

City of Holtville General Plan Administrative Draft General Plan Update



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Prepared by:

Michael Baker

INTERNATIONAL

9755 Clairemont Mesa Blvd | San Diego, CA 92124

Office: 858.614.5000 | Fax: 858.614.5001

Contact: Dan Wery

JN 151198

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City Council

Virginia Ward, Mayor

David Bradshaw

Mike Goodsell

Richard Layton

Jim Predmore

City Management

Nicholas Wells, City Manager

George Morris, City Treasurer

Justina Arce, Planner

Consultant Team

Michael Baker International

INTRODUCTION

Need for a General Plan

With a rich history, Holtville is a growing community with a bright future. Located in eastern Imperial County and incorporated in 1908, the City of Holtville encompasses approximately 1 square mile. In 2015, the City of Holtville had an estimated population of 6,246 (California Department of Finance (DOF)). The Southern California Association of Governments (SCAG) projects that the city's population will grow modestly, to 6,600 by 2020 and 7,300 by 2035. State Route 115, which serves eastern Imperial County, runs through the City of Holtville at an east/west orientation and functions as the town's main arterial. The city is situated approximately 12 miles east of the City of El Centro and 15 miles north of the US/Mexico border. Holtville is one of the least populated cities in Imperial County and, according to the California Department of Finance, between 2000 and 2015, experienced the second slowest growth rate among jurisdictions in the county with an average annual growth rate of 0.8 percent. This Plan will ensure that new development is consistent with the community's vision for the future and that adequate urban services are available and built utilizing current sustainability techniques. This General Plan establishes a blueprint for stimulating new economic growth, revitalizing older areas, assuring public safety, finding new uses for underutilized land, and enhancing the amenities and cultural resources that ensure Holtville remains resilient over time. By implementing the programs identified in this General Plan, Holtville can achieve its vision for its future.

Holtville Planning Area

The Holtville planning area is located in the Imperial Valley near tourist, trade, and travel center of the southwestern United States. Minutes north of Mexico's border, the City is 120 miles east of San Diego, 225 southeast of Los Angeles, and 10 miles northeast of Mexicali, Baja California, Mexico. **Figure I-1** shows Holtville's regional location.

History of the Community

The introduction of a reliable water source to the Imperial Valley in the late 1800s is critical to understanding Holtville today. Decades of speculation regarding the Colorado Desert Valley's agricultural potential eventually lead to approval of the region's first irrigation project in 1900. On May 14, 1901, water was diverted from the Colorado River into the Salton Basin, establishing the agricultural industry in Imperial Valley that resulted in a population boom for the region. By 1904, the need to transport goods and persons into the region lead to construction of a Southern Pacific railway branch line extending from present day Niland to Calexico. Fifteen years later, the San Diego and Arizona railway connected the Imperial Valley to the Pacific Coast. In order to facilitate economic development and foster growth, lands associated with the Imperial Valley were separated from San Diego County and organized into present day Imperial County in 1907.

The City of Holtville, or Holton as it was first called, was founded by W.F. Holt, a banker from Missouri who moved to the west for health reasons. Holt had a vision of what the Imperial Valley would become, and in the process he was the first to envision a town east of the Alamo River. On June 20, 1908 the city of Holtville was incorporated.

Today the developed portions of Holtville remain on the east side of the Alamo River, which serves as a natural border on the south and west portions of the City. Holtville is a multi-cultural community with a rich agricultural history as land within the City limits is surrounded by thousands of acres of agricultural land. Holtville is known as the "Carrot Capital of the World" and to celebrate this status the City hosts an annual Carrot Festival. The City's agricultural roots are largely responsible for the character of development within Holtville today as its economic base, housing needs, and population are derived from this industry.

