition or substantial rehabilitation	**Met-** The City of Calipatria prioritized homes in need of substantial rehabilitation or replacement under the Housing Rehabilitation Program	City of Calipatria
b) Assist in the Provision of Housing			
3. Pursue State and Federal Funding Sources To pursue funding through housing programs, such as HOME and CDBG	Assess need annually and pursue affordable housing funding sources as needed	**Met**- Pursued and received CDBG and HOME funding	City of Calipatria
4. Density Bonus Program Provides developer incentives for the provision of rental housing for the benefit of low- and moderate-income households.	Promote the density bonus provision to developers and amend the Zoning Ordinance on provisions by the end of 2004	**Unmet**- Zoning Ordinance was not amended and therefore, the new density bonus provisions could not be promoted to developers	City of Calipatria
5. Calipatria Redevelopment Agency	Annually review funding	**Unmet**- The City sold the	

Table VIII-30
Housing Program Summary of Accomplishments

Housing Program & Description	2000-2005 Objective	Accomplishments	Responsible Agency
Program to increase opportunities to lower income households by providing down payment assistance and developing the 56 acres purchased by the RDA	availability and assess feasibility of establishing the program	56 acres to a private developer without affordability restrictions and funds were redirected to another affordable housing project.	Calipatria RDA
6. Imperial County Enterprise Community Promotes low interest home loans available to low-and very low-income households through the Imperial County Enterprise Community Designation	Promote the Program to income-qualified households and assist 25 households by the end of 2005	**Unmet-** Only 13 home loans were issued through the IC Enterprise Community Program to Calipatria households	USDA City of Calipatria
7. Imperial Valley Housing Authority Provides rental subsidies to very-low income households and provides public housing	Conduct ongoing coordination with the IVHA to expand affordable housing opportunities	**Met**- IVHA continues to own/manage the 40 affordable housing units and assists 17 additional households with Section 8 vouchers	IVHA City of Calipatria
8. Imperial Valley Regional Task Force on Homelessness Addresses homelessness issues through a network of assistance, services and facilities	Participate in the IV Regional Task Force on Homelessness and make referrals, as necessary	**Met**- The City did participate in the Imperial Valley Regional Task Force on Homelessness as required	IVRTFH City of Calipatria
c) Provide Adequate Residential Sites			
9. Inventory of Vacant Sites Periodically review and update the inventory of vacant and underdeveloped land to ensure the provision of adequate residential sites	Monitor residential development in the City and update the inventory of vacant sites annually	**Met**- The City has consistently monitored the availability of vacant sites and makes a map available	City of Calipatria
d) Remove Constraints to Housing Production			
10. Zoning Ordinance Review and Update Amends the Zoning Ordinance to address constraints on housing development for persons with disabilities, homeless, or on dependent care	Amend Zoning Ordinance to address constraints by 2004 for: 1) shelters, 2) transitional housing, 3) residential care, 4) density bonuses	**Unmet**- The City has not yet amended its Zoning Ordinance to address any of the 4 objectives	City of Calipatria
11. Streamlined Permitting Process Streamlines the processing of permits for projects that include units available to seniors and lower- and moderate-income households	Conduct ongoing streamlined permit processing	**Met**- The City continues to conduct time-saving streamlined permitting processes in-house.	City of Calipatria
12. Reduced Parking Standards Considers reducing the parking requirements for affordable and senior housing developments	Amend the Zoning Ordinance to incorporate reduced parking into the density bonus provisions by 2004	**Unmet**- The City has not yet amended its Zoning Ordinance to incorporate density bonus or reduced parking	City of Calipatria
13. Water and Wastewater Services	Conduct ongoing	**Met**- The City does not	Calipatria RDA

VIII. HOUSING ELEMENT

Table VIII-30
Housing Program Summary of Accomplishments

Housing Program & Description	2000-2005 Objective	Accomplishments	Responsible Agency
Requires City to work with developers to provide water and wastewater services to support the development of vacant residential sites	coordination with developers for the extension of City services	own its water system (Golden State Water Company), however sewer extension concessions are offered as needed	City of Calipatria
14. Housing for Persons with Disabilities Analyzes and removes the constraints on the development, maintenance and improvement of housing intended for persons with disabilities	Conduct an evaluation by December 31, 2004 and if constraints are found, the City will take action within six months	**Met**- The City provides for removal of barriers & handicap accessibility in all new development & through the Housing Rehabilitation Program	City of Calipatria
e) Promote Equal Housing Opportunities			
15. Anti-Discrimination Ordinance Ensures equal housing opportunities and increased rights awareness of fair housing to all segments of the community	Conduct ongoing implementation and enforcement of the City's Anti-Discrimination Ordinance No. 288	**Met**- City did not received any discrimination housing complaints, but coordinates as necessary and promotes opportunities in English & Spanish	City of Calipatria

Based on an overview of the adopted Programs and the qualitative accomplishments during the 2000-2005 Housing Element planning period, six of the fifteen Goals set by the City were unmet. The unmet Goals incorporated the following Programs: CDBG/Redevelopment Agency Housing Rehabilitation Program, Density Bonus Program, Redevelopment Agency Program, Imperial County Enterprise Community Program, Zoning Ordinance Review and Update Program, and the Reduced Parking Standards Program. Most of the unmet programs faced administrative challenges within a very short performance period since the prior housing element was not updated/adopted until 2004 for the 2001-2005 Plan period. Where appropriate, the unmet Goals of these Programs will be included in the Programs for this planning period, listed in Section VI of this document.

QUANTIFIABLE ACCOMPLISHMENTS OF 1998-2005 RHNA GOALS

Prior Plan period performance results should be quantified where possible. The results should then be compared with what was projected or planned in the earlier element. SCAG allocated quantitative Regional Housing Need Assessment Goals for a 1998-2005 planning period which goes beyond the adopted five-year Housing Element Plan. **TABLE VIII-31** summarizes the housing needs met outside of this planning period and demonstrates results in consistency with the RHNA allocation by income category. The summary of constructed units based on the quantifiable housing goals determined by SCAG through the Regional Housing Needs Assessment (RHNA) for its 1998-2005 planning period identify the continued unmet need of housing for the very low-, moderate- and above moderate-income households.

Table VIII-31 RHNA 1998-2005 Quantifiable Goals and Accomplishments			
SCAG Income Category	**1998-2005 RHNA Goal**	**Net Units Constructed 2000-2005**	**Unmet RHNA**
Very Low 0% to 50% MHI[1]	63	59	4
Low 51 to 80% MHI	38	38	NA
Moderate 81% to 120% MHI	54	17	37
Above Moderate >120% MHI	62	18	44
Total Units	**217**	**132**	**85**
[1]MHI = Median Household Income ($53,800 for Imperial County)			

Source: City of Calipatria and Imperial County Building Permit Reports, 1998-2005

SUMMARY OF HOUSING PLAN ACCOMPLISHMENTS

The Housing Programs implemented during the 2000-2005 planning period were successful in meeting both qualitative and quantitative objectives with the exception of six Programs. Either the Goals set for these Programs were lofty given the remaining time in the five-year planning period when the Plan was adopted in 2004. The Goals from Programs with unmet objectives will be carried over into the 2006-2014 planning period, as will the successful Programs from the 2000-2005 planning period. All continued Programs will have modified Objectives to address the changing needs of the community. Additional Programs will be added to the 2006-2014 planning period to further the established Goals and meet the identified housing needs of the community. Section VI discusses in greater detail the continued Programs and planning period Objectives.

VIII.F HOUSING PLAN

Sections II through IV of this Housing Element establish the housing needs, constraints, and opportunities in the City of Calipatria. Section V reviewed the prior planning period performance and evaluated the effectiveness of the implemented Housing Programs during that period. These findings help identify new or continuing challenges in meeting the housing needs of the community. The Housing Plan presented in this Section sets forth the City's Goals, Policies, and Housing Programs to mitigate some of these challenges and effectively address Calipatria's identified housing needs for the 2006-2014 planning period.

HOUSING ISSUES

Housing construction has generally not kept pace with household growth and needs in Calipatria during the last two decades. This is evident by both the high incident of overcrowding in Calipatria households reported under the 2000 Census and the lack of housing diversity. The lack of single-family housing construction during the last decade has restricted housing opportunities for those households earning incomes above the County median income and for those seeking homeownership opportunities. This is

evident by the large number of estimated Calipatria State Prison employees who have chosen to live outside of the area and in the high percentage of multi-family unit development in comparison to single-family development. Over 67 percent of the housing units that have been constructed in Calipatria during the last seven years have been multi-family housing, the majority of which have been government subsidized housing restricted for low- and very low-income households.

The lack of diverse housing opportunities has contributed to the overall housing challenges faced in the community today: unaffordable housing for certain segments of the community, lack of a diverse housing stock, and overcrowding conditions. Yet another challenge is the City's aging or absent infrastructure throughout sites with existing, or designated for, residential land uses. Although some of these needs were addressed in the prior Housing Element Plan, they remain unmet, and as a result continue to be an issue of concern. The 2006-2014 Housing Element Plan establishes and adopts Goals, Policies, and Objectives to address these critical issues that continue to pose a significant constraint to maintaining a well balanced community. These issues are summarized as follows:

- ***Housing Affordability-*** A substantial portion of the households in Calipatria are overpaying for housing. According to the 2000 Census, 27.5 percent of the total owner households in Calipatria were overpaying for housing, while 40.2 percent of the total renter households were overpaying for housing. For lower-income renters and owners, severe cost burden can require families to double up resulting in overcrowding and related problems. Cottonwood Creek Apartments and the Casa del Sol Apartments were constructed with Low Income Housing Tax Credits (LIHTC) subsidies and have 32 and 79 units, respectively, which are ensured to be affordable to renters that are very low- and low-income. The Villa Esperanza Apartments, currently under construction, will also offer 71 affordable rental units (72 in total) to low- and low-income residents in Calipatria. Affordability for households wishing to own their own home, however, continues to be an unmet challenge that will be addressed during the 2006-2014 planning period.

- ***Special Needs Groups***– Certain groups in Calipatria have greater difficulty finding descent, affordable housing due to special needs and/or circumstances. In Calipatria, the most prevalent special needs groups are the elderly, disabled and large families (households comprising 5 members or more). According to the 2000 Census, 17.9 percent of all households in Calipatria are comprised of senior heads-of-household (age 65 and older). This is significantly larger than the State average of 11 percent. The majority of these seniors are homeowners (84 percent) and the 2000 Census identified 130 of these seniors with disabilities limiting their mobility or ability to care for themselves. Currently, there are no housing units in Calipatria specifically designed to accommodate seniors, or the special needs that they may have, including transportation to nearby cities because of the lack of necessary local medical and health care providers in Calipatria. In addition to seniors, the City of Calipatria also has a large percentage of large-family households. The 2000 Census identified approximately 30 percent of all households in Calipatria as large. The three affordable apartment projects in Calipatria (Cottonwood Creek, Casa del Sol, and Villa Esperanza) were designed with larger families who rent in mind, and one offers apartments with more than 3 bedrooms. However, there have not been any single-family project developed in Calipatria over the last two decades catering to larger families.

- ***Overcrowded/Inadequate Sized Units*** - According to the 2000 Census, approximately 25 percent of the City's households resided in overcrowded units (reporting over 1.5 persons per bedroom). As mentioned above, over 30 percent of the households in Calipatria were large families (having five or more persons per household) in the City of Calipatria. This high percentage, coupled with the fact that larger units are less affordable, are contributing factors to these overcrowded conditions. Overcrowded conditions disproportionately affected renters (31.5 percent of renters v. 18.8 percent of owners) in the City. The Cottonwood Creek Apartments (32 units) offers four-bedroom apartments, the remaining government subsidized apartment projects (Casa del Sol and and Villa Esperanza) are designed for larger lower income families wishing to rent with three-bedroom units available. These developments will assist overcrowding conditions for very low- and low-income renters during the 2006-2014 planning period. Unfortunately, households wishing to purchase housing have not been afforded the same opportunity of having larger single family homes available since development has been limited.

- ***Lack of Housing Stock Diversity -*** While there have been numerous rental apartment projects constructed over the last decade targeting very low-, low- and moderate-income renters, the City has not attracted a proportional share of quality built single-family development. The City of Calipatria has a large well-paying employment base to draw from with the Calipatria State Prison, and yet single-family development has circumvented the City of Calipatria and caused these employees to seek housing elsewhere. This lack of single-family development has prevented diversification in the City's housing types, size of units, and price ranges. Housing diversification is critical for citizen's upward mobility and for the overall quality of life in a community. This issue will be addressed through the Goals, Policies and Objectives of this Housing Plan.

- ***Poor Condition of Existing Infrastructure –*** Calipatria has inadequate infrastructure that in many areas designated for residential development is incapable of meeting the current needs of its residents in addition to any new residential developments. It is estimated that approximately 50 percent of all streets in the City are in need of moderate to substantial rehabilitation. Additionally, the majority of existing streets (80 percent) are absent curb and/or gutter leading to further deterioration and flooding risks. The City's wastewater system is also in decay and is currently operating with a single pumping station, the Delta Pump Station, which serves approximately 1,123 households is in need of significant repair. The wastewater distribution system is also deficient and either undersized or absent from many of the areas designated for new residential development. The City is currently seeking CDBG funds to make the necessary improvements and the planned new infrastructure, along with the City's current requirements for on- and off-site improvements, will provide sufficient water and sewer capacity to accommodate Calipatria's share of the regional housing need; however, it is imperative that the City work with all new housing developments in a proactive manner to help rectify the City's infrastructure shortfalls in order to provide a safe living environment for residents. The City should reassess the adopted Development Impact Fees to determine adequacy in meeting the future needs of the community.