FIGURE I-1. REGIONAL LOCATION MAP

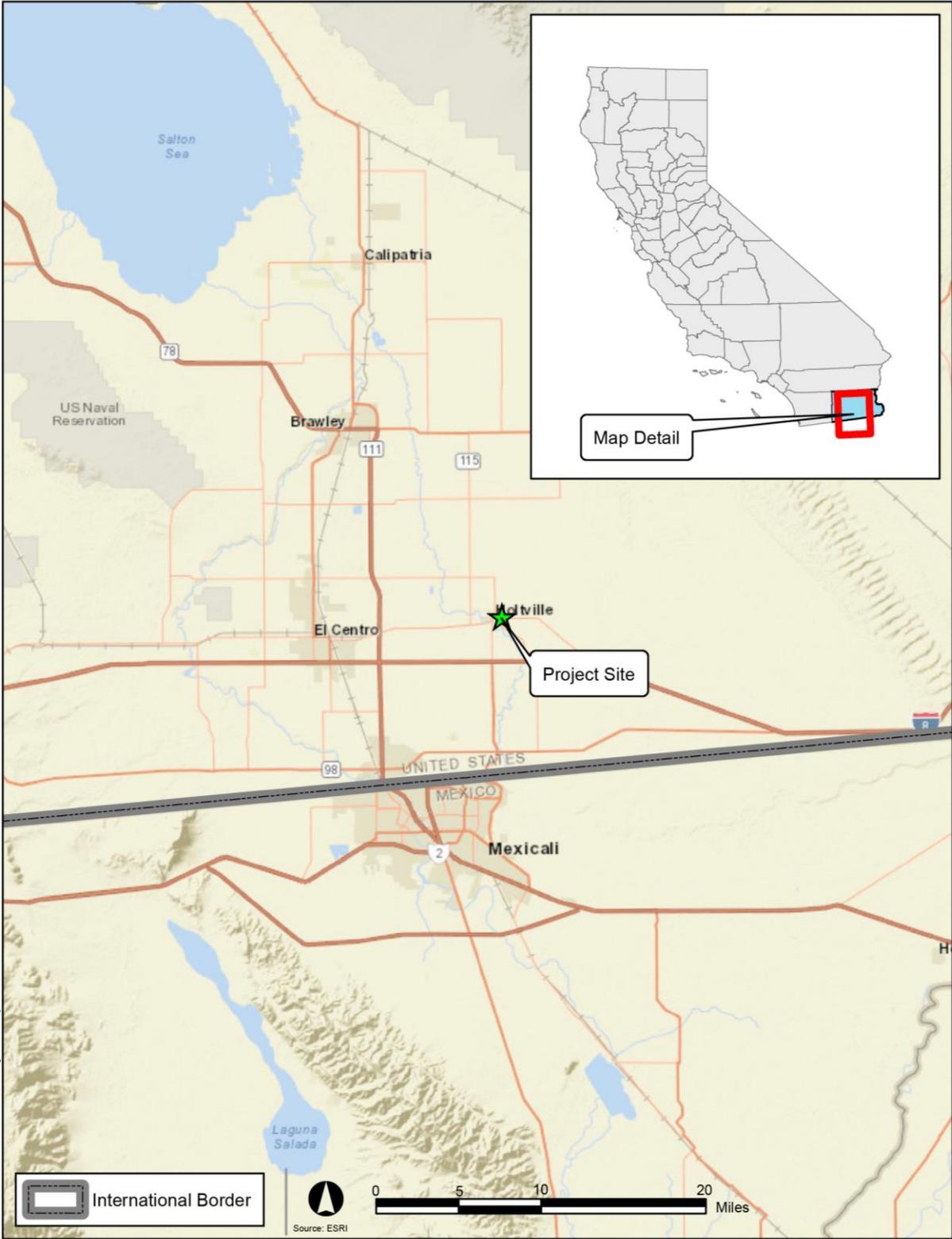
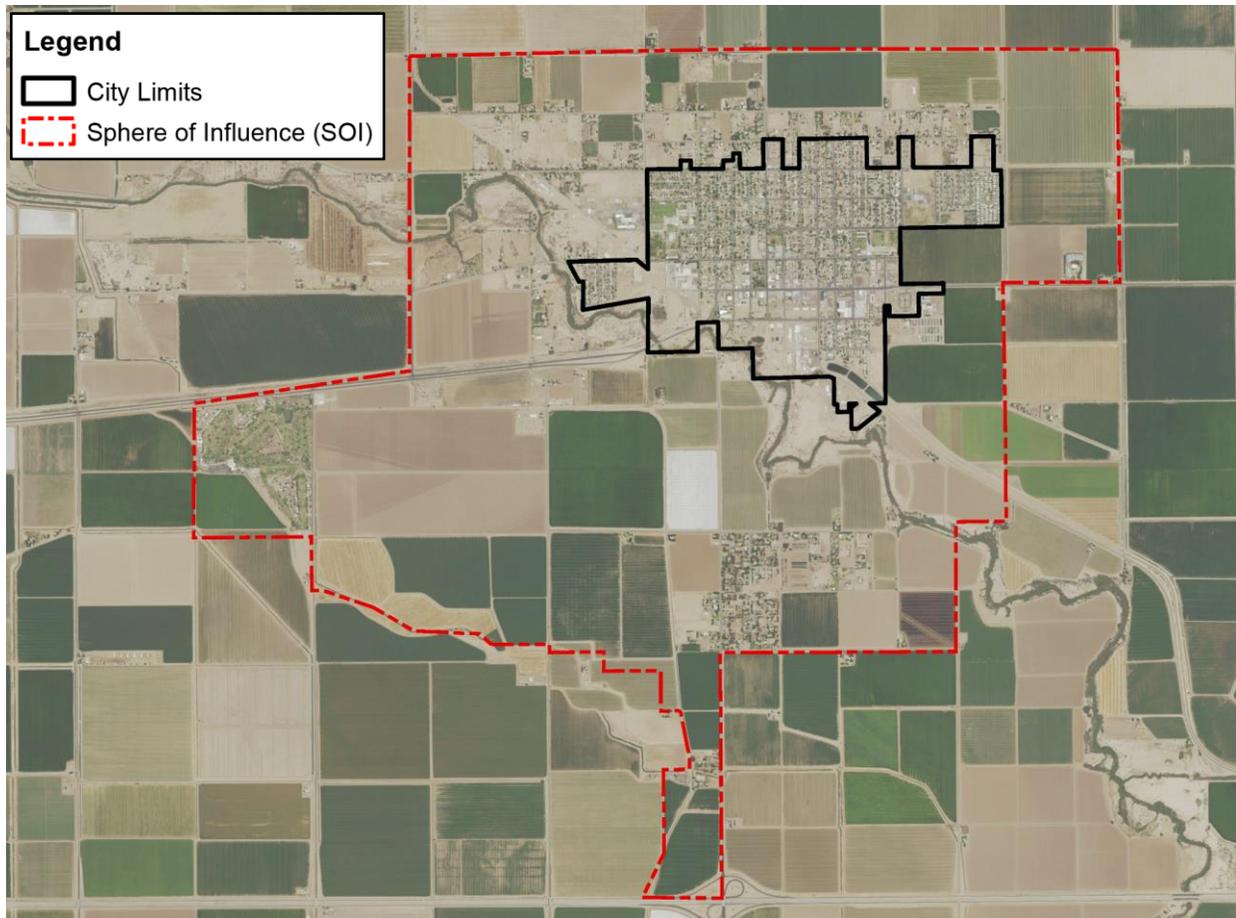


FIGURE I-2. CITY OF HOLTVILLE



Vision for the Future of Holtville

Holtville’s Vision of the Future is to build upon the foundation of its resilient past. The General Plan is an expression of what the community wants to maintain and become over the next 20 years.

Holtville is a well-defined community intending to build upon its traditional neighborhood patterns and assets. It is a community with a high-quality of life in which residents feel safe living and working. The safe atmosphere is maintained through an environment where community members know and regularly interact with their neighbors. Personal interaction and neighborly engagement is the fabric that holds the City of Holtville together. As a result, residents are well-informed, civic minded, and active in the decision making process; equipped to meet the challenges of the day; and eager to plan for Holtville’s bright future.

Holtville strives to provide and maintain residential opportunities that meet the needs of all residents. Affordable ownership and rental opportunities are sufficient as the City’s policies and goals to encourage and promote a variety of housing types, including new and innovative designs while maintaining standards, safety, and quality environments. The City actively works with residents to maintain their properties in order to beautify and promote Holtville as a great place to work and live.

With a rich agricultural history, the City works to protect surrounding agricultural land for its economic and aesthetic value. In addition, Holtville takes pride in its natural resources, such as the Alamo River Corridor, and preserves and enhances these areas for the enjoyment of residents and visitors.

The City's circulation network, which includes roadways, alleyways, bikeways, and pedestrian walkways, are well maintained and provide efficient and safe movement of people within Holtville. The pedestrian and bicycle network is frequently used by residents and links the community's public and recreational area, including schools and parks, with residential and business areas.

Together, these statements form the community's vision for the future of Holtville and are the basis for the goals and policies contained in this General Plan.

Purpose of the General Plan

California law requires each city to adopt a comprehensive, long-term General Plan to guide the physical development of the incorporated area and land outside municipal boundaries the bears a relationship to its planning activities. In essence, a city's General Plan serves as the blueprint for future growth and development. As a blueprint for the future, the plan must contain policies and programs designed to provide decision makers with a solid basis for decisions related to land use and development. The City of Holtville intends for these policies to facilitate better, faster, and cost effective implementation tools to build a healthier, equitable, resilient, and economically vibrant future for its citizens.

In accordance to State law, the General Plan is the City's primary document to regulate land use. Consequently, the Zoning Code, Specific Plans, and the individual public and private development proposal that implement the General Plan must be consistent with the Plan goals, policies, and standards. The Holtville General Plan addresses many issues that are directly related to and influence land use decisions. In addition to land use, State law requires the Plan to address circulation, housing, conservation of natural resources, preservation of open space, noise environment, and protection of public safety (Section 65302 of the California Government Code).

In addition to these required 'elements,' or topics, this Plan incorporates an integrated approach to enabling healthier and more resilient communities by weaving active transportation and accessibility topics throughout each element to the extent that they apply to Holtville.

Organization and Use of the Plan

The General Plan consists of a Land Use Policy Map, an Introduction, and the following six elements, or chapters, which together fulfill the State requirement for a General Plan:

- Land Use
- Housing
- Circulation
- Conservation/Open Space
- Safety
- Noise

State mandated Conservation and Open Space Elements have been combined in the Holtville General Plan. Additionally, in accordance with State Law, the Housing Element was updated in 2016 for the planning period of 2017-2022, and was approved by the California Department of Housing and Community Development. For this reason, the Housing Element is in a slightly different format for the rest of the elements. The Housing Element will be updated again in 2021, or as required by law.

Introduction

While each General Plan element is independent, all the elements inform each other to comprise the General Plan. All elements of the General Plan are interrelated by context or place, and certain goals and policies of one element may also address issues that are primary subject of the other elements. This integration of overlapping issues and policies provides a strong basis for implementation of plans and programs and achievement of community goals. Organizing issues within the elements by context or place, from Holtville’s agricultural edge to its downtown center, provides a collaborative and interrelated basis to achieve sustainable development goals. As the basic building block of Holtville is its inherently sustainable neighborhood patterns, characterized by walkability, mixed-use development, and mixed-income housing. Walkability is a function of compactness and density. This plan is focused on promoting infill development, streetscapes, and public spaces in order to build Holtville into a more desirable place to live.

Table I-1 illustrates the relationship between the six elements of the Holtville General Plan and the seven State-mandated general plan elements.

**TABLE I-1
RELATIONSHIP OF HOLTVILLE GENERAL PLAN ELEMENTS
TO STATE-MANDATED ELEMENTS**

Holtville General Plan Element	State-Mandated General Plan Element						
	Land Use	Housing	Circulation	Noise	Safety	Conservation	Open Space
Land Use	X						
Housing		X					
Circulation			X				
Conservation/Open Space						X	X
Safety					X		
Noise				X			

The elements, with associated Implementation Programs, will help the City achieve its vision for the future. The elements are organized according to the following format: 1) Introduction; 2) Issues, Goals and Policies; 3) Land Use Plan, and 4) Implementation Program.

The Introduction of each element describes the focus and the purpose of the element. The Introduction also identifies other plans and programs outside of the General Plan that may be used to achieve specific General Plan goals. The relationship of the element to other General Plan elements is also specified in the Introduction.

The Issues, Goals and Policies section of each element contains a description of identified planning issues, goals, and policies related to the element topic. The issues, goals, and policies are based on input received from the community, members of the Planning Commission and City Council and City staff.

The issues represent the needs, concerns or desire addressed by the General Plan. The goals are overall statements of community desires and consist of broad statements of purpose or direction. The policies serve as guides to the City Council, Planning Commission, other City commissions and boards, and City staff in reviewing development proposals and making other decisions that affect the future growth and development of Holtville.

Each element also contains a Plan section. The Plan section offers an overview of the City’s course of action to implement the identified goals and policies. For example, the Land Use Element contains a “Land Use Plan”

indicating the types and intensities of land use permitted in the City. The Circulation Element contains a “Circulation Plan” describing the overall circulation system required to meet the future needs of Holtville. Wherever possible, the Plan contains illustrative maps, diagrams, and tables.

Each element also contains an Implementation Program that identifies specific actions to achieve the goals, policies, and plan identified in each General Plan element. The Implementation Programs are reviewed and revised periodically to update specific actions, schedules, responsible parties, and measures to ensure that General Plan goals, policies, and plans are implemented.

The Glossary is an appendix of the General Plan (Appendix A) and provides a set of definitions for technical terms used in the Plan.

The organization of the General Plan allows user to turn to the section that interests them and quickly obtain a perspective of City policies on the subject. However, General Plan users should realize that the policies in the various elements are interrelated and should be examined comprehensively. Policies are presented as written statements, tables, diagrams, and maps. All of these policy components must be considered together when making planning decisions.

Community Participation in the General Plan Program

Public participation played an important role in the Holtville General Plan update. Because the General Plan reflects community goals, citizen input was essential in identifying issues and formulating goals. The City of Holtville held two Planning Commission/City Council joint study sessions and two public hearings to ensure public participation in the General Plan preparation process.

Since public participation has been identified as an important feature of the community’s vision for the future, the City will continue to encourage members of the public to participate in governmental activities.