VIII. HOUSING ELEMENT

- ***Lack of Monitoring for Housing Program Compliance –*** As discussed in Section V of this Housing Element, where prior performance was reviewed, there were a number of unmet Objectives. Many of the unmet Objectives established by the prior Housing Element Plan remain unmet due to the fact that the City does not have an adequate monitoring program in place with administrative oversight. In particular, the City did not follow through with making the determined amendments to the City's Zoning Ordinance in order to be consistent with the recently revised State law as it relates to density bonus, by-right housing, and the Lanterman Act. These unmet Objectives will continue to be planned for under this Section of the Housing Element along with recommendations for establishing a Monitoring Program for Housing Objectives. An adequate Monitoring Program should outline the steps necessary to effectively complete all the Goals and Objectives listed in this Section.

HOUSING GOALS & POLICIES

The following are Goals and Policies established by the City Calipatria to address the issues identified above and to maintain Calipatria's compliance with State Housing Element Law. These Goals and Policies will establish the framework under which targeted Housing Programs will be implemented in order to meet the City's housing needs.

GOALS AND POLICIES

Goal 1: Attract and support quality single-family housing development in order to meet the homeownership opportunity needs of Calipatria residents of all economic levels and segments of the community.

Policy 1.1: Pursue funding mechanisms to assist people of all economic segments in obtaining homeownership goals.

Policy 1.2: Encourage density bonus and other regulatory incentives for single-family units that provide for lower-income household integration.

Policy 1.3: Work with for-profit and non-profit housing developers, as well as public agencies to expand homeownership opportunities in the City.

Goal 2: Encourage and promote housing diversity through a variety of housing types, including new and innovative designs, by removing governmental constraints where feasible and while maintaining quality standards, safety and a satisfying living environment for all income levels and segments of the community.

Policy 2.1: Encourage innovative residential designs and building techniques for residential development.

Policy 2.2: Provide flexibility in zoning regulations and design standards for new affordable residential development.

Policy 2.3: Encourage and provide incentives for the development of large family units (with three or more bedrooms) as part of residential development projects.

Policy 2.4: Support the provision of rental and home ownership opportunities for special needs housing accommodating seniors, large families, and persons with disabilities.

Policy 2.5: Review City regulations and ordinances to ensure that they are in compliance with State law and that they do not unduly constrain housing development.

Goal 3: Preserve subsidized housing and conserve and improve the existing affordable housing stock in conformance to adopted standards and support public and private efforts in maintaining, reinvesting in, and upgrading the existing housing supply.

Policy 3.1: Maintain and enhance a proactive housing rehabilitation program and continue to seek additional funding.

Policy 3.2: Promote increased awareness among property owners and residents of the importance of property management to long-term housing and neighborhood quality.

Policy 3.3 Support the preservation of subsidized public housing and publicly assisted housing units.

Policy 3.4: Support, and where feasible, provide financing mechanism to lower-income households for room additions to alleviate overcrowding.

Policy 3.5: Monitor housing conditions to identify units in need of rehabilitation, targeting units in need of substantial rehabilitation or reconstruction.

Goal 4: Encourage the proactive and planned growth of the City by designating and preserving suitable sites for residential development in relation to job opportunities and/or the provision of public infrastructure and facilities.

Policy 4.1: Maximize the use of vacant land within the City for housing development in order to reduce the cost of infrastructure facilities (water, sewer, streets, etc.) while controlling congestion and providing adequate emergency access.

VIII. HOUSING ELEMENT

Policy 4.2: Assess infrastructure improvement needs in all residential areas and work with private and public agencies to facilitate necessary improvements and seek funding opportunities.

Policy 4.3: **Ensure** tentative subdivision maps are adequately reviewed for consistency with land use, circulation, emergency access and availability of necessary public services and facilities.

Policy 4.4: Ensure that all residential development is consistent with this Housing Element and adopted City Ordinances and development standards.

Policy 4.5: Maintain an inventory of vacant and underutilized sites available for future housing development.

Policy 4.5: Assess Infrastructure needs and plan ahead for the necessary public infrastructure needs in support of housing development for all economic segments.

Goal 5: Promote and support equal housing opportunities for all residents in Calipatria regardless of age, sex, race, marital status, ethnic background, income and other arbitrary factors, and maintain an adequate Monitoring Program to ensure Housing Goals and objective are attained.

Policy 5.1: Support equal housing opportunities for all residents regardless of age, sex, race, marital status, ethnic background, income, or other such arbitrary factors.

Policy 5.2: Promote equal housing laws, housing programs and resources through educational and marketing material made available at City Hall and the City Public Library in both English and Spanish.

Policy 5.3: Design a Monitoring Program for Housing Element Goal, Policy and Housing Program Objective compliance with periodic reporting to City Council.

HOUSING PROGRAMS

The Goals and Policies contained in the Housing Element address the identified housing needs and issues determined under the overall housing needs assessment. In order to measure success towards meeting these Goals, quantifiable Objectives should be adopted. The Objectives may be obtained through the implementation of a series of Programs targeting the identified issues in conformance with the adopted Goals and Policies. The Housing Programs in this Section define the specific actions the City will undertake to implement the established Goals and Policies. In order to make adequate housing provisions for all economic segments of the community, and to be consistent with Housing Element Law, the Programs shall do all of the following:

- Identify adequate sites that are available, through zoning and development standards, for a range of housing types to meet the community's housing needs;
- Assist in the development of housing affordable to low and moderate income households;
- Address and, where appropriate and legally possible, remove governmental constraints on the maintenance, improvement and development of housing;
- Conserve and improve the condition of existing affordable housing stock;
- Promote equal housing opportunity; and
- Preserve for lower income households the assisted housing developments identified.

These Housing Programs include current City efforts that were successful during the prior planning period, new Programs that might replace discontinued resources, or new programs to address unmet needs. Programs whose Objectives were not met during the last planning period, but continue to be needed, are also incorporated. This Section provides a description of each Housing Program, Program objectives, financing, implementation agency, and time frame for implementation. **TABLE VIII-32,** found at the end of this Section will summarize this Section and provide an overview of all the Programs incorporated into this Housing Plan in order to facilitate monitoring.

GOALS AND POLICIES

Goal 1: Attract and support quality single-family housing development in order to meet the homeownership opportunity needs of Calipatria residents of all economic levels and segments of the community.

Homeownership opportunities have remained a challenge due to the lack of single-family housing development. The lack of diversity of available housing for purchase, coupled with the high market value of the housing that is available, has significantly limited homeownership opportunities for all economic segments of the community seeking to purchase a home. Homeownership opportunities affordable to the City's very low- and low-income households are even a greater challenge. The City's policies are to encourage homeownership opportunities for all economic segments while targeting the housing needs of large families (who need three or more bedrooms), to address not only homeownership opportunities but to alleviate overcrowding. The following programs attempt to address this continued challenge:

1. First-Time Homebuyer Program

A First-Time Homebuyer Program provides financial assistance through loans and/or grants to help buyers with down payments, closing costs, mortgage insurance premiums, and/or with a silent second trust deed. The City is considering establishing a First-Time Homebuyer program for the City of Calipatria. The program would use HOME or CDBG funds to assist low income households (80 percent or less than the County median) and Redevelopment Set-Aside funds could be used for moderate income households (80 to 120 percent of the County median).

2006-2014 Program Objective and Time Frame: The Redevelopment Agency shall consider and take action on making a financial contribution, in accordance with their adopted

Redevelopment Plan, towards the established and on-going First-Time Homebuyers Program by the end of fiscal year 2008.

Program Financing: HOME, CDBG and/or Redevelopment Set-Aside funds

Responsible Agency: City of Calipatria

2. Density Bonus and Incentives Program

Pursuant to State density bonus law, if a developer allocates at least 10 percent of single-family units in a housing project to lower income households, or at least 50 percent for "qualifying residents" (e.g. seniors), the City must either: a) grant a density bonus of 25 percent, along with one additional regulatory concession to ensure that the housing development will be produced at reduced cost, or b) provide other incentives of equivalent financial value based upon the land cost per dwelling unit. The developer shall agree to and the City shall ensure affordability and sale to qualified lower income households. The City should also use the density bonus ordinance process to encourage the development of large family units (3+ bedrooms) that are affordable to lower income households.

2006-2014 Program Objective and Time Frame: The Redevelopment Agency will expand set-aside monies to provide incentives and assist in the development of residential projects, targeting housing affordability to lower income households or special needs groups, such as through the provision of on and off-site infrastructure improvements and/or subsidized development fees. In addition, a copy of the Density Bonus Ordinance will be provided to all potential housing developers.

Program Financing: City of Calipatria staff time, Redevelopment Set-Aside funds

Responsible Agency: City of Calipatria

3. Self-Help Housing Program

The California Self-Help Housing Program is designed to assist low- and moderate-income self-helpers. These services include: training and supervision of self-help builders; loan packaging and counseling households on building or rehabilitating their own homes by providing technical assistance grants to non-profit corporations and local governments to provide administrative and supportive services for self-help builders; self-help housing workshops; and office costs associated with self-help housing projects. The California Self-Help Housing Program also provides informational assistance to self-help housing organizations. Assistance includes: conferences on self-help housing; information on housing finance sources; and workshops on energy efficient housing. Campesinos Unidos is the only local non-profit who has engaged in these types of projects, but discontinued the program in 2007. Although considerations for re-establishment are in progress, no commitment from the non-profit has been made. The City of Brawley has also engaged in Self-Help projects and a joint venture for the benefit of local residents should be considered.

2006-2014 Program Objective and Time Frame: The City will establish contact with Campesinos Unidos and agencies within and outside the region who participate in self-help projects that may be interested in pursuing a local project for potential local project

implementation by the end of 2008 and will keep a log of all communication with agencies. The City will begin a sign-up log for interested households and will schedule a workshop for early Spring 2009 with self-help housing services and interested households. The City will hold a workshop at least every two years during the plan period. Once interested agencies and households are identified, the City will support and assist in the applications for funding. The City of Calipatria will target self-help housing assistance to 5 lower income households in the 2006-2014 planning period.

Program Financing: State HCD, self-help "equity," City of Calipatria, staff time

Responsible Agency: City of Calipatria, non-profit corporations

4. RHS Housing & Community Facilities Programs, (Section 502) Direct Loans

Under the Direct Loan program, individuals or families receive financial assistance directly from the Housing and Community Facilities Programs (HCFP) in the form of a home loan at an affordable interest rate. Most of the loans made under the Direct Loan Program are to families with income below 80 percent of the median income level in the communities where they reside. Because HCFP is able to provide loans to those who typically do not qualify for a conventional loan, the HCFP Direct Loan program enables many more people to buy homes than might otherwise be possible. Direct loans may be made for the purchase of an existing home or for new home construction.

2006-2014 Program Objective and Time Frame: The City will work with HCFP administrators to promote the Direct Loan Program to local residents and developers in order to increase the homeownership opportunities of lower income households. The City will work towards a goal of providing home loans through the HCFP to five households during the planning period. The City will send out flyers via the residents' utility bills describing the type of funding programs available through various entities and administered by the City. These flyers will be sent out just prior to, and will provide information on, the County of Imperial's Annual Housing Fair. In addition, information will be made available at City Hall and at the Public Library.

Program Financing: Rural Development Housing & Community Facilities Programs, City of Calipatria, staff time

Responsible Agency: City of Calipatria, USDA and non-profit or private developers

5. RHS Housing & Community Facilities Programs, (Section 502) Loan Guarantees

Under the Guaranteed Loan program, the Housing and Community Facilities Programs guarantees loans made by private sector lenders. A loan guarantee through HCFP means that, should the individual borrower default on the loan, HCFP will pay the private financier for the loan. The individual works with the private lender and makes his or her payments to that lender. Under the terms of the program, an individual or family may borrow up to 100 percent of the appraised value of the home, which eliminates the need for a down payment. Since a common barrier to owning a home for many low-income people is the lack of funds to make a down payment, or weak credit history, the availability of the loan guarantees from HCFP makes owning a home viable to a larger percentage of Americans.

VIII. HOUSING ELEMENT

2006-2014 Program Objective and Time Frame: The City will work with HCFP administrators to promote the Loan Guarantee Program to local residents and developers in order to increase the homeownership opportunities of lower income households. Within six months from adoption of this Element, the City will meet with HCFP administers and develop a brochure for residents and interested developers that can be distributed through the mail. The City will work towards a goal of providing home loan guarantees through the HCFP to five households during the Planning Period. In addition, information will be made available at City Hall and at the Public Library.

Program Financing: Rural Development Housing & Community Facilities Programs, City of Calipatria, staff time

Responsible Agency: City of Calipatria, USDA and non-profit or private developers

6. Pursue Key Federal Funding Sources for Affordable Housing

Successful implementation of housing programs to create affordable housing will depend on a community's ability to pursue additional funding sources. This program focuses on the two funding sources (CDBG and HOME) that are most accessible to Calipatria, however, the City may have to go beyond these programs to pursue housing subsidies. The State Department of Housing and Community Development (HCD) administers the federal CDBG program for non-entitlement cities and counties. Calipatria is eligible to apply to HCD for general CDBG allocation. The City of Calipatria recently submitted a CDBG Grant Application for funding for improvements to the Cities Wastewater Treatment System and is awaiting a response with regard to the Grant from the State. The City is also pursuing other funding mechanisms in order to bring their Water and Wastewater Systems current with the requirements of State regulations and the existing and anticipated needs of the City. The City acts as the lead agency in all Applications for funding from the State and federal government and other funding agencies. Under the HOME program, HUD will award funds to localities on the basis of a formula that takes into account the tightness of the local housing market, inadequate housing, poverty, and housing production costs. HOME funding is provided to jurisdictions to assist either rental housing or homeownership through acquisition, site improvements, and other expenses related to the provision of affordable housing and for projects that serve a group identified as having special needs related to housing. The local jurisdiction must make matching contributions to affordable housing under HOME. The HOME and CDBG Program are awarded on a competitive basis.

2006-2014 Program Objective and Time Frame: On an annual basis between 2008 and 2014, the City will support or pursue additional funding sources for affordable housing development in the City.

Program Financing: City of Calipatria staff time, CDBG, HOME, and other public funds.

Responsible Agency: City of Calipatria

Goal 2: Encourage and promote housing diversity through a variety of housing types, including new and innovative designs, by removing governmental constraints where feasible and while maintaining quality standards, safety and a

satisfying living environment for all income levels and segments of the community.

The lack of housing supply to meet the needed demand significantly impacts housing affordability. The City has had limited housing development and the development that has occurred has been largely in multi-family units restricted for the low and very low income. Single-family development has remained deficient for the last two decades in addressing the needs of all economic segments. This lack of single-family development has prevented diversification in housing types, size of units, and price ranges.

7. Planned Unit Development Program

Establishing a Planned Unit Development (PUD) Ordinance may enable the City to provide flexible development options and increase affordable housing development opportunities in the community. The City should consider establishing a PUD for a variety of housing types including pre-manufactured homes. In exchange for development standard flexibilities, developers are required to provide a higher quality development that may include amenities for the benefit of the residents in the PUD. This task would entail the drafting of a Planned Unit Development Ordinance with minimum and flexible development standards to support housing affordability targeting all economic segments of the community. An example of a flexible development standard in support of affordable housing might be reduced lot sizes from current lot size minimums of 6,000 SF to 5,000 SF.

2006-2014 Program Objective and Time Frame: The City will commission the development of a draft Planned Unit Development Ordinance targeting housing affordability for all economic segments of the community and shall consider the adoption of said draft by the end of the fiscal year 2009.

Program Financing: Redevelopment Set-Aside funds, City of Calipatria staff time

Responsible Agency: City of Calipatria

8. Tax Credit Rental Projects

Low Income Housing Tax credit subsidies are available to assist in the construction of multi-family rental units affordable to low and moderate income households. The program allows investors an annual tax credit over a ten-year period, provided that the housing meets the following minimum low income occupancy requirements: 20 percent of the units must be affordable to households at 50 percent of the area median income (AMI), or 40 percent of the units must be affordable to those at 60 percent of the AMI. The total credit over the ten-year period has a present value equally to 70 percent of the qualified construction and rehabilitation expenditures. The tax credit is typically sold to large investors at a syndication value. These credits are available on a very competitive basis and percentages of units committed to affordability are usually at 100%. The City supported developers to pursue tax credits for the construction of affordable units in the City, as evidenced with the Cottonwood Creek, Casa del Sol, and Villa Esperanza Apartment Projects currently under construction.

2006-2014 Program Objective and Time Frame: City of Calipatria staff will continue to support developers in the pursuit of tax credits to fund the construction of multi-family rental units in

the City. Developers will be provided with informational brochures regarding tax credits upon their first visit to the City of Calipatria and the City will remain available to assist developers with the tax credit application process.

Program Funding: City of Calipatria staff time, Low Income Housing Tax Credits and other project funding

Responsible Agency: City of Calipatria, private or non-profit developers

9. Zoning Ordinance Review and Update

Residential development standards contained in the Calipatria Zoning Ordinance are essential tools for maintaining the health, safety, and general welfare of the community. The standards are adopted to promote land use compatibility and overall quality of life in the community. Periodic reviews of this Ordinance, however, are necessary to ensure that these regulations do not unnecessarily constrain housing development and more importantly, to ensure that they conform with recently adopted State and federal laws. Recent changes in State law have been implemented to remove several constraints to housing development for persons with disabilities, the homeless, farmworkers and for housing affordability. The City must be in conformance with State law and should amend the Zoning Ordinance to address the constraints idenfitied.

2006-2014 Program Objective and Time Frame: The City of Calipatria City Council will conduct a review of the existing Zoning Ordinance and will amend the Zoning Ordinance to address the following potential constraints within one year of Housing Element adoption:

1. Pursuant to State law, the City will amend its Zoning Ordinance to identify zoning and development standards for Emergency Shelters. Emergency Shelters will be subject to the same development and management standards as other permitted uses in **R-2, R-3 and R-4 Zones**, as summarized in the Constraints Section of the Housing Element. In addition, the City will develop written, objective standards for emergency shelters to regulate the following, as permitted under SB 2:
    a. The maximum number of beds/persons permitted to be served nightly;
    b. Off-street parking based on demonstrated need, but do not exceed parking requirements for other residential or commercial uses in the same zone;
    c. The size/location of exterior and interior onsite waiting and client intake areas;
    d. The provision of onsite management;
    e. The proximity of other emergency shelters, provided that emergency shelters are not required to be more than 300 feet apart;
    f. The length of stay;
    g. Lighting; and
    h. Security during hours when the shelter is open.

2. Pursuant to State law, Transitional and Supportive Housing will be subject to the same development and management standards as other permitted uses in

residential zones, as summarized in the Constraints Section of the Housing Element. Parking requirements, fire regulations, and design standards should not impede the efficient use of these sites.

3. Pursuant to State law, the City will amend the Zoning Ordinance to allow housing for persons with disabilities for six persons or less by right in all residential zones. Housing for persons with disabilities that contain more than six persons will be subject to the same development and management standards as other permitted uses in the R-2, R-3 and R-4 zones, as summarized in the Constraints Section of the Housing Element.
4. Pursuant to Health and Safety Code Section 17021.6 which precludes a local government from requiring a conditional use permit, zoning variance, and/or other zoning clearance for employee farmworker housing consisting of no more than 36 beds in a group quarters or 12 units or spaces designed for use by a single family or household in all agricultural zones, farmworker housing shall be explicitly specified in the Zoning Ordinance.
5. Pursuant to State law AB 1866 (Chapter 1062, Statutes of 2002), applications for second-units shall be considered ministerially in accordance with State standards, established in subsection (b) of *Section 65852.2*.
6. Pursuant to State law, the City will explicitly identify in the Zoning Ordinance, the residential zones under which Single-Room Occupancy (SRO) units are allowed by right.
7. The City will adopt a Reasonable Accommodation Ordinance to facilitate the processing of requests and provide exception in zoning and land use for persons with disabilities.
8. Incorporate the current State Density Bonus provisions as mandated by State law into the local Zoning Ordinance, including, but not limited to, an identification of the incentives and regulatory concessions to be offered in conjunction with a density increase (i.e. reductions in set backs or parking regulations).

Program Funding: City of Calipatria, staff time

Responsible Agency: City of Calipatria

10. Streamline Permitting Processing

The City of Calipatria has efficient permit processing procedures in place that do not constitute an unreasonable constraint on housing development. The City should adopt, however, a formal streamline procedure for the processing of permits for projects that include units affordable to seniors and lower- and moderate-income households. Examples for streamlining the permit process include the development of less complex application materials and requirements for developers intending to build housing projects affordable to seniors and lower- and moderate-income households, and the accommodation of special meetings for approval. Time saved on

processing these permits will translate into lower development costs, and therefore, will make affordable and/or senior housing projects more viable.

2006-2014 Program Objective and Time Frame: Establish a streamlined process for projects that include affordable housing targeted towards seniors and lower- and moderate-income households by the end of 2009. Informational brochures clearly outlining the streamlined process will be made available for developers at the front desk. The City may also advertise available CDBG Grant funds, tax credits, and a streamlined permitting process for the development of housing units affordable to seniors and lower-income housing simultaneously.

Program Funding: City of Calipatria, staff time

Responsible Agency: City of Calipatria

Goal 3: **Preserve subsidized housing and conserve and improve the existing affordable housing stock in conformance to adopted standards and support public and private efforts in maintaining, reinvesting in, and upgrading the existing housing supply.**

Like any other tangible assets, housing is subject to gradual physical or technological deterioration overtime. If not properly maintained, it can discourage reinvestment, depress neighboring property values and have a negative impact on the overall quality of life in Calipatria. Maintaining Calipatria's older housing neighborhoods is vital to conserving the overall quality of housing in the community. In 2000, approximately 43.6 percent of the housing stock was built in or prior to 1980 and therefore would be at least 30 years old by the year 2010. Typically, structures older than 30 years of age show signs of deterioration and require higher levels of maintenance and/or rehabilitation. Households with limited income or who overpay for housing are less likely to have the discretionary income needed to upkeep and maintain their homes and therefore, rehabilitation programs should be especially focused to meet the housing maintenance needs of this sector of the population. The preservation of publicly assisted housing is an equally important factor in conserving the existing affordable housing stock. Preservation, however, refers to maintaining the subsidized status of the publicly assisted units, versus the physical conservation of the structures.

11. Housing Rehabilitation Program

The City uses CDBG funds to address the local housing rehabilitation needs. The Housing Rehabilitation program consists of the following two components: deferred loans and amortized time pay loans for owner/occupants, and amortized time pay loans for owner/investors. Rehabilitation assistance is only provided to owner/occupants and renters within the targeted income group (households earning up to 80% of County median). To qualify for assistance under the rental components of the Housing program, the units must be within the incorporated City limits, and have rental rates affordable for households earning up to 80% of the median income. Assisted units may include mobile-home units. The adopted Guidelines incorporate minimum limits for the Housing Rehabilitation Program that might be restrictive for substantial rehabilitation or reconstruction projects as construction costs increase, therefore, they should be assessed on a periodic basis. In order to apprise the public of the rehabilitation

program, the City offers brochures in English and Spanish and conducts education outreach through public meetings and door-to-door contact.

2006-2014 Program Objective and Time Frame: The City will review periodically and amend its Housing Rehabilitation Program Guidelines as needed during the 2000-2014 Plan Period. The City will conduct its first review with amendments as necessary by June 2009. The City will assist approximately 15 low- and very low-income households over the Plan Period. As needed, the City will apply to the State HCD for additional funding or augment the pool of funds availabe with Redevelopment Agency Set-Aside funds.

Program Financing: CDBG, HOME, Program Income, and Redevelopment Agency set-aside funds as needed.

Responsible Agency: City of Calipatria

12. Weatherization Program

Campesinos Unidos, Inc., a local non-profit organization, is currently providing weatherization services to eligible participants in the City through two programs: 1) the Low Income Home Energy Assistance Program funded by the State; and 2) a weatherization program funded by Southern California Gas Company. The programs provide services including: (a) minor housing envelope repairs; (b) ceiling insulation; (c) low-flow showerheads; (d) weather-stripping; (e) water heater blankets and pipe wrap; (f) duct wrap; (g) caulking; and (h) switch and outlet gaskets. The Imperial Irrigation District (IID) also makes funds available for AC replacement and energy efficient projects for qualifying households. These improvements are critically important in reducing the overall cost of utilities, thus reducing housing costs for lower-income households.

2006-2014 Program Objective and Time Frame: The City will improve housing affordability through the reduction of energy costs and promote weatherization services so that at least 25 households in Calipatria receive the benefits during the Plan period. Specifically, the City will advertise the weatherization program in its Housing Rehabilitation brochures, and will conduct outreach periodically through service bill communication. The City will require energy efficient appliances in all City sponsored housing projects and encourage the installation of energy saving device. The City will support IID programs to promote energy conservation. The City will also support State energy efficiency requirements in new housing and encourage the installation of energy saving devices in pre-1980 housing. Insofar as practical, the City shall encourage cost-effective energy technologies with both positive economic and environmental impacts, e.g., passive solar space heating and cooling and water conservation.

Program Financing: State funding, IID, Southern California Gas Company

Responsible Agency: Campesinos Unidos, Inc., City of Calipatria

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13. Section 8 Rental Assistance Certificate/Voucher Program

The Section 8 Rental Assistance program extends rental subsidies to extremely low-income families and elderly households who spend more than 30 percent of their gross income on housing. The subsidy represents the difference between the excess of 30 percent of the monthly income and the actual rent as approved by HUD. The Voucher program is similar to the Section 8 Certificate program. Vouchers permit tenants to locate their own housing, while households receiving certificates must rent units that are listed at the local housing authority to receive certificates. Unlike the certificate program, voucher recipients are permitted to rent units beyond the federally determined fair market rent in an area, provided the tenant pays the extra rent increment. Rental assistance not only addresses housing affordability, but also overcrowding by allowing families which may be "coupling up" to afford their own housing. The Imperial Valley Housing Authority (IVHA) administers the Section 8 Certificate/Voucher Program for Calipatria. Seventeen lower-income households in Calipatria currently receive Section 8 voucher assistance. The IVHA also owns and manages 40 affordable units in Calipatria. The City encourages apartment owners to list their properties with the Imperial Valley Housing Authority as eligible to accept Section 8 tenants, and refers lower income households to the Housing Authority for assistance.

2006-2014 Program Objective and Time Frame: The Imperial Valley Housing Authority will conserve the 17 existing rent subsidies for very low-income households. The City will support the IVHA's efforts in pursuing additional allocation of Section 8 funds. Support may take the form of providing letters of support to be included in the IVHA's application package to HUD.

Program Financing: HUD Section 8

Responsible Agency: Imperial Valley Housing Authority

14. Preservation of Publicly Assisted Low Income Housing

In order to meet the housing needs of persons of all economic groups in Calipatria, the City must guard against the loss of housing units available to extremely-low and low income households. Currently, there are three apartment complexes within the City of Calipatria that receive subsidies for maintaining the affordability of units for low- and very low-income residents in addition to the 40 publicly owned units managed by the Imperial Valley Housing Authority. Qualifying assisted low-income housing in Calipatria include the Cottonwood Creek Apartments (32 units), Casa del Sol Apartments (79 units), Villa Esperanza Apartments (71 units), and the Imperial Valley Housing Authority owned 40 units. As appropriate, the City will work with existing and potential owners, as well as tenants to keep these apartment units affordable to lower-income households and to avoid tenant displacement. In order to do this, the City will: ***Monitor Assisted Units and Determine which are At Risk of Conversion*** – the City will keep in regular contact with the owners of the Cottonwood Creek, Casa del Sol, and Villa Esperanza Apartments to confirm their affordability status. The City will communicate to the owner the City's continued interest in working with the owner and non-profit organizations to preserve the "at-risk" units as affordable to lower income households.