Direction to the Future

The direction established by the General Plan represents a combination of community values and actions designed to achieve the vision for the future allowing the City to take advantage of opportunities to achieve its goals. The policies and plans in the Elements and the Implementation Program provide guidance for addressing changing conditions and specific actions to optimize community potential. 🥕

LAND USE ELEMENT

Introduction

The Land Use Element is a guide to how land will be used within the City of Holtville and affects many of the issues addressed in the other General Plan elements. The Land Use Element identifies the type and location of future land uses within the City. The specific land uses and their location within the community in turn affect the remaining General Plan elements. For example, the location and type of land uses outlined in the Land Use Element affect the circulation system described in the Circulation Element, and the open space facilities identified in the Land Use Element are directly related to the Conservation Element and Open Space Element policies. The land uses identified in the Land Use Element also reflect the community's goals for its future form and character.

Purpose of the Land Use Element

As a city, state law requires that Holtville prepare and adopt a General Plan as a tool to manage growth and development. The Land Use Element is a mandatory element or chapter of the General Plan.

The purpose of the Land Use Element is to describe present and planned land use activity which has been designed to achieve the community's long-range goals for the future. The Land Use Element identifies the proposed general distribution, location, and extent of land uses such as residential, commercial, industrial, community facility, agriculture, and open space and recreation. The element consists of text, maps, and diagrams which outline the future lands uses within the City and how these uses are integrated with the other General Plan elements and policies. The Land Use Policy Map is a particularly important feature of the element, since it shows the location and type of development within the City. The Element also describes the intensity or density of development planned for the community. The Land Use Element also addresses the relationship between development and environmental quality, potential hazards, and social and economic objectives.

The Land Use Element of the Holtville General Plan represents the City's desire for long-range changes and enhancements of land uses. The Element organizes land uses to create a future in which the traditional character of the City is preserved and enhanced by new development. Finally, the goals and policies contained in this Element establish the constitutional framework for future land use planning and decision making in Holtville.

Scope and Content of the Land Use Element

This Element present the City's goals and policies regarding land use for the long-term growth development and revitalization of the City. The Land Use Element contains text describing land use growth and policies, land use descriptions, a Land Use Policy Map, and a summary of the land use distribution identified on the policy map. In addition, the issues of development along the Alamo River, provision of public facilities, and education are also discussed.

Related Plans and Programs

There are a number of related plans and programs that are considered in the formulation, adoption, and implementation of local land us policy. Related plans and programs are both local and regional in nature. Regional planning agencies, such as the South California Association of Governments (SCAG), recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as air quality, transportation, affordable housing, habitat conservation, and sustainability have informed the related sections in this plan. The form and distribution of development in Holtville are affected by regional plans. Relevant local and regional plans related to the Land Use Element are discussed briefly in the following sections.

California Environmental Quality Act (CEQA) and Guidelines

The California Environmental Quality Act (CEQA) was adopted by the state legislature in response to a public mandate for thorough environmental analysis of projects that might affect the environment. The provisions of the law and environmental review procedure are described in the CEQA Statutes and the CEQA Guidelines which were amended in 2016. Implementation of CEQA ensures that during the decision making stage of development, City officials and the general public will be able to assess the environmental impacts associated with private and public development projects.

SCAG Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is the regional association of governments for a seven county area, including Imperial County. As a regional government, SCAG has prepared a Regional Comprehensive Plan and Guide that responds directly to federal and state planning requirements. The Plan constitutes the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The SCAG Regional Comprehensive Plan and Guide includes a number of core, ancillary, and bridge chapters that address regional issues such as: growth management, regional transportation, air quality, hazardous waste management, water quality, housing, open space and conservation, water resources, energy, and integrated solid waste management. The Land Use Element is consistent with land use policies found in the SCAG Regional Comprehensive Plan and Guide.

SCAG Growth Management Plan

The SCAG Growth Management Plan recommends methods to direct regional growth to minimize traffic congestion and better protect environmental quality. The goals of the Growth Management Plan include balancing jobs and housing. While SCAG has no authority to mandate implementation of its Growth Management Plan, principal goals have implications for the land use composition of Holtville. The SCAG goals are generally reflected throughout all of the General Plan elements, including the Land Use Element.

Imperial County Air Pollution Control District

The Imperial County Air Pollution Control District mandates a variety of measures to improve air quality. As part of its responsibility to protect the public health and property from the damaging effects of air pollution it shall be the duty of the Air Pollution Control Officer to review and advise the appropriate planning authorities within the District on all new construction or changes in land use which the Air Pollution Control Officer believes could become a source of air pollution problems.

Imperial County Airport Land Use Compatibility Plan

The County of Imperial approved an amended Airport Land Use Compatibility Plan for all Imperial County airport in June of 1996. The Plan sets forth the criteria and policies that the Imperial County Land Use Commission use to assess the compatibility between the primary airports in the County and proposed land use development in the areas surrounding them. Additionally, the Plan provided guidance for commission review of new airports and heliports proposed for construction in the County.

Imperial County General Plan

Adopted in 1993, the Imperial County General Plan consists of ten Elements entitled Land Use, Housing, Circulation and Scenic Highways, Noise, Seismic and Public Safety, Agricultural, Conservation and Open Space, Geothermal/Alternative Energy and Transmission, Water, and Parks & Recreation. Also included in the General Plan is a Land Use Map designating various land use categories which identify locations, and describes the type and anticipated maximum allowable density of ultimate development.

City of Holtville Zoning Ordinance

Holtville adopted its revised Zoning Ordinance in 2000, and in 2009 it adopted its Downtown Master Plan, Design Guidelines, and Form-Based Code. These updates are intended to encourage more sustainable development and create a visual identity that is unique and fitting for the City. Form-based codes address the relationship between private lots and blocks and the public streets and parks, the form, mass, scale, and types of buildings in relation to one another. These are used to promote mixed-use and more walkable places. The Zoning Ordinance is the primary implementation tool for the Land Use Element. Together, the Zoning Ordinance and Zoning Map identify specific types of land use, intensity of use, and development and performance standards applicable to specific areas and parcels of land within the City.

City of Holtville Service Area Plan

Holtville recently adopted its Service Area Plan for the entire planning area with the General Plan and Housing Element updates in 2017. The Service Area Plan identifies demand for public services and facilities based on population and housing growth projections for the year 2030 and anticipated phasing of development within the planning area. The Plan provides an analysis of existing public services and facilities of the City, and indicates how the demand created by future development within the planning area will be met.

City of Holtville Redevelopment Plan Successor Agency

In order to improve economic and physical conditions in Holtville, the City formed the Holtville Redevelopment Agency in 1989. On January 31, 2012, pursuant to 2011 Assembly Bill X1 26, redevelopment agencies in California were dissolved. The Successor Agency to the Holtville Redevelopment Agency was created to handle dissolution activities from that point forward.

Relationship to Other General Plan Elements

The Land Use Element relates very closely to all of the other General Plan elements. This element establishes the planned land use pattern for Holtville based on the historic formation of the City and the community's vision of the future. Alternatively, the other General Plan elements ensure that the public safety is ensured, and that the unique qualities of Holtville are safeguarded and enhanced.

For example, the Housing Element of the General Plan provides the basis for establishing housing stock that meets the affordability requirements and other special needs of the community. The Circulation Element provides a Circulation Plan to accommodate increased traffic from planned development. The use of alternative transportation modes and reduction of automobile trips are addressed in the Circulation Element to meet the transportation demands from new development, and to mitigate the impact of development on regional air quality and traffic conditions.

A number of the areas are designated for parks and open space on the Land Use Policy Map for recreational and aesthetic purposes. The Open Space and Conservation Elements provide policy and plans to maintain and enhance existing parks and recreational facilities and to develop new facilities to meet new demand from population growth. These Elements are also designed to protect natural resources.

The Safety and Noise Elements ensure that planned land uses identified in the Land Use Element are compatible and will not result in public safety hazards or exposure of people to excessive noise.

Since the last comprehensive update of Holtville's General Plan in 2003, scientific consensus has emerged that human activities are generating gases such as carbon dioxide and methane more quickly than the earth's natural systems can absorb them. The Land Use Element policies are intended to reduce greenhouse gas emissions, which create a blanket around the earth that allows light to pass through but traps heat at the surface, preventing

its escape into space. Models predict that this “greenhouse effect” will lead to anywhere from a 2-10 degree Fahrenheit temperature increase over the next 100 years.

For Holtville, changes in the earth’s temperature will have impacts that could include:

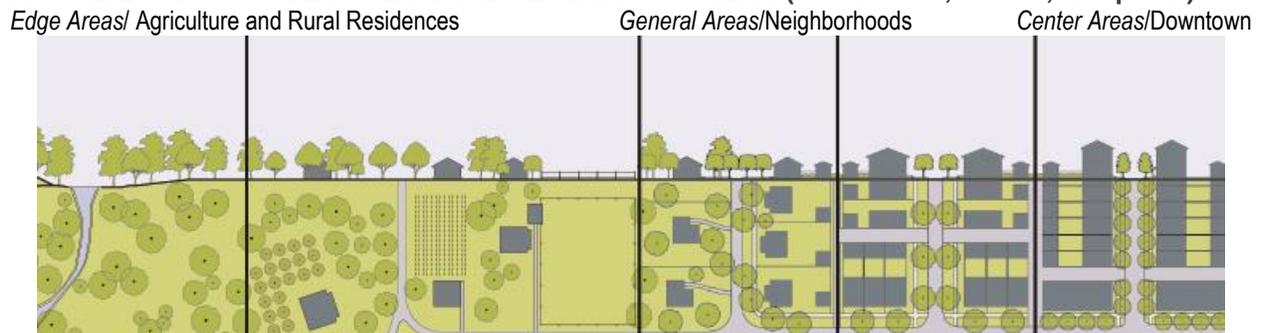
- Warmer weather associated with increased heat waves
- Wetter weather with an increase in annual rainfall of 20% to 30%, leading to more serious storm events
- Decrease in the Sierra snow pack that will affect fresh water availability
- Increase in insect-borne diseases

In 2006, the State of California passed Assembly Bill 32, committing California to reduce greenhouse gas emissions to 1990 levels by the year 2020. Holtville’s policy directives to achieve these goals are:

- Mobility policies deemphasizing automobiles and emphasizing other modes of transportation
- Land Use policies related to transit supported development in downtown
- Public Facility policies to collaborate with the School District to reduce greenhouse gas emissions
- Public Facility and Conservation policies on Green Buildings and energy conservation
- Community character policies and regulations related to high performance infrastructure programs to support sustainable development
- Housing Element policies promoting infll housing development
- Parks and Recreation Element policies supporting linear park and natural land along the Alamo River
- Participate in regional planning efforts related to climate change adaptation

The Land Use Categories are purposely arranged by context, from edge to center, to build upon and form Holtville sustainable development pattern, see **Figure LU-1**. These context-sensitive areas dictate Land Use types, street types, and park and open space types are purposely assembled by context to form a complete, compact, connected, and sustainable City. The wetlands, agricultural, open space, industrial, and rural residential are located in the *edge areas*. Its low to medium density residential *general area* neighborhoods. Its mixed-use, high density, commercial downtown *center area* supported by various community facilities throughout the City.

FIGURE LU-1. CONTEXT-SENSITIVE PLANNING PATTERN (for land use, streets, and parks)



Issues, Goals, and Policies

The Land Use Element addresses the use of land developed within the community. The Element focuses on how vacant land will be allowed to develop, as well as how certain developed land may be redeveloped for other use. These planning policies and goals are intended to promote more sustainable development patterns that lead to a more socially equitable, environmentally just and economically balanced City. Sustainability is generally defined as the ability to meet the needs of the current generation without compromising the ability of future generations to meet their needs. In practical terms, a sustainable approach reduces resource consumption, avoids pollution, develops in harmony with the environment, and helps people live healthier lives. This chapter highlights the importance of sustainability principles in building the City’s future and to provide guidance for its continued resiliency over the next 100-years.

Fortunately, the City was in large part planned and developed over a century ago when energy and resource conservation was paramount to survival. Then the automobile was a new form of transportation with fossil fuels being prohibitively expensive for widespread use. Resilient for over a century, its walkable pattern was set with the original Holton Inter- Urban Railroad spur that provided its regional access. As our nation again shifts away from predominately auto-oriented transportation use, the City’s historic pattern allows for it to be well positioned for a more sustainable future. Its complete, compact, and connected traditional community pattern is the basic building block of the City’s ability to build more sustainably, see **Figure LU-2**. This is characterized by its inherent walkability, mixed-use development, and mixed-income housing, which is a function of its range from large to small lots, and existing and planned density.