2000-2005 Program Objective and Time Frame: The City will maintain contact with the owners of the Cottonwood Creek, Casa del Sol, and Villa Esperanza Apartments through a written log of phone and in-person conversation conducted at a minimum, every six months, and, if necessary work with other non-profits in the rare event that one of these Apartment buildings is in danger of converting to all market rate rents. Support IVHA to maintain ownership of their 40 publicly owned and subsidized housing units.

Program Financing: City of Calipatria, staff time

Responsible Agency: City of Calipatria, Imperial Valley Housing Authority

Goal 4: Encourage the proactive and planned growth of the City by designating and preserving suitable sites for residential development in relation to job opportunities and/or the provision of public infrastructure and facilities.

An essential element in satisfying the housing needs of all segments of the community is the provision of adequate sites for housing. This is an important function of both the Zoning Ordinance and the Land Use Plan under the General Plan. Currently, the City of Calipatria has an adequate amount of vacant, developable land for residential projects within its City Limits; however, the majority of this land is underserved or not served with an adequate infrastructure system, including streets, sewer facilities, and other public infrastructure. The City does not own or operate the potable water system and has limited control over costs and improvement plans which are all handled by the for-profit Golden State Water Company. The City must ensure that there are adequate diverse sites for residential development and that infrastructure improvements are planned for in a proactive and responsive manner so that the costs of installing the infrastructure in the vicinity of these sites does not unduly burden the developer.

15. Land Use Plan Update

Planning and regulatory actions to achieve adequate housing sites are achieved through the Land Use Element of the General Plan and Zoning Ordinance. The Land Use Element provides for a variety of residential types, ranging from 3 units per acre for single-family homes to 20 units per acre for apartments and condominiums. As shown in Section IV of this Housing Element, the Land Use Plan and Zoning Ordinance provide for adequate sites within the City limits to meet the City's share of regional housing needs for the Plan period, as determined by SCAG and this Housing Element. The vacant sites would be able to accommodate the 201 units needed for the 2006-2014 Plan period. Furthermore, the City can pre-plan and pre-zone the Sphere of Influence surrounding the City to provide logical direction and growth.

2006-2014 Program Objective and Time Frame: The City will ensure that sites designated for residential development are reserved for residential land uses, and restricted from rezoning to non-residential uses, in order to fulfill Calipatria's regional housing needs by income group. The Land Use Plan shall be reviewed within the 2006-2014 planning period to ensure that the designation of residential sites within the incorporated City limits and outside within the Sphere of Influence are adequate in order to accommodate the allocations by the Regional Housing Needs Assessment and the City's population growth projections.

Program Financing: City of Calipatria, staff time

Responsible Agency: City of Calipatria

16. Development Consistency With Adopted Plans

Adopted plans, policies and regulations require consistent enforcement in order to achieve the long-term desired objectives. It is imperative that the City review all tentative subdivision maps, annexations, and planning permits for consistency with the adopted Land Use Plan and this Housing Element. Proposed development must further be consistent with other existing regulatory documents so that land uses are protected against impacts from inconsistent development. Rezoning or reclassification of residential uses to non-residential uses shall be strictly prohibited unless an equally comparable site will be exchanged.

2006-2014 Program Objective and Time Frame: The City will review all proposed development for consistency with the adopted plans, policies and regulatory codes in order to preserve adequate residential sites for the orderly growth and development of the community and to ensure that the housing needs of the community are able to be addressed. The City shall not approve inconsistent rezoning or reclassification of sites designated for residential uses unless an equally comparable site will be exchanged.

Program Financing: City of Calipatria, staff time

Responsible Agency: City of Calipatria

17. Housing Condition Survey

The City should conduct housing condition surveys periodically to monitor housing conditions and identify units in need of maintenance/rehabilitation before substantial rehabilitation or demolition is required. The City can then prioritize units in need of demolition or substantial rehabilitation and assess their suitability for assistance through the Housing Rehabilitation Program.

2006-2014 Program Objective and Time Frame: The City shall conduct at least one Housing Condition Survey during this Housing Element Plan period and prioritize the units in need of maintenance/rehabilitation for the City's Housing Rehabilitation Program. This report should be presented to City Council for their review and action as necessary.

Program Financing: City of Calipatria, staff time

Responsible Agency: City of Calipatria

18. Development Impact Fee/Infrastructure Assessment

Impact fees, when based on a comprehensive assessment and used in conjunction with a sound capital improvement plan, can be an effective tool for the City of Calipatria for ensuring adequate infrastructure to accommodate growth where it is anticipated. As such, the City should engage a qualified consultant to prepare a comprehensive infrastructure assessment that will support an update of the City's Development Impact Fee Program to be consistent with the City's General Plan. The study must conform to the City's planning standards and most recent

land use forecasts to establish the nexus between the impact of new development and the need for major infrastructure improvements. The study should include a comprehensive infrastructure need assessment for the City's street, drainage, and wastewater systems, as well as for local police, fire, parkland, and administrative services. The study should assess capital improvement costs for each improvement and consider adoption of new fees.

2006-2014 Program Objective and Time Frame: The City shall prepare an RFP for the comprehensive infrastructure assessment and update to the City's Development Impact Fee Program by the end of 2009.

Program Financing: City of Calipatria, staff time and General Fund, RDA set-asides

Responsible Agency: City of Calipatria

Goal 5: Promote and support equal housing opportunities for all residents in Calipatria regardless of age, sex, race, marital status, ethnic background, income and other arbitrary factors and maintain an adequate Monitoring Program to ensure Housing Goals and Objectives are attained.

The provision of safe and decent housing is a statewide goal for the benefit of all residents regardless of age, sex, race, marital status, ethnic background, or income. The City of Calipatria has the authority to exercise its police power for the public health, public safety, and general welfare, to assure equal opportunity to all persons to live in decent housing facilities to that end prohibit discrimination in housing by any individual(s) or agency. Every resident of the community has a right to file a complaint with the City Clerk if he or she has been aggrieved.

19. Fair Housing

The California Rural Legal Assistance (CRLA) organization in El Centro provides arbitration for private housing disputes for extremely-low and low income households in Imperial County. CRLA is funded through the Federal Legal Services Corporation and State IOLTA Trust Fund operated by the California Bar Association. The CRLA has established a Community Advisory Council (CAC) with one member from each community. The CAC member must be low-income and a former or present client of the CRLA. The Civil Rights Division of HUD also provides educational brochures and posters, answers questions, and investigates fair housing complaints.

2006-2014 Program Objective and Time Frame: The City Clerk of Calipatria is responsible for referring any fair housing complaints to CRLA or the Civil Rights Division of HUD as appropriate and the City will continue to promote equal housing laws, housing programs and resources through the provision and distribution of educational and marketing material made available at City Hall and the City Public Library.

Program Financing: City of Calipatria, staff time

Responsible Agency: City of Calipatria, CRLA, HUD

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20. Homeless Referral Program

The City of Calipatria will continue to participate as a member of the Imperial Valley Regional Taskforce on Homelessness which addresses homelessness issues Countywide through a network of assistance programs and facilities throughout the Imperial Valley. Although the City has not identified any homeless persons within the incorporated City limits, it makes available the task force resource book to all interested individuals which lists programs available and the names and addresses of all agencies and shelters participating. Catholic Charities is also a local referral source to aide against homelessness or for the provision of services including meals, beds, and counseling and other support services.

2006-2014 Program Objective and Time Frame: The City will continue to participate in the Imperial Valley Regional Taskforce on Homelessness and refer individuals as necessary.

Program Financing: City of Calipatria, staff time

Responsible Agency: City of Calipatria, Catholic Charities

21. Performance Monitoring Program

All successful Plans are accomplished through effective monitoring. The City was unable to successfully implement Programs during the 2000-2005 Housing Element Plan period or reach its desired objectives due to the lack of adequate administration and monitoring. In order to periodically assess and meet the desired objectives and goals established through this Housing Element, it is essential for the City to do a periodic assessment on progress and report the findings to the legislative body. Any necessary corrective actions should be taken by the legislative body in order to achieve satisfactory progress.

2006-2014 Program Objective and Time Frame: The City will monitor adopted Program success and shortfalls on an annual basis starting January 2009. The report findings will be presented to the Calipatria City Council for discussion and action, if necessary.

Program Financing: City of Calipatria, staff time

Responsible Agency: City of Calipatria

22. Farmworker Prioritization for Housing Program

The City uses CDBG and HOME funds to address local housing rehabilitation needs. The Housing Rehabilitation Program consists of the following two components: deferred loans and amortized time pay loans for owner/occupants, and; amortized time pay loans for owner/investors. Rehabilitation assistance is only provided to owner/occupants and renters within the targeted income group (households earning up to 80% of County median). To qualify for assistance under the rental components of the Housing Program, the units must be within the incorporated City limits and may include mobile-home units. The current Guidelines are outdated and incorporate minimum limits for the Housing Rehabilitation Program that might be restrictive for substantial rehabilitation or reconstruction projects. The Guidelines should be amended to address current needs, including allowance of room additions to alleviate

overcrowding. In order to apprise the public of the rehabilitation program, the City offers brochures in English and Spanish and conducts education outreach through public meetings and door-to-door contact. The City intends to utilize this program to provide housing assistance to farmworkers residing within the incorporated City limits.

2006-2014 Program Objective and Time Frame: The City's CDBG Housing Assistance Programs will be edited to give priority to farmworkers. The City will make the necessary program amendments by the end of January 2009.

Program Financing: CDBG, HOME and Program Income

Responsible Agency: City of Calipatria

Table VIII-32
2006-2014 Housing Program Summary

Housing Program	8-Year Objective	Funding Source	Responsible Agency
GOAL #1 Attract and Support Quality Single-Family Housing			
1. First-Time Homebuyer Program Provide financial assistance to lower and moderate-income first-time homebuyers	RDA to consider and take action on making a financial contribution towards the established and on-going First-Time Homebuyer Program by the end of fiscal year 2008	HOME, CDBG, and/ or RDA Set-Aside funds	City of Calipatria
2. Density Bonus and Incentives Program Provide a density bonus to developers who allocate 10% of single-family units to lower-income households	RDA to expand set-aside monies to provide incentives to the development of residential projects targeting housing affordability	City of Calipatria staff time, RDA Set-Aside funds	City of Calipatria
3. Self-Help Housing Program Housing construction cost subsidies through technical assistance to low- and moderate-income self-help builders	Contact non-profit organizations who participate in self-help projects and assist or support when there's interest in applying for funding	City of Calipatria staff time, State HCD, self-help "equity"	City of Calipatria, Non-profit organizations
4. RHS Housing & Community Facilities Programs (Section 502) Direct Loans Direct financial assistance from HCFP in the form of a home loan for lower income households	Work with HCFP administrators to promote the Direct Loan Program to local residents and developers	City of Calipatria, staff time HCFP Administration	City of Calipatria, USDA, and Developers
5. RHS Housing & Community Facilities Programs (Section 502) Loan Guarantees Guarantees loans made by private lenders	Work with HCFP administrators to promote the Loan Guarantee Program to local residents and developers	City of Calipatria, staff time HCFP Administration	City of Calipatria, USDA, and Developers
6. Pursue Key Federal Funding Sources for Affordable Housing Pursue funding sources to subsidize housing development and affordability	On annual basis, support or pursue additional funding sources from State or Federal Agency Programs	City of Calipatria, staff time, CDBG and HOME	City of Calipatria
GOAL #2 Encourage and Promote Housing Diversity			
7. Planned Unit Development Program Planned Unit Developments (PUD's) enables	City to consider establishing a PUD, targeting affordability and	Redevelopment Set-Aside funds,	City of

VIII. HOUSING ELEMENT

Table VIII-32
2006-2014 Housing Program Summary

Housing Program	8-Year Objective	Funding Source	Responsible Agency
the City to provide flexible development options and increase affordable housing opportunities	consider adoption by end of 2009	City of Calipatria, staff time	Calipatria
8. Tax Credit Rental Projects Support developers to pursue California tax credits (LIHTC) subsidies for the construction of affordable multi-family housing units	Coordinate with and support prospective developers in pursuit of tax credits to fund the construction of multi-family rental units	City of Calipatria staff time, LIHTC funding	City of Calipatria, Developers
9. Zoning Ordinance Review and Update Amends the Zoning Ordinance to address constraints on housing development for persons with disabilities, elderly, homeless, or on dependent care	Amend Zoning Ordinance to address constraints within one year of Housing Element Adoption for: 1) shelters, 2) transitional housing, 3) residential care, 4) density bonus	City of Calipatria staff time	City of Calipatria
10. Streamline Permitting Process Streamline the processing of permits for projects that include units available to seniors and lower-and moderate-income households	Establish and conduct ongoing streamlined permit processing	City of Calipatria staff time	City of Calipatria
GOAL #3 Preserve Subsidized Housing and Conserve and Improve Existing Affordable Housing			
11. Housing Rehabilitation Program Rehabilitate and improve substandard housing of lower income households through low interest loans or grants	Review and amend the Housing Rehabilitation Program Guidelines periodically and target assistance to 15 lower income households	CDBG, HOME, and Program Income RDA Set-Aside funds	City of Calipatria
12. Weatherization Program Provide weatherization services to eligible participants in the City for energy conservation and housing cost reduction	Advertise the weatherization program in Housing Rehabilitation Program brochures and provide weatherization services to 25 lower income households	State funding, IID, Southern California Gas Company	City of Calipatria, Campesinos Unidos, Inc.
13. Section 8 Rental Assistance Certificate/Voucher Program Extends rental subsidies to the very low-income who spend over 30% of their income on rent	Conserve 17 existing rent subsidies for very low-income households and support IVHA's efforts in pursuing Section 8 funds	HUD Section 8	Imperial Valley Housing Authority
14. Preservation of Publicly Assisted Low Income Housing Monitor publicly assisted and subsidized housing to ensure affordability is maintained for lower income households	Maintain regular contact with the owners of Cottonwood Creek, Casa del Sol, and Villa Esperanza Apartments to maintain an update on their state of conversion to market rate rents. Support IVHA to maintain ownership of their 40 publically owned and subsidized apartments	City of Calipatria, staff time	City of Calipatria, IVHA
GOAL #4 Encourage Planned Growth of the City by Preserving Suitable Sites for Housing Development			
15. Land Use Plan Update	Continue to designate adequate	City of Calipatria	