FIGURE LU-2. WALKABLE AND SUSTAINABLE PATTERN

The majority of existing and planned growth is located within a compact and walkable half-mile radius, a 10-minute walking distance, of the center Holt Park located in the center of Holtville and its transit center.



Seven major issues are addressed in the goals, policies and implementation actions of the Land Use Element. These major issues include: 1) balancing land uses within the planning area to ensure that development occurs in appropriate areas and provides a mixture of land uses, including employment generating uses beyond agricultural industries; 2) managed growth that ensures compatible development; 3) promoting infill development in the downtown area; 4) continued enhancement and protection the Alamo River corridor; 5) ensuring that an adequate level of public services and facilities is provided; 6) ensuring that adequate public education facilities are provided to meet the needs of residents; and 7) promoting a sustainable and healthy community for Holtville’s citizens.

Balance of Land Uses

The City was founded as the agri-business center of eastern Imperial Valley. Holtville is characterized as a complete, compact, and connected community with a redeveloping downtown in its center, surrounded by quiet residential neighborhoods containing a mixture of modest sized and priced housing units, and working agricultural land and Alamo River forming its well-defined edge. The City's agricultural activities and related industrial uses provide its major employment base, but this agricultural base can be dramatically affected by regional and global market forces. As a result, Holtville must encourage a more diverse and resilient economy. While the City requires a variety of agricultural and non-agricultural commercial and industrial uses to support the needs of the existing community, these non-residential land uses must be compatible with the existing community, while allowing for the development of a diverse and stable economic base.

Land Use Goal 1: Develop a balanced land use pattern that provides a complete range of housing and employment opportunities, from its agricultural industry edge to its mixed-use center, to ensure that revenue generation matches the City's responsibility for provision and maintenance of public services and facilities.

Policy 1.1: Encourage the development of a broad range of industrial and manufacturing activities that are economically feasible, environmentally acceptable, and provide employment in an attractive and convenient manner.

Policy 1.2: Promote and encourage Holtville as an ideal location for agricultural as well as a regional recreation center, and emerging technology industries hub not dependent upon high-volumes of traffic.

Policy 1.3: Preserve planned industrial areas by preventing the intrusion of incompatible land uses.

Policy 1.4: Provide incentives for development of currently vacant mixed-use, commercial and industrial lands within the City to best utilize existing resources and services.

Policy 1.5: Maintain the City’s adequate transportation facilities and systems to maintain its effective and efficient movement of people and goods.

Managed Growth

While much of the planning area within the City limits is developed and future growth is focused on infilling vacant parcels in downtown, there is a substantial amount of vacant or agricultural land located within the City's Sphere of Influence that will be developed in the future. How and when these edge areas are ultimately developed will have a great impact on the City, affecting issues such as the provision of public services, the economic well-being of the community, as well as the compatibility of new development with the existing community. Ensuring that land is not developed until the appropriate time when adequate public services and facilities can be economically provided is an important factor of planning for the development of these vacant

Land Use Element

and rural edge areas. Until annexed, development within the Sphere of Influence is guided by the Urban Area land use classification of the 2008 Imperial County General Plan. The Urban Area classification requires review of all new development by appropriate County departments to ensure adequate public services exist to serve the proposed project. In addition, the infill development of existing urbanized areas is the primary growth area. As a result, both new and infill development need to be managed and directed so that they complement and enhance the existing community pattern.

Land Use Goal 2: Manage desirable and compatible land use development.

Policy 2.1: Assure that new development and infill development is compatible with existing development patterns.

Policy 2.2: Encourage the elimination of incompatible, inconsistent, and conflicting land uses.

Policy 2.3: Utilize the CEQA review process to analyze the potential impacts of new development in order to address and/or mitigate adverse environmental conditions.

Policy 2.4: Coordinate with the County to ensure that development under their jurisdiction (prior to annexation) is consistent and compatible with the City's General Plan.

Policy 2.5: Require and Support annexations as a process for extending City services for new developments that are contiguous to the City.

Policy 2.6: Encourage development of properties with similar development patterns, such as lot sizes and land uses that are adjacent and contiguous to the City.

Policy 2.7: Discourage projects that propose large expanses of undeveloped property between the development and the City, except existing developments that may be determined to be a positive City benefit, such as the Barbara Worth Country Club to the east and the Orchard Subdivision, a Disadvantage Unincorporated Community to the south.

Policy 2.8: Encourage annexations and developments that positively benefit the City's long-term ability to finance, maintain, and operate facilities, and discourage those projects that do not provide a positive benefit to the City.

Policy 2.9: Allow for agricultural land uses within the City limits for areas that may become annexed but are not immediately developed.

Downtown Infill Development

The center of the City's commercial area is a mix of newly constructed and rehabilitated buildings with vacant parcels and structures ready for infill development. Holtville's future growth is focused on downtown. The Downtown Project Area's zoning, Downtown Code (chapter 17.41) is in place to implement mixed-use, small lot infill development. The restoration of downtown with infill development is intended to rehabilitate and utilize existing infrastructure, including water, sewer, and transportation. This focus protects the state's natural and working lands, including agricultural land, lands of cultural and historic significance, wetlands, and wildlands, as well as enabling the city to develop in a more sustainable manner that limits sprawl and minimizes costs to taxpayer. In terms of resiliency, which is defined as interconnecting dynamic systems to adapt better to natural or economic shocks, the economic viability of the downtown area warrants serious and dedicated attention by the City as well as its citizens. This focus is intended to provide new housing, basic retail, as well as wholesale and business services, which will shift residents from being forced to secure these services from surrounding jurisdictions, resulting in economic losses to Holtville.

- Land Use Goal 3:** Support and enable downtown mixed-use developments that complement economic, housing, and General Plan goals.
- Policy 3.1:* Encourage land uses that support and generate retail sales in the downtown.
- Policy 3.2:* Focus on infill growth to reduce transportation carbon emissions through promoting alternatives to driving (e.g., walking, biking, transit, and car sharing).
- Policy 3.3:* Encourage an attractive downtown sense-of-place providing an appropriate architectural character and patterns conducive to a small, rural, town.

Alamo River Development

To the south, southwest, and west, the City is bordered and separated from the unincorporated areas by the Alamo River. This creates a natural buffer between the City and adjacent land uses, but also constrains future development in these directions. The river area is designated by the Federal Emergency Management Agency (FEMA) to be a flood area, land uses are limited, but the area does have the potential for innovative open space and recreational opportunities, provided that any proposed use is not in conflict with Imperial Irrigation District (IID) requirements.

- Land Use Goal 4:** Protect riparian and wetland habitats of the Alamo River to be transformed into a cultural, recreational, and economic attraction beneficial to the region.
- Policy 4.1:* Develop a Master Plan that identified major recreational/preservation use and compatible uses for the river corridor, while addressing the concerns and regulatory requirements of various affected agencies and parties.
- Policy 4.2:* Collaborate with local service organizations, developers, IID, Regional Water Quality Control Board (RWQCB), and others to support a multi-use concept for riparian corridors that incorporates open space, aesthetic, habitat and wildlife corridor values, while addressing social, cultural, flood control and recreation needs.
- Policy 4.3:* Seek funding from federal, state, and other sources to assist in the development of this recreational corridor.
- Policy 4.4:* Annex additional land along the Alamo River for open space as opportunities occur.
- Policy 4.5:* Require an appropriately sized buffer or setback on each side of a riparian corridor and wetland. Development shall be prohibited within established setback areas for these riparian corridors, creeks, stream, wetland, ponds, and waterways.

Provision of Public Services

The continued development of Holtville will result in an increase of population and their need for expanded public services and facilities. Based on recent trends, the number of Holtville schoolchildren is expected to remain stable, with growth occurring in the number of older adults. It is also likely that Holtville will become even more ethnically diverse in the future. As these demographic shifts continue, and as public budgets continue to be constrained, public services will need to adapt. With new development adding pressure on existing circulation networks, landfills, sewer and water systems, air quality and water quality, as well as other standard City services, Holtville anticipates the need to more sustainably address the disposal of hazardous and non-hazardous waste, the exchange of water and other resources, and other standard city services needed by existing and new citizens.

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- Land Use Goal 5:** Ensure that public services and facilities are balancing regional housing pressures occurring outside of the County with the needs of local citizens and reduce local pressures by promoting conservation, recycling, reuse and other environmentally desirable measures to provide for a more sustainable and healthier environment.
- Policy 5.1:* Regularly conduct and review needs assessment studies and update impact and mitigation fees to fund demands and plan for impacts for adequate facilities located near and caused by future downtown development.
- Policy 5.2:* Provide incentives, and where necessary, establish requirements to encourage water conservation, waste reduction and recycling, and innovative mobility systems.
- Policy 5.3:* Establish a development fee structure that can be administered by the City for a series of smaller developments where the limitation and costs of improvements and additional service capacity is best shared among several developers.
- Policy 5.4:* Develop partnerships with local agencies to allow publicly beneficial land uses.
- Policy 5.5:* Ensure that new City buildings incorporate green building features and are models of sustainability.
- Policy 5.6:* Partner with regional agencies to identify opportunities for energy efficiency in City operations.
- Policy 5.7:* Continue to provide and maintain public facilities for the citizens of Holtville.

Education

Holtville is committed to the education of its residents. Students in the planning area attend five schools within the Holtville Unified School District. Most school facilities are over 40 years old and in urgent need of renovation and repair. The City is dedicated to maintaining and improving the quality of its educational opportunities and facilities currently available to the community.

- Land Use Goal 6:** Work with the Holtville Unified School District to ensure that a level of public education is provided that meets community educational needs.
- Policy 6.1:* Consider impacts of proposed projects on school enrollment and facilities when acting on annexation applications to ensure that public services and facilities standards are met.
- Policy 6.2:* Work in partnership with the Holtville Unified School Districts in identifying land needed for expanding school sites so that as the City grows, sufficient educational facilities are provided for students.
- Policy 6.3:* Collaborate with the School District to reduce greenhouse gas emissions by utilizing alternative technologies and new processes that address circulation, traffic, and parking issues in the vicinity of school campuses that ensure the safety of students traveling to and from schools.

Sustainability and Resiliency

With its traditional neighborhood development pattern, Holtville embodies a baseline commitment to a more sustainable and resilient city for its citizens. Building upon its history as a walkable and healthy community, Holtville is committed to a more sustainable future with high-performance infrastructure policies and programs. Focusing on resiliency is to define the interconnecting and dynamic city systems that is able to then adapt and reconnect in response to natural or economic shocks. This requires flexibility and adaptability, which is the purpose for enable mixed-use downtown so as to not be overly dependent upon agriculture for commerce and greenfield land annexations for new housing.

Land Use Goal 7: Maintain and accommodate for the development of a mix of land uses that meet the diverse needs of residents, businesses, with places to live, work, shop, be culturally enriched, and engage in healthy lifestyles.

Policy 7.1: Review the General Plan’s residential and commercial capacities every five years and modify, as necessary, to reflect the impacts, evolving market conditions, and consistency with community values after new development has occurred.

Policy 7.2: Allocate sufficient land use densities to support the development of businesses offering jobs matched to the education and skills of the city’s residents and housing affordability to employees of local businesses, thereby reducing commutes to and from outside of the city.

Policy 7.3: Enable high-performance building and infrastructure technologies to support sustainable and resilient development to include infill, adaptive reuse, and transit-oriented with innovative techniques to conserve water and energy.

Policy 7.4: Encourage the expansion of telecommunications infrastructure.

Policy 7.5: Locate the City’s highest density housing in the center of downtown within a comfortable walking distance to employment hubs, schools, public facilities, and alternative transportation facilities, such as bus and bicycle.

Policy 7.6: Link transportation facilities and high-performance infrastructure improvements to recreational uses, job centers, commercial nodes, and social services, such as Holt Park and its related community centers in the center of Holtville. 🥕

Land Use Plan

Holtville's land use decisions are based on the desire to balance its land uses that enable high-quality places where citizen's live, work, play, learn, shop, worship, and recreate. Future growth is carefully managed through a land use planning process intended to provide an attractive community that contains a range of agricultural and non-agricultural based employment opportunities, revitalize its downtown, as well as provide high-quality recreational opportunities and public services and facilities to serve existing and future residents and businesses in a more sustainable manner.