Table VIII-32
2006-2014 Housing Program Summary

Housing Program	8-Year Objective	Funding Source	Responsible Agency
Evaluate existing and proposed residential land use designations to provide for a variety of residential types and densities	residential sites to fulfill Calipatria's regional housing need by income group	staff time,	City of Calipatria
16. Development Consistency With Adopted Plans Consistent review of proposed development for compliance with adopted plans & policies	Review all proposed development for compliance with the adopted plans, policies and regulatory codes and prohibit residential rezoning to non-residential land uses	City of Calipatria, staff time	City of Calipatria
17. Housing Conditions Survey Conduct a housing conditions survey periodically to monitor housing conditions and prioritize units in need of rehabilitation	Prioritize units need of demolition or substantial rehabilitation	City of Calipatria, staff time	City of Calipatria
18. Development Impact Fee/ Infrastructure Assessment Conduct a comprehensive needs assessment for public facilities and services to adequately address development needs.	By the end of 2008, the City is to prepare an RFP for distribution to qualified consultants to prepare the Development Impact fee/Infrastructure Assessment Study.	City of Calipatria, staff time	City of Calipatria
GOAL #5 Establish a Monitoring Program to Meet Goals and Objectives and Support Equal Housing Opportunities			
19. Fair Housing Provides for arbitration services for private housing disputes for low income households	Adequately refer housing complaints and promote equal housing laws and housing programs and resource availability	City of Calipatria, staff time	City of Calipatria, CRLA, HUD
20. Homeless Referral Program Addresses homeless issues through a network of assistance programs, services and facilities	Participate in the Imperial Valley Regional Taskforce on Homelessness and make referrals as needed	City of Calipatria, staff time	City of Calipatria, Catholic Charities
21. Performance Monitoring Program Monitors adopted housing programs and provides for the periodic reporting towards reaching desired housing objectives.	Monitor program success and shortfalls on a routine basis and report findings to City Council for action as needed	City of Calipatria, staff time	City of Calipatria
22. Farmworker Prioritization for Housing Program Rehabilitate and improve substandard housing of farm-workers through low interest loans or grants	Edit the CDBG Housing Assistance Programs to give priority of farm-workers.	CDBG, HOME, and Program Income	City of Calipatria

QUANTIFIED HOUSING GOALS

The quantifiable goals from the 2006-2014 planning period differ from the quantifiable goals of the previous planning period. In the 2000-2005 planning period, the Regional Housing Needs Assessment prepared by SCAG allocated the need for a total of 217 housing units to the City of Calipatria. Approximately 28 percent of these units were allocated towards very low-income household needs. It

should be noted that SCAG does not utilize the same income limits as HUD. According to the HUD income limits, Extremely Low is described as 30 percent below the median household income; however, SCAG does not utilize an Extremely Low income category. Based on the City jurisdiction needs it is anticipated that 50 percent of the Very Low income category will be utilized for Extremely Low income households which will be approximately: 25 households for new construction, 3 households for rehabilitation, and 14 households for conservation/preservation. In the 2006-2014 planning period, the percentage allocated for this category was slightly lower at 25 percent. The RHNA allocated approximately 18 percent towards low-income household needs for the 2000-2005 period, but allocated only 16 percent to this income category for the 2006-2014 planning period. The percentage was also reduced in the moderate-income category in comparison to the previous planning period (25 percent in the previous period v. 16 percent in this period). The housing needs have instead been allocated to the above moderate-income category. In the 2006-2014 planning period 43 percent of housing units are allocated for above-moderate income households, compared with 29 percent in the prior period. **TABLE VIII-33** summarizes the new goal allocations.

Table VIII-33
Quantified Housing Objectives 2006-2014

SCAG Income Category	New Construction	Rehabilitation	Conservation/ Preservation
Very Low Income 0% to 50% MHI[1]	50	6	29
Low Income 51 to 80% MHI	32	6	13
Moderate Income 81% to 120% MHI	32	0	0
Above Moderate Income >120% MHI	87	0	0
Total	**201**	**12**	**42**

[1]**MHI = Median Household Income ($53,800 for Imperial County)**

Source: Final Regional Housing Need Allocation adopted by SCAG Regional Council 7/12/07

The City of Calipatria is already making progress towards the Regional Housing Needs Assessment for the 2006-2014 planning period. Thus far, the City has met its allocation in the low-income category due to the use of government subsidies to be used at the 72-unit Villa Esperanza Apartments, currently under construction. To date, 43 units have been constructed targeting households in the very low-income category and 32 targeting the low-income category. In the moderate- and above moderate-income categories, the City still needs to construct 22 and 76 units respectively for the remaining planning period of the 2006-2014 planning period to meet its Goals. The Goals, Policies, and Objectives outlined in this Housing Element for the 2006-2014 planning period are structured accordingly to meet the remaining housing needs of very low-, moderate- and above moderate-income households.

CITY of CALIPATRIA
2035 GENERAL PLAN

APPENDIX A: POLICY TERMS

The purpose of this Appendix is to define the terms used to describe the City of Calipatria's policy commitments. Table A-1 presents definitions for basic terms, such as "permit," "encourage," "manage," "require," "ensure," and others, not in alphabetical order, but in increasing levels of commitment, ranging from "recognize" to "ensure."

Table A-2 defines terms such as "should," "shall," and "feasible," which are used to modify the various descriptions of policy commitment made in the General Plan.

Table A-1
Level of Policy Commitment

Policy Term	Definition
Action	Action will be taken to compel others to take action or to perform in a manner so as to prevent the occurrence of a particular event or result.
Adopt	Action will be undertaken to formulate policy, guidelines, or ordinances or revisions thereto. The expectation is that resources would be devoted to creating the policy, guidelines, ordinances, or revisions and that they will be formally enacted by appropriate City decision makers.
Conduct, Undertake	Action will be taken to pay for and carry out a specific program, study, or activity. The expectation is that City resources would be directly committed to implementation, and that the City will be the primary or sole entity involved in the program, study, or activity.
Coordinate	Action will be taken to expend time and money in jointly pursuing an implementing activity with other entities. The expectation is that implementation will definitely result, and that it will be accomplished cooperatively with other organizations, possibly with the City in the lead.
Develop, Prepare	Action will be undertaken to formulate policy, guidelines, or ordinances or revisions thereto. The expectation is that resources would be devoted to creating the policy, guidelines, ordinances, or revisions for public review and consideration by City decision makers.
Discourage	Avoidance of the action will receive positive treatment in written policy. In cases where the City can compel action, such as in the Development/Environmental Review process, the City will commit resources to assist others to avoid the action or condition being discouraged. The expectation is that, to the extent that the action or condition meets both the objectives of the City and the other party, that the action or condition will not occur. In cases where the City cannot compel the actions of others, avoidance of the action will receive no further action or commitment of resources other than transmitting the policy, as appropriate, to influence others to avoid specific actions. The expectation is that a specific position will be on record as the official City position.

APPENDIX A: POLICY TERMS

Table A-1
Level of Policy Commitment

Policy Term	Definition
Encourage	The action will receive positive treatment in written policy, and will be transmitted as appropriate to influence others. In cases where the City can compel action, such as in the Development/Environmental Review process, the City will commit resources to assist others to achieve the action or condition being encouraged. The expectation is that, to the extent that the action or condition meets both the objectives of the City and the other party, that the action or condition will occur. In cases where the City cannot compel the actions of others, encourage is synonymous with support.
Enhance	Action will be taken to improve existing conditions by increasing the quantity or quality of beneficial uses or existing actions. The expectation is that a desirable condition exists, and is to be improved by the action.
Ensure	Action will be taken to guarantee a certain outcome or result. The expectation is that, in guaranteeing a particular result, the City will commit resources, and has the legal right to compel other parties to take a particular action or perform in a prescribed manner.
Establish	Action will be taken to implement the policy by making an organizational commitment, initiate devoting resources, and instituting a process or program that does not now exist. The expectation is that a new activity will be launched.
Explore	Action will be taken to investigate the subject to determine whether or not some further commitment is in order. The expectation is that effort will be expended for research and evaluation, and that an open mind will be maintained until the evidence is in.
Facilitate	Specific incentives, which may consist of monetary, time, development intensity, and/or other benefits, will be created as an inducement for others to take action. The expectation is that the incentives will be sufficient to influence behavior in ways beneficial to the City's interests.
Invest	Action will be taken to expend funds directly in implementing the policy. This may include partial expenditures, operating expenses, contracting for services, or creating new staff responsibilities. The expectation is that City resources would be directly committed to implementation.
Maintain	Action will be taken to continue ongoing City programs or services. The expectation is that active means may be employed to continue such programs or services.
Manage	Action will be taken to direct activities in order to achieve specific objectives.
Minimize	Action will be taken to reduce or lessen, but not necessarily eliminate, an existing condition or action to the greatest feasible extent. The expectation is that positive action will be undertaken to improve existing conditions by reducing the negative consequences of a particular situation.
Mitigate	Action will be taken to ameliorate, alleviate, or avoid to the extent feasible, an undesirable situation or consequence of action. The expectation is that negative consequences will be reduced to a level of insignificance.

APPENDIX A: POLICY TERMS

Table A-1
Level of Policy Commitment

Policy Term	Definition
Participate	Action will occur along with other entities, and the City will carry its share of the responsibility. The expectation is that the policy will be carried out jointly, but that the City will not be in the lead.
Permit	The action will be allowed if initiated by someone other than the City. The expectation is that the policy will be carried out if it is important to someone other than the City. This definition of "permit" as a verb is distinguished from "permit" when used as a noun, which means an entitlement resulting from approval of a development application.
Preserve	Action will be taken to maintain beneficial uses or features in their present condition as nearly as possible. The expectation is that the feature itself will endure over time as the result of that action.
Prohibit, Prevent	Action will be taken to compel others not to take a particular action or perform in a prescribed manner. The expectation is that the City will commit resources, and has the legal right to compel other parties in this manner.
Promote	Action will be taken to actively communicate the idea, information, or position. The audience may be the general public, specific interest groups, or other entities. The expectation is that the City would devote resources to advise others of its belief as a means of convincing them to do so as well.
Protect	Action will be taken to keep a feature safe from destruction or decay, or to keep that feature intact. The expectation is that the positive qualities of that feature will endure over time as the result of the action.
Provide	Action will be taken to offer a product, service, or facility, though not necessarily without a fee. The expectation is that the City will take direct responsibility for making the action happen.
Provide for	Action will be taken to offer an opportunity for others to undertake an activity or achieve some objective. The expectation is that the City will take positive action to ensure that a specified opportunity is available for parties wishing to take advantage of it.
Pursue	Action will be taken to investigate the subject to determine whether or not some further commitment is in order as a prelude to undertaking implementing action. The expectation is that effort will be expended for research and evaluation, and that, if the proposed activity proves to be feasible and desirable, it will be undertaken.
Recognize	A given situation will be perceived and allowed to continue without interference and without determination of its positive or negative nature. The expectation is that no other action is necessary.
Require	Action will be taken to compel others to take a particular action or perform in a prescribed manner. The expectation is that the City will commit resources, and has the legal right to compel other parties in this manner.

APPENDIX A: POLICY TERMS

Table A-1
Level of Policy Commitment

Policy Term	Definition
Restrict	Action will be taken to check; provide boundaries or limits; or to decrease the range, scope, or incidence or a particular condition. The expectation is that the condition will be allowed to continue, but only within the limited parameters set by policy.
Seek	There will be a commitment of resources to influence an action or outcome of another entity. The expectation is that legislative, financing, policy, or other change would be achieved on the part of one or more entities other than the City.
Support	The action will receive positive treatment in written policy, but will receive no further action or commitment of resources other than transmitting the policy as appropriate to influence others to take specific actions. The expectation is that a positive position will be on record as the official City position.

Table A-2
Policy Modifiers

Policy Term	Definition
May	The action referred to will be allowed, but there is no moral obligation to undertake the action.
Should	There is a moral obligation to undertake the action; however, it is not mandatory if there are other, overriding, considerations.
Shall, Must	The action referred to is mandatory, and there is a positive obligation to undertake the action.
Feasible	The action referred to is technologically possible, and can be accomplished within a reasonable time frame, given existing and probable resources in the foreseeable future.

CITY of CALIPATRIA
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APPENDIX B: GLOSSARY

ABBREVIATIONS & ACRONYMS

ADT	Average daily trips made by vehicles in a 24-hour period
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
BMP	Best Management Practices
CC&Rs	Covenants Conditions, and Restrictions
CBC	California Building Code
CDBG	Community Development Block Grant
CDFW	California Department of Fish and Wildlife (formerly "Department of Fish and Game)
CEQA	California Environmental Quality Act
CFD	A Mello-Roos Community Facilities District
CHFA	California Housing Finance Agency
CIP	Capital Improvements Program
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
dB	Decibel
dBA	"A-weighted" decibel
EIR	Environmental Impact Report (State)
EIS	Environmental Impact Statement (Federal)
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
HCD	California Department of Housing and Community Development
HUD	U.S. Department of Housing and Urban Development
JPA	Joint Powers Authority
LAFCO	Local Agency Formation Commission
Ldn	Day and Night Average Sound Level
Leq	Sound Energy Equivalent Level
LOS	Level of Service
OPR	Office of Planning and Research, State of California
RHNA	Regional Housing Needs Assessment
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SWRCB	State Water Resources Control Board
TDM	Transportation Demand Management
TSM	Transportation Systems Management
UBC	Uniform Building Code
USACOE	U.S. Army Corps of Engineers

APPENDIX B: GLOSSARY

USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle Miles Traveled

TERMS

Acceptable Risk

A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open space, ranches and low-intensity warehouse uses.

Access, Ingress/Egress

The ability to enter a site from a roadway and exit a site onto a roadway by a motorized vehicle.

Acres, Gross

The entire acreage of a site. Gross acreage is calculated to the centerline of proposed bounding streets, and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net

The portion of a site that can actually be built upon following dedications. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Acres

Where gross or net acreage is not specific, acreage is calculated by measurement of the non-dedicated land within recorded property lines.

Adaptive Reuse

The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact

A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordable Housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30% of its gross monthly income for housing including utilities.

APPENDIX B: GLOSSARY

Air Pollution
Concentrations of substances found in the atmosphere which exceed naturally occurring quantities and are undesirable or harmful in some way.

Alley
A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Alluvial
Soils deposited by stream action.

Ambient
Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v.
To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment
A room or suite of two (2) or more rooms in a multiple dwelling occupied or suitable for occupancy as a residence for one family; not transient in nature.

Apartment development
Five (5) or more apartment units on one site.

Appropriate
An act, condition, or state which is considered suitable, and is consistent with the provisions of the General Plan.

Aquifer
An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological
Relating to the material remains of past human life, culture, or activities.

Architectural Control; Architectural Review
Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

APPENDIX B: GLOSSARY

Area; Area Median Income

As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development, "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, ' the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Article 34 Referendum

Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly financed housing project where more than 49% of the units are set aside for low-income households.

Assisted Housing

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Base Flood

In any given year, a flood that has 1% likelihood of occurring (100-year flood), and is recognized as a standard for acceptable risk.

Below-market-rate Housing Unit

Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. The U.S. Department of Housing and Urban Development sets standards for determining which households qualify as "low income" or "moderate income."

Benefit Assessment District

An area within a public agency's boundaries which receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own, and cannot act by itself; it is strictly a financing mechanism for providing public infrastructure. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Biotic Community
A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Buffer Zone
An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

Buildout
Development of land to its full potential or theoretical capacity as permitted under the provisions of the General Plan.

California Environmental Quality Act (CEQA)
A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

California Housing Finance Agency (CHFA)
A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans
California Department of Transportation.

Capital Improvements Program (CIP)
A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Dioxide (CO_2)
A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere, but is widely believed to be a contributor to global warming because of increasing concentrations of the gas in the atmosphere.

Carbon Monoxide (CO)
A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity
The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal

habitats. Carrying capacity also refers to the upper limits beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired.

Census

The official decennial enumeration of the population conducted by the federal government.

Channelization

(1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands which limit the paths that vehicles may take through the intersection.

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Cogeneration

The harnessing of heat energy, that normally would be wasted, to generate electricity--usually through the burning of waste.

Community Development Block Grant (CDBG)

A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 5331 1 et. seq.), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Compatible

Capable of existing together without conflict or ill effects.

Condominium
A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

Conservation
The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

Consistent
Free from variation or contradiction. Programs in the General Plan are intended to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Covenants, Conditions, and Restrictions (CC&Rs)
A term used to describe restrictive limitations which may be placed on property and its use, and which usually are made a condition of holding title or lease.

Criterion; Criteria
The standard(s) upon which a judgment or decision may be based. (See "Standards.")

Critical Facility
Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cumulative Impact
As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB
Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA
The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication
The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

APPENDIX B: GLOSSARY

Dedication, In lieu of
Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible space
(1) In fire-fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Density, Residential
The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per acre.

Density Bonus
The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20% of its units for lower income households, or 10% of its units for very low-income households, or 50% of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Density, Control of
A limitation on the occupancy of land. Density can be controlled through zoning in the following ways: use restrictions, minimum lot-size requirements, floor area ratios, land use-intensity ratios, setback and yard requirements, minimum house-size requirements, ratios comparing number and types of housing units to land area, limits on units per acre, and other means. Allowable density often serves as the major distinction between residential districts.

Density, Employment
A measure of the number of employed persons per specific area (for example, employees/acre).

Design Review; Design Control
The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")

Developable Land
Land that is suitable as a location for structures and which can be developed free of hazards to, and without disruption of or significant impact to, natural resource areas.

Development

The physical extension and/or construction of urban or rural land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered to be "development."

Development, New

A proposed development for which no legal entitlement or approval exists.

Development Project

An individual development, which has been approved by the City (or Los Angeles County prior to the certification of the General Plan), or which is currently proposed by an applicant or potential applicant for approval.

Development Rights

The right to develop land consistent with the provisions of local, state, and federal law and existing case law.

Discretionary Decision

As used in CEQA, an action taken by a governmental agency which calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Diversion

The direction of water in a stream away from its natural course (i.e., as in a diversion that removes water from a stream for human use).

Duplex

A detached building under single ownership which is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit

One (1) or more habitable rooms which are intended or de-signed to be occupied by one (1) family with facilities for living and the cooking and/or preparation of food.

Easement

Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation

A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

APPENDIX B: GLOSSARY

Easement, Scenic
A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Eminent Domain
The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard
The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Environment
CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)
A report required by the California Environmental Quality Act that determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Environmental lmpact Statement (EIS)
Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions which significantly affect the environment.

Erosion
(1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction
A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils
Soils which swell when they absorb water and shrink as they dry.

Fair Market Rent
The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Fault
A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Finding(s)
The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone
An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Fire-resistive
Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Fiscal Impact Analysis
A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Fiscal Impact Report
A report projecting the public costs and revenues that will result from a proposed program or development.

Flood, 100-Year
The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1% chance of occurring in any given year.

Flood Insurance Rate Map (FIRM)
For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain
The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Flood Plain Fringe
All land between the floodway and the upper elevation of the 100-year flood.

Floodway
The channel of a river or other watercourse and the adjacent land areas that must be resewed in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

APPENDIX B: GLOSSARY

Floor Area Ratio (FAR)
The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Footprint; Building
The outline of a building at all of those points where it meets the ground.

Geologic Review
The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Geological
Pertaining to rock or solid matter.

Global Warming
The increase in the average temperature of the Earth's near-surface air and oceans in recent decades and its projected continuation. The majority of scientists working on climate change conclude that most of the observed increase in average global temperatures since the mid-twentieth century is likely due to the observed increase in anthropogenic (human-made) greenhouse gas concentrations.

Goal
A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Guest house
An accessory building with living accommodations for guests. Said building shall not be rented, and shall have no kitchen, except by a conditional use permit.

Grasslands
Land in which grasses are the predominant vegetation.

Greenhouse Gases
Components of the atmosphere that contribute to the greenhouse effect. Without the greenhouse effect, the Earth would be uninhabitable. Greenhouse gases include, in order of relative abundance: water vapor, carbon dioxide, methane, nitrous oxide, and ozone. Greenhouse gases come from both non-human sources and human activity.

Groundwater
Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge
The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks which provide underground storage ("aquifers").

Growth Management
The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs.

Guidelines
General statements of policy direction around which specific details may be later established.

Habitat
The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped
A person determined to have a mobility impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material
Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Historic; Historical
A historic building or site is one which is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation
The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the buildings to a former condition.

Home Occupation
A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Households, Number of
The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires

that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

California Department of Housing and Community Development (HCD)
The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing and Urban Development, Department of
U.S. Department of (HUD) A cabinet-level department of the federal government that administers housing and community development programs.

Housing Unit
The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit")

Hydrocarbons
A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Impact
The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee
A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000, et. seq. specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface
Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation
Actions, procedures, programs, or techniques that carry out policies.

Infill Development
Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure
Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Inhibit
An action which would inhibit achievement of some stated objective or condition is one which would serve to constrain or obstruct achievement of that objective or condition.

Inter-agency, Intergovernmental
Indicates activities involving two or more discrete agencies in regard to a specific program.

Intermittent Stream
A stream that normally flows for at least 30 days after the last major rain of the season and is dry a large part of the year.

Issues
Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio
The ratio of jobs to housing units. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 – 1.5 generally indicates a balance.

Joint Powers Authority (JPA)
A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Land Banking
The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Landmark
Refers to a building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government.

Landscaping
Planting--including trees, shrubs, and ground covers--suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

APPENDIX B: GLOSSARY

Landslide
A general term for a falling mass of soil or rocks.

Land Use
The occupation or utilization of land or water area for any human activity, environmental preservation, or any other purpose defined in the General Plan.

Ldn
Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Leq
The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in such standards as the 24-hour Community Noise Equivalent Level (CNEL).

Level of Service (LOS)
(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

- ***Level of Service A*** indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.
- ***Level of Service B*** describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.
- ***Level of Service C*** denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.
- ***Level of Service D*** denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.
- ***Level of Service E*** describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.
- ***Level of Service F*** describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

(2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

Linkage
With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of

housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo)

A five-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include members who are directors of special districts.

Lot of Record

A lot that is part of a recorded subdivision or a parcel of land which has been recorded at the county recorder's office containing property tax records, and that existed at the time of adoption of the Calipatria General Plan.

Low-income Household

A household with an annual income usually no greater than 80% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

L10

A statistical descriptor indicating peak noise levels; the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities.

Marsh

Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.

Mean Sea Level

The average altitude of the sea surface for all tidal stages.

Median, Median Strip

The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

APPENDIX B: GLOSSARY

Mercalli Intensity Scale
A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Metropolitan
Of, relating to, or characteristic of the Los Angeles area in general.

Microclimate
The climate of a small, distinct area, such as a city street or a building's courtyard; can be favorably altered through functional landscaping, architecture, or other design features.

Mineral Resource
Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mining
The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

Ministerial (Administrative) Decision
An action taken by a governmental agency which follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Mixed Use
Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Moderate-income Household
A household with an annual income between the lower income eligibility limits and 120% of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Low-income Household.")

Multiple Family Building
A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

National Ambient Air Quality Standards
The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA)
An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program
A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act
A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

National Register of Historic Places
The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Natural State, natural Condition
The condition existing prior to development.

Necessary
That which is essential or required to achieve the desired result or condition.

Need
A condition requiring supply or relief. The City may act upon findings of need within or on behalf of the community.

Nitrogen Oxide(s)
A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

Noise
Any sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation
Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour
A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

APPENDIX B: GLOSSARY

Non-attainment
The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-renewable Resources
Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.

Objective
A specific statement of desired future condition toward which the City will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards, and proposals of the General Plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.

Open Space
Any parcel or area of land or water that is essentially in its natural condition, and is designated for open space use on the General Plan land use map for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance
A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Ozone
A tri-atomic form of oxygen (0,) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Parcel
A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parking, Shared
A public or private parking area used jointly by two or more uses.

Parking Area, Public
An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management

An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for high-occupancy vehicles, non-peak period users, and short-term users. (See "Transportation Demand Management.")

Parking Ratio

The number of parking spaces provided per **1,000** square of floor area, ***e.g.,*** **2:l** or "two per thousand."

Parks

Open space lands whose primary purpose is recreation. (See "Open Space Land.")

Passive Solar System

A system that distributes collected heat via direct transfer from a thermal mass rather than mechanical power. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling. (See "Active Solar System.")

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Performance Standards

General Plan provisions that permit uses or regulate their intensity based on a particular set of standards of operation, rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Physical Diversity

A quality of a site, city, or region in which are found a variety of architectural styles, natural landscapes, and/or land uses.

Planning and Research, Office of (OPR)

A governmental division of the State of California which has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

Planning Area

The Planning Area is the land area addressed by the General Plan.

Policy

A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

APPENDIX B: GLOSSARY

Pollutant
Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution
The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point
Sources for pollution which are less definable and usually cover broad areas of land, such as agricultural land with fertilizers which are carried from the land by runoff, or automobiles.

Pollution, Point
In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Preserve, n.
An area in which beneficial uses in their present condition are protected; for example, a nature preserve.

Principle
An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation measures. The State Government Code (Section 65302) requires that general plans spell out the objectives, "principles," standards, and proposals of the general plan. "Adjacent land uses should be compatible with one another" is an example of a principle.

Program
An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Pro Rata
Refers to the proportionate distribution of the cost of infrastructure improvements associated with new development to the users of the infrastructure on the basis of projected use.

Recreation, Active
A type of recreation or activity which refers to a mix of uses that includes the following facilities or facility types: athletic fields, building or structures for recreational activities, concession, community garden, golf courses or tennis courts, zip lines, children's play areas, or bike paths,

Recreation, Passive
Type of recreation or activity which refers to a mix of uses on undeveloped land or minimally improved lands which includes landscaped / natural areas, ornamental garden, non-landscaped greenspace, picnic areas, or walking/hiking trails.

Recycle, v.
The process of extraction and reuse of materials from waste products.

Regional
Pertaining to activities or economies at a scale greater than that of the City, and affecting a broad homogeneous area.

Regulation
A rule or order prescribed for managing government.

Rehabilitation
The repair, preservation, and/or improvement of substandard housing.

Residential
Land designated in the City's General Plan and zoning ordinance for buildings consisting only of dwelling units. May be vacant or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family
Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family
A single dwelling unit on a building site.

Retrofit, v.
To add materials and/or devices to an existing building or system to improve its operation or efficiency.

Reverse Annuity Mortgages
A home financing mechanism which enables a homeowner who a senior citizen to release equity from his or her home. The senior receives periodic payments which can be put to immediate use. Loans are fixed term and are paid when the house is sold or when the term expires.

Richter Scale
A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Rideshare
A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridgeline
A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

APPENDIX B: GLOSSARY

Right-of-way
A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands
Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Risk
The danger or degree of hazard or potential loss.

Runoff
That portion of rain or snow which does not percolate into the ground and is discharged into streams instead.

Rural Area
An area characterized by a non-urban or agricultural environment at low densities without typical urban services. Urban services and facilities not normally found in rural areas include curbs, gutters, sidewalks, street lighting, landscaping, and commercial centers dependent on large consumer volumes, such as regional shopping centers.

Scenic Corridor
Major roadway designated as an official scenic corridor by the City for the purposes of preserving the views from the roadway.

Second Unit
A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Section 8 Rental Assistance Program
A federal (HUD) rent-subsidy program which is the main source of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income. "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seiche
An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic
Caused by or subject to earthquakes or earth vibrations.

Seniors
Persons age 62 and older.

Setback
The horizontal distance between the property line and any structure.

Settlement
(1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. Differential settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Shared Living
The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Sign
Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Significant Effect
A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Siltation
(1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family Dwelling, Attached
A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

Single-family Dwelling, Detached
A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Site
A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot. (See "Lot.")

APPENDIX B: GLOSSARY

Slope
Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Species, Candidate
Any species of plant or animal that has been identified by the appropriate state of federal agency for possible addition to the listing of threatened plants and animals.

Species, Endangered
Any species of plant or animal that is in danger of extinction throughout all or a significant portion of its range.

Species, Rare or Threatened
Any species of plant or animal that, although not endangered, is likely to become endangered in the foreseeable future.

Soil
The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solar Access
The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Solid Waste
General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75% of typical urban solid waste.

Specific Plan
Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence
The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards
(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from

use restrictions; for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Storm Runoff
Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Structure
Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision
The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 1 1004 of the Business and Professions Code.

Subdivision Map Act
Division 2 (Sections 66410 et seq) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subsidence
The gradual settling or sinking of an area with little or no horizontal motion. (See "Settlement. ")

Subsidize
To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing
Residential dwellings which, because of their physical condition, do not provide safe and sanitary housing.

Substantial
Considerable in importance, value, degree, or amount.

Topography
Configuration of a surface, including its relief and the position of natural and man-made features.

Townhouse; Townhome
A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any

other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

Traffic Model

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Transit

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit-dependent

Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit, Public

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transportation Demand Management (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

Trip Generation
The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Tsunami
A large ocean wave generated by an earthquake in or near the ocean.

Undevelopable
Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City are designated as "undevelopable" by the City.

Undue
Improper, or more than necessary.

Uniform Building Code (UBC)
A national, standard building code that sets forth minimum standards for construction.

Urban Area
An area where the human-altered physical environment predominates over the non-human environment. The urban physical environment typically includes residential uses, trade services, industry, and professional occupations and the presence of collective and/or public service and infrastructure systems.

Urban Design
The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Use
The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City's zoning ordinance and General Plan land use designations.

Utility Corridors
Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")

Vacant
Lands or buildings that are not actively used for any purpose.

APPENDIX B: GLOSSARY

Vehicle-Miles Traveled (VMT)
A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household
A household with an annual income usually no greater than 50% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

View Corridor
The line of sight--identified as to height, width, and distance--of an observer looking toward an object of significance to the community *(e.g.,* ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Viewshed
The area within view from a defined observation point.

Volume-to-Capacity Ratio
A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Watercourse
Natural or once natural flowing (perennially or intermittently) water, including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watershed
The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake, or reservoir.

Wetlands
Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Wildlife Refuge
An area maintained in a natural state for the preservation of both animal and plant life.

Zoning

The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning Map

Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

APPENDIX B: GLOSSARY

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CITY of CALIPATRIA
2035 GENERAL PLAN

APPENDIX C: HOUSING ELEMENT MEMORANDUM

To: Rincon Consultants and City of Calipatria

From: Veronica Tam/Jessica Suimanjaya– Veronica Tam and Associates (VTA)

Subject: General Plan Update and 2006-2014 Housing Element

C.1 BACKGROUND

In December 2008, the City of Calipatria adopted the 2006-2014 Housing Element. This Housing Element was found to be in compliance by the California Department of Housing and Community Development (HCD) in January 2009. The City is undergoing a comprehensive update to its General Plan.

AB 2292 (Dutra) of 2002 prohibits a city or county from reducing, requiring, or permitting the reduction of residential density on any parcel below the density that was used to determine compliance with the Housing Element of its General Plan. Therefore, in updating the General Plan, the City of Calipatria must evaluate the potential impacts of the proposed land use changes on the City's ability in meeting its Regional Housing Needs Allocation (RHNA).

Upon learning the nature and extent of the proposed land use changes, VTA contacted HCD to discuss the requirement for updating the 2006-2014 Housing Element. HCD confirmed that unless the proposed land use changes impact the City's continued ability to accommodate its RHNA, updating the 2006-2014 Housing Element to reflect the land use changes is unnecessary.

This memo provides an analysis of the City's proposed land use changes and assesses how these changes may or may not affect the City's residential capacity. Based on our analysis, the proposed General Plan update would have a beneficial impact on the City's ability to accommodate its RHNA. This analysis and conclusion should be included as part of the findings for adoption of the new General Plan.

C.2 2006-2014 HOUSING ELEMENT – RHNA AND SITES INVENTORY

For the 2006-2014 Housing Element, the City of Calipatria had a Regional Housing Needs Allocation (RHNA) of 201 housing units. The breakdown of the RHNA by income is summarized in Table C-1.

PROGRESS TOWARD THE RHNA

The 2006-2014 Housing Element reported the City's progress toward the RHNA based on building permit data for 2006 and 2007. During that time, a total of 96 units were constructed, leaving a remaining RHNA of 105 units for the 2006-2014 Housing Element planning period at the time of Housing Element adoption in 2008.

Between 2008 and May 2012, the City issued building permits for six new single-family homes. These six homes can also be credited toward the City's RHNA. Therefore, as shown in Table C-1 the City has a remaining RHNA of 99 units, for which the City must continue to provide adequate sites in order to maintain its Housing Element compliance status.

Table C-1
2006-2014 RHNA and Progress

Income Categories	RHNA	Units Constructed 2006-2007	Units Constructed 2008 - Present	Remaining RHNA
Very Low	50	43	0	7
Low	32	32	0	0
Moderate	32	10	0	22
Above Moderate	87	11	6	70
Total	**201**	**96**	**6**	**99**

SITES INVENTORY

In 2008, at the time of the Housing Element adoption, the City of Calipatria had an inventory of vacant land that was more than adequate to meet its remaining 2006-2014 RHNA obligation. The table below summarizes Calipatria's vacant land inventory in 2008 and the City's strategy for meeting its RHNA.

Table C-2 Strategy for Meeting the 2006-2014 RHNA Obligation			
Residential Zone	**Maximum Density (du/acre)**	**Acreage**	**Realistic Unit Capacity**
Very Low Income			
R1-A	7.0	19.17	117
R-3	23.0	5.67	108
Subtotal		***24.84***	***225***
Low Income			
R1-A	7.0	19.17	117
R-2	14.0	0.10	1
R-3	23.0	5.67	108
Subtotal		***24.94***	***226***
Moderate Income			
R-1	7.0	33.62	231
R-2	14.0	0.10	1
Subtotal		***33.72***	***232***
Above Moderate Income			
R-1	7.0	33.62	232
Subtotal		*33.62*	*232*
Total		**117.12**	915

C.3 General Plan and Zoning Ordinance Updates

In 2012, the City of Calipatria began the process of updating its General Plan. As part of this update, all of the General Plan elements, including the Land Use Element, will be amended to reflect current conditions, community preferences, and legal requirements. Because the Land Use Element determines residential land uses and density in the city, any changes to this element may potentially affect the 2006-2014 Housing Element by altering the City's ability to meet its RHNA obligations.

There are several proposed changes to the existing Land Use Element and Zoning Ordinance that involve residentially designated land and could potentially affect the City's 2006-2014 Housing Element:

1) **Re-designate Eight (8) Acres from Medium Density to High Density Residential:** The City's existing Zoning Ordinance has identified approximately eight acres of land as R-4 (High Density MFR). These eight acres are located south of Main Street on International Avenue between Fern and Date streets. The existing Land Use Element, however, designates these eight acres as Medium Density Residential. The update to the Land Use Element proposes to eliminate this discrepancy by re-designating these eight acres from Medium Density Residential to High Density Residential.

   ***Effect on 2006-2014 HE*:** Because this proposed amendment only seeks to eliminate a technical discrepancy between the City's General Plan and Zoning Ordinance, and the re-designation is to a higher intensity land use, it will not have a negative impact on the City's ability to meet its RHNA.

2) **Re-designate 50 Acres from Industrial to Low Density Residential:** The City is proposing the re-designation of approximately 50 acres of Light Industrial land to Low Density Residential. These 50 acres are located in the northwest portion of the city near Freeman/Brown Streets.

   Under the existing Zoning Ordinance, these 50 acres are already designated R-2 (Low Density MFR) at 14 units per acre. The update to the Land Use Element proposes to eliminate this discrepancy between the General Plan and the Zoning Ordinance by re-designating these 50 acres from Light Industrial to Low Density Residential.

   In the proposed changes to the Zoning Ordinance, three existing lower density zones will be combined into a single zone—the R-1 (7 du/ac), R-1A (7 du/ac), and R-2 (14 du/ac) zones will become the new R-1 zone. The density of this new R-1 zone will be eight units per acre. While this represents a decrease in density for the properties currently zoned R-2 (from 14 du/ac to 8 du/ac), these changes will not have a noticeable impact on the City's ability to meet its RHNA obligations.

   ***Effect on 2006-2014 HE*:** The vacant land inventory included in the City's 2006-2014 Housing Element utilized less than one acre (0.2 acre) of land designated R-2 with an estimated total capacity of two housing units (one low income unit and one moderate income unit, based on the allowable density of the parcels). As demonstrated in Table C-, the City has a substantial inventory of vacant land capable of accommodating the development of lower and moderate income housing. The loss of these two housing units for the lower income RHNA will therefore not affect the City's ability to meet its RHNA obligations.

   Furthermore, the proposed Land Use Element converts 50 acres of previously non-residential land into residential land. These 50 acres of R-2 land were not included in the 2006-2014 Housing Element sites inventory and therefore, this proposed re-designation will only increase the City's overall unit capacity.

3) **Create the Downtown District:** The new Land Use Element proposes the addition of a Downtown District (DD). The DD designation will accommodate mixed-uses involving residential uses and commercial uses, including retail and office uses. The Land Use Element proposes the re-designation of 37 acres of General Commercial land to Downtown District. Under the existing General Plan, the General Commercial designation does not allow for any residential development. The DD will have an allowable residential density of 20 units per acre. Based on this assumption, the DD will be able to accommodate up to 740 new housing units at the maximum.

   ***Effect on 2006-2014 HE*:** The addition of the Downtown District will increase the unit capacity of the City's land inventory. It will not negatively affect the 2006-2014 Housing Element or the City's ability to meet its RHNA obligation.

4) **Realignment of Zones:** As discussed before, the Zoning Ordinance proposes to consolidate three of the lower density zones into a single zone - the R-1 (7 du/ac), R-1A (7 du/ac), and R-2 (14 du/ac) zones will become the new R-1 zone (8 du/ac). In addition, the existing R-3 zone will

become the new R-2 zone and maintain the density at 23 du/ac. The existing R-4 zone will become the new R-3 zone and will maintain the density at 29 du/ac. The new zones and the density of each are shown in Table C-3.

Table C-3
Realignment of Zones

Existing Zoning		Proposed Zoning	
Zones	**Density**	**Zones**	**Density**
R1-A	7 du/ac	--	--
R-1	7 du/ac	R-1	8 du/ac
R-2	14 du/ac	--	--
R-3	23 du/ac	R-2	23 du/ac
R-4	29 du/ac	R-3	29 du/ac

***Effect on 2006-2014 HE*:** Only two R-2 units were included in the 2006 Housing Element sites inventory. This Zoning Ordinance change would mean reassigning these two units from the lower income categories to moderate or above moderate income categories. Loss of these two units for the lower income RHNA would not impact the City's ability to meet its remaining RHNA. The re-categorizing of R-3 and R-4 properties as R-2 and R-3 properties has no actual impact on the City's residential capacity.

CONCLUSION

The City's General Plan and Zoning Ordinance updates would not negatively impact the ability of the City to meet its RHNA obligations for the 2006-2014 planning period. The following table estimates the number potential units that can be added as a result of the General Plan/Zoning Ordinance Update, at buildout of the General Plan.

For the upcoming Housing Element cycle however, the exact number of units that can be accommodated cannot be determined at this time, unless a parcel-by-parcel review of existing conditions and potential for recycling is conducted pursuant to AB 2348 (Adequate Sites Analysis). Redesignating a site to higher intensity (from Medium to High Density) or to Mixed Use does not necessary mean a specific parcel has any real potential for recycling in the near future. Redesignated parcels with existing uses that are considered viable (such as newer construction or improvements, civic uses, townhome/multi-family development) are generally not accepted by HCD as potential sites for near-term recycling. When the City prepares its 2013-2021 Housing Element, a detailed parcel-level database is required to include only those parcels that have potential for recycling within the timeframe of the Housing Element.

Table C-4 Impact on Residential Capacity Resulted from General Plan/Zoning Ordinance Update					
GP/Zoning Action	**Acres**	**Existing**		**Proposed**	
		Density	**Potential Units**	**Density**	**Potential Units**
Redesignate from Medium Density to High Density[1]	8 acres	10-15 du/ac	-100	16-20 du/ac	+144
Redesignate from Industrial to Low Density[1]	50 acres	n/a	n/a	3-10 du/ac	+325
Create Downtown District[2]	37 acres	n/a	n/a	20 du/ac	+111
Realignment of Zones	This action has no real impact on the sites inventory contained in the 2006-2014 Housing Element				
RHNA Income Category	**Acres**	**Density Range**		**Potential Units**	
Lower Income	+45 acres	16-20 du/ac		+255	
Moderate Income	-8 acres	10-15 du/ac		-100	
Above Moderate Income	+50 acres	<=10 du/ac		+325	

Notes:

1. **Potential units based on mid-range density.**
2. **Potential units in Downtown District based on the following assumptions:**
   - **Only 20% of the acreage would be redeveloped as mixed-use developments.**
   - **Average density assumed at 75% of maximum density, i.e. 15 du/ac.**

C.4 2008-2014 HOUSING ELEMENT PROGRESS

This section summarizes the City's progress in implementing its 2006-2014 Housing Element through the 2012 General Plan and Zoning Ordinance updates.

HOUSING GOALS AND POLICIES

Table C-5 General Plan Update and Housing Element Goals and Policies			
	Goals and Policies	**Advanced through General Plan Update**	**Advanced through Zoning Ordinance Update**
Attract and support quality single-family housing development in order to meet the homeownership opportunity needs of Calipatria residents of all economic levels and segments of the community.			
1.1	Pursue funding mechanisms to assist people of all economic segments in obtaining homeownership goals.		
1.2	Encourage density bonus and other regulatory incentives for single-family units that provide for lower-income household integration.		Chapter 3.14 of Zoning Ordinance
1.3	Work with for-profit and non-profit housing developers, as well as public agencies to expand homeownership opportunities in the City.		

APPENDIX C: HOUSING ELEMENT MEMORANDUM

Table C-5
General Plan Update and Housing Element Goals and Policies

	Goals and Policies	Advanced through General Plan Update	Advanced through Zoning Ordinance Update
Encourage and promote housing diversity through a variety of housing types, including new and innovative designs, by removing governmental constraints where feasible and while maintaining quality standards, safety and a satisfying living environment for all income levels and segments of the community.			
2.1	Encourage innovative residential designs and building techniques for residential development.	Goal LU-3 Policy LU-1.1 Policy LU-1.2	Chapters 2.12.10 and 2.14.10 of Zoning Ordinance to allow a variety of housing types
2.2	Provide flexibility in zoning regulations and design standards for new affordable residential development.		Chapter 3.14 of Zoning Ordinance
2.3	Encourage and provide incentives for the development of large family units (with three or more bedrooms) as part of residential development projects.		
2.4	Support the provision of rental and home ownership opportunities for special needs housing accommodating seniors, large families, and persons with disabilities.		
2.5	Review City regulations and ordinances to ensure that they are in compliance with State law and that they do not unduly constrain housing development.		Chapter 2.12 of Zoning Ordinance
Preserve subsidized housing and conserve and improve the existing affordable housing stock in conformance to adopted standards and support public and private efforts in maintaining, reinvesting in, and upgrading the existing housing supply.			
3.1	Maintain and enhance a proactive housing rehabilitation program and continue to seek additional funding.		
3.2	Promote increased awareness among property owners and residents of the importance of property management to long-term housing and neighborhood quality.		
3.3	Support the preservation of subsidized public housing and publicly assisted housing units.		
3.4	Support, and where feasible, provide financing mechanism to lower- income households for room additions to alleviate overcrowding.		
3.5	Monitor housing conditions to identify units in need of rehabilitation, targeting units in need of substantial rehabilitation or reconstruction.		
Encourage the proactive and planned growth of the City by designating and preserving suitable sites for residential development in relation to job opportunities and/or the provision of public infrastructure and facilities.			
4.1	Maximize the use of vacant land within the City for housing development in order to reduce the cost of infrastructure facilities (water, sewer, streets, etc.) while controlling congestion and providing adequate emergency access.	Goal LU-1 Policy LU-1.1 Policy LU-1.3 Goal LU-5 Policy LU-1.2	Through increased density at certain properties and introduction of a Mixed Use zoning – Chapters 2.12 and 2.14 of Zoning Ordinance
4.2	Assess infrastructure improvement needs in all residential areas and work with private and public agencies to facilitate necessary improvements and seek funding opportunities.		
4.3	Ensure tentative subdivision maps are adequately reviewed for consistency with land use, circulation, emergency access and availability of necessary public services and facilities.		
4.4	Ensure that all residential development is consistent with this Housing Element and adopted City Ordinances and development standards.		

APPENDIX C: HOUSING ELEMENT MEMORANDUM

Table C-5 General Plan Update and Housing Element Goals and Policies			
	Goals and Policies	**Advanced through General Plan Update**	**Advanced through Zoning Ordinance Update**
4.5	Maintain an inventory of vacant and underutilized sites available for future housing development.		
4.6	Assess Infrastructure needs and plan ahead for the necessary public infrastructure needs in support of housing development for all economic segments.		
Promote and support equal housing opportunities for all residents in Calipatria regardless of age, sex, race, marital status, ethnic background, income and other arbitrary factors, and maintain an adequate Monitoring Program to ensure Housing Goals and objective are attained.			
5.1	Support equal housing opportunities for all residents regardless of age, sex, race, marital status, ethnic background, income, or other such arbitrary factors.		
5.2	Promote equal housing laws, housing programs and resources through educational and marketing material made available at City Hall and the City Public Library in both English and Spanish.		
5.3	Design a Monitoring Program for Housing Element Goal, Policy and Housing Program Objective compliance with periodic reporting to City Council.		

HOUSING PROGRAMS

Table C-6 Implementation of 2006-2014 Housing Element Programs		
Housing Program	**8-Year Objective**	**Progress**
GOAL #1 Attract and Support Quality Single-Family Housing		
2. Density Bonus and Incentives Program Provide a density bonus to developers who allocate 10% of single-family units to lower-income households	RDA to expand set-aside monies to provide incentives to the development of residential projects targeting housing affordability.	The City has included density bonus provisions consistent with State law in its most recent draft of the Zoning Ordinance Update. The 2013-2021 Housing Element update needs to reflect the dissolution of the Redevelopment Agency.
GOAL #2 Encourage and Promote Housing Diversity		
7. Planned Unit Development Program Planned Unit Developments (PUD's) enables the City to provide flexible development options and increase affordable housing opportunities	City to consider establishing a PUD, targeting affordability and consider adoption by end of 2009.	The City has established a Planned Unit Development (PUD) Overlay Zone in its most recent draft of the Zoning Ordinance Update.

Table C-6
Implementation of 2006-2014 Housing Element Programs

Housing Program	8-Year Objective	Progress
9. Zoning Ordinance Review and Update Amends the Zoning Ordinance to address constraints on housing development for persons with disabilities, elderly, homeless, or on dependent care	Amend Zoning Ordinance to address constraints within one year of Housing Element Adoption for: 1) shelters; 2) transitional housing; 3) residential care; and 4) density bonus.	**Homeless Shelters** The Draft Zoning Ordinance allows for Homeless Shelters by right in the Downtown Core. The Draft Zoning Ordinance defines homeless shelters as: "*Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person.*" This definition is consistent with SB 2. Further, the Downtown Core accommodates a mix of commercial and residential uses and is located near public transportation and other uses.
		Transitional and Supportive Housing The City has permitted the development of transitional and supportive housing in all residential zones in its most recent draft of the Zoning Ordinance Update.
		Residential Care Facilities The Zoning Ordinance states that Residential Care Facilities (1-6 clients) are allowed by right in all residential areas and in the Downtown Core. Residential Care Facilities (7 or more clients) are allowed with a UP in the R2 and R3 zones. All Residential Care Facilities, regardless of size, are allowed with a UP in the CP and CP-T zones. This would be consistent with fair housing requirements.
		Density Bonus The City has included density bonus provisions consistent with State law in its most recent draft of the Zoning Ordinance Update.
		Farmworker Housing This is not specified in the Housing Element as a program action. However, as the City's draft Zoning Ordinance permits agricultural uses in Residential, Industrial, and Open Space zones, the Zoning Ordinance states that Farmworker/Employee Housing are allowed are allowed with a MUP in the M-1 and M-2 zones. This would be consistent with fair housing requirements.
GOAL #4 Encourage Planned Growth of the City by Preserving Suitable Sites for Housing Development		
15. Land Use Plan Update Evaluate existing and proposed residential land use designations to provide for a variety of	Continue to designate adequate residential sites to fulfill Calipatria's regional housing need by income group.	The State, through AB 2348, has established "default" density standards for local jurisdictions. State law assumes that a density standard of 20 units per acre for suburban jurisdictions, such as Calipatria, is adequate to facilitate the production of housing affordable to lower income households.

Table C-6 Implementation of 2006-2014 Housing Element Programs		
Housing Program	**8-Year Objective**	**Progress**
residential types and densities		The City's current Zoning Ordinance has three zones that allow for a maximum density of 20 units/acre or more: R-3 (23 du/ac), R-4 (29 du/ac) and PUD (29 du/ac). The updated Zoning Ordinance proposes to consolidate three of the lower density zones into a single zone - the R-1 (7 du/ac), R-1A (7 du/ac), and R-2 (14 du/ac) zones will become the new R-1 zone (8 du/ac). In addition, the existing R-3 zone will become the new R-2 zone and maintain the density at 23 du/ac. The existing R-4 zone will become the new R-3 zones and will maintain the density at 29 du/ac. The City has proposed a number of changes to its Land Use Element in order to better provide for a variety of residential types and densities: • The re-designation of eight acres of Medium Density Residential land to High Density Residential. • The re-designation of 50 acres of Industrial land to Low Density Residential. • The creation of the Downtown District. Based on detailed assessment completed in Section C.3 of this Technical Memorandum, the City has expanded residential capacity through the General Plan and Zoning updates and therefore will be able to accommodate the City's remaining RHNA for the current and upcoming Housing Element planning periods.

C.5 RECENT CHANGES TO STATE HOUSING ELEMENT LAW OR HCD REVIEW STANDARDS

Given the current economic and budget situations at the state level, few housing laws have been enacted since the adoption of the 2006-2014 Housing Element. There is also new interpretation/HCD review standards associated with existing requirements. This section covers these topics to assist in the City's next update to the 2013-2021 Housing Element due October 15, 2013.

Table C-7
New Housing Element Laws and Revisions Required for the 2013-2021 Housing Element

New Laws	2013-2021 Housing Element
Persons with Developmental Disabilities SB 812 (Ashburn), Chapter 507, Statutes of 2010- Chapter 507, Statutes of 2010 (SB 812), which took effect January 2011, amended State housing element law to require the analysis of the disabled to include an evaluation of the special housing needs of persons with developmental disabilities. This analysis should include an estimate of the number of persons with developmental disabilities, an assessment of the housing need, and a discussion of potential resources.	This was not met in the current Housing Element. The City will include an estimate of the number of Calipatria residents with developmental disabilities and an analysis of their housing needs. Data can be obtained from the State Department of Development Disabilities Services Regional Center. No special housing programs/actions are required for this group.
Alternative Adequate Sites Statute GC 65583.1- Provides flexibility to local government by allowing up to 25 percent of the adequate sites requirements to be met by making affordable units through rehabilitation, conversion, and/or preservation.	Using alternative methods to meet the RHNA requirement is subject to extremely stringent statutory requirements. Specifically, the 2006-2014 Housing Element must specify: • The projects identified for acquisition/ rehabilitation; • The amount and sources of funding committed; • The timeline of completing these projects: 1) A public hearing must be conducted within the first year of Housing Element cycle to identify the need; 2) funding must be committed through a legally enforceable agreement during the first year of the Housing Element cycle; and 3) acquisition/rehabilitation must be completed within the second year of the Housing Element cycle. Missing any timeline for public hearing, commitment of funding, and completion of project would disqualify the project for receiving RHNA credits. The 2006-2014 Housing Element never specified using acquisition/ rehabilitation as a strategy for meeting RHNA. For the upcoming 2013-2021 Housing Element update, the City may evaluate this potential. State law has recently been revised to relax the requirements: • AB 720 (2009): Expands the timeline to provide committed assistance for rehabilitation, conservation, or preservation of affordable units. • AB 1867 (2010): Adds multi-family ownership housing converted by acquisition or purchase of affordability covenants as an option under the alternative adequate sites requirement. Reduces required number of units in a complex from 4 to 3 units. • AB 1103 (2011): Adds foreclosed properties converted by acquisition or purchase of affordability covenants as an option under the alternative adequate sites requirement.

APPENDIX C: HOUSING ELEMENT MEMORANDUM

Table C-7 New Housing Element Laws and Revisions Required for the 2013-2021 Housing Element	
New Laws	**2013-2021 Housing Element**
	Even with these changes, this provision of State law remains extremely difficult to qualify. HCD has developed a separate checklist for jurisdictions wishing to utilize this section of the Housing Element law to fulfill its RHNA.
Housing for Extremely Low Income Households Government Code (GC) Section 65583(a)-Requires jurisdictions to make provisions for Single Room Occupancy housing.	The City has defined Single Room Occupancy housing units and permitted their development, with a Use Permit, in the R-3 zone in its most recent draft of the Zoning Ordinance Update. These provisions are consistent with GC Section 65583(a). The 2013-2021 Housing Element update must estimate existing and projected housing needs of extremely low income households. Housing Plan should also include programs and actions to address the needs of extremely low income households.
Reasonable Accommodations (SB 520)-Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities. The program shall remove constraints to, or provide reasonable accommodations for housing designed for, intended for occupancy by, or with supportive services for, persons with disabilities.	SB 520 was adopted in 2002 and therefore should be addressed in the 2008-2014 Housing Element. However, HCD interpretation of this requirement now includes adoption of a reasonable accommodation procedure. The City has included a formal Reasonable Accommodations procedure in its most recent draft of the Zoning Ordinance Update. These provisions are consistent with SB 520.