The Land Use Plan describes a long-term approach that builds upon the community's traditional town plan in an agricultural regional context. The Land Use Plan is structured to address the issues identified in the previous section of this Element. The goals and policies described in the previous section provide the basis for the Plan and are supported by approaches to maintain an advantageous balance among land uses, control and direct growth, promote downtown infill development, enhance and protect the Alamo River corridor, provide adequate public services and facilities, and build for a long-term resiliency using 21st century sustainability techniques.

Balance of Land Uses

The variety of land uses within Holtville affects the important balance between the generation of public revenues and the provision of public facilities and services. Enabling, achieving and maintaining a balance of land uses can ensure fiscal stability as the market and economies shift that creates a complete. Promoting a variety of non-agriculturally based commercial and industrial uses nearer downtown, and its transit hub, is intended to bring balance to and stabilize the economic base of the community.

The majority of the unincorporated area is currently under agricultural production and has historically defined the City. The majority of the incorporated portion of the planning area is mostly developed, with vacant and underutilized lots most located downtown. As a result, future growth will be a careful balance of downtown infill with areas outside of the current City limits. The Land Use Plan identifies the land uses for these areas which will create a land use composition that provides a balance between the generation of public revenues and the cost of providing public facilities and services.

Implementation of the Land Use Plan will also assist in creating a more sustainable balance between the number of jobs and housing units within the planning area's natural and built setting. A balance between jobs and housing allows some people to live and work within the same community. This results in a reduction of traffic, thereby reducing the level of air pollution and improving the quality of life for the community. The City will implement the Land Use Plan to assure that a balance of land uses occurs, maintaining fiscal stability and an improved jobs/housing balance understanding the long-term financial burden of operating and maintaining public facilities.

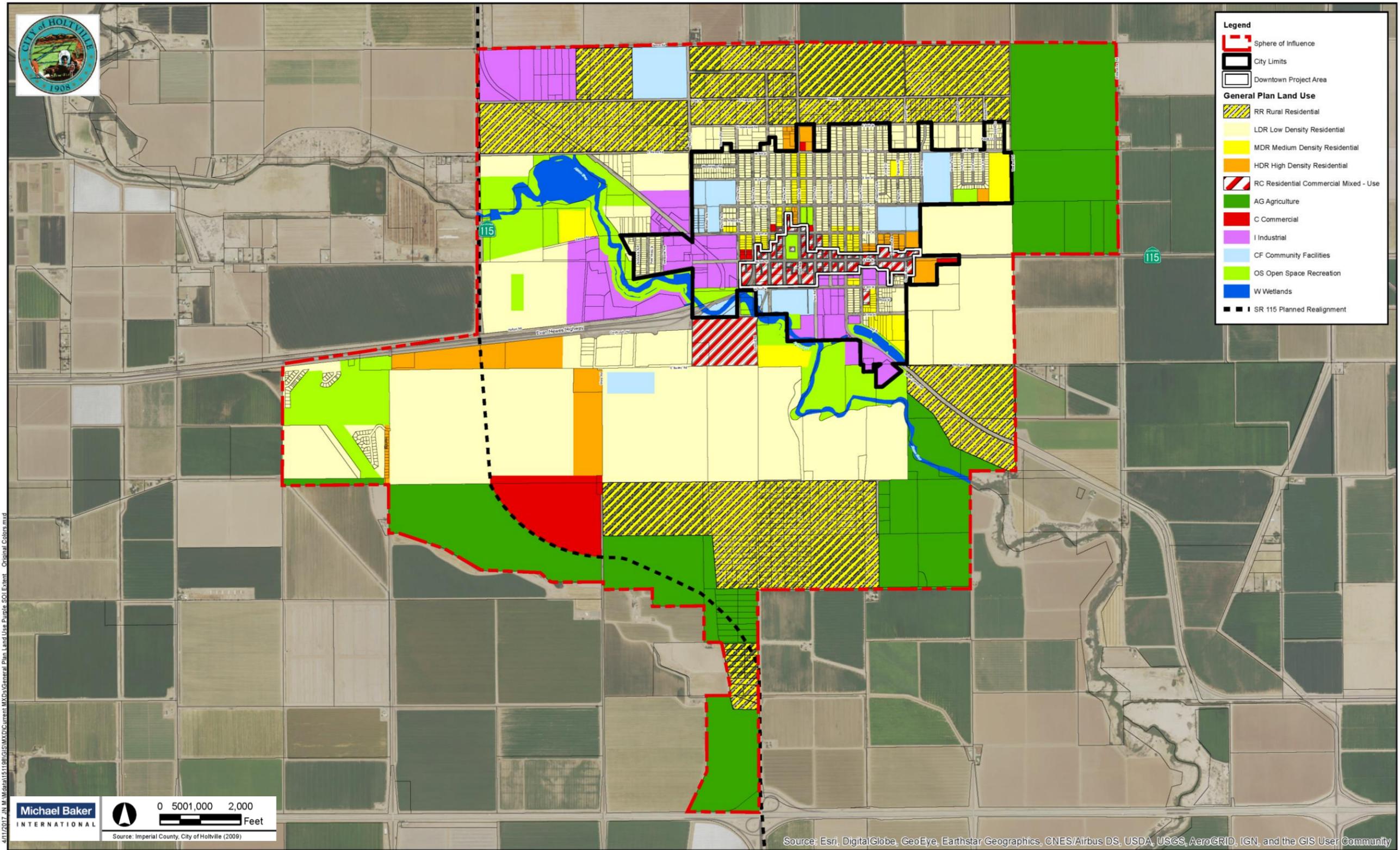
Land Use Classification System

The Land Use Policy Map (**Figure LU-3**) illustrates the various types and distribution of land uses planned for Holtville (**Figure LU-3A** is of SOI area, and **Figure LU-3B** is of City area). The land use classification system is presented in **Table LU-I** and includes eleven (11) land use designations. These land use designations identify the types and nature of development allowed in particular locations depicted on the Land Use Policy Map.

The residential categories include five (5) designations that allow for a range of housing types and densities. The non-residential categories include a variety of designations, such as commercial, industrial, and agriculture to promote a wide range of revenue- and employment-generating businesses. Other non-residential designations include community facilities (schools), open space/recreation and wetlands to provide for public uses, recreation, wetlands, and open space.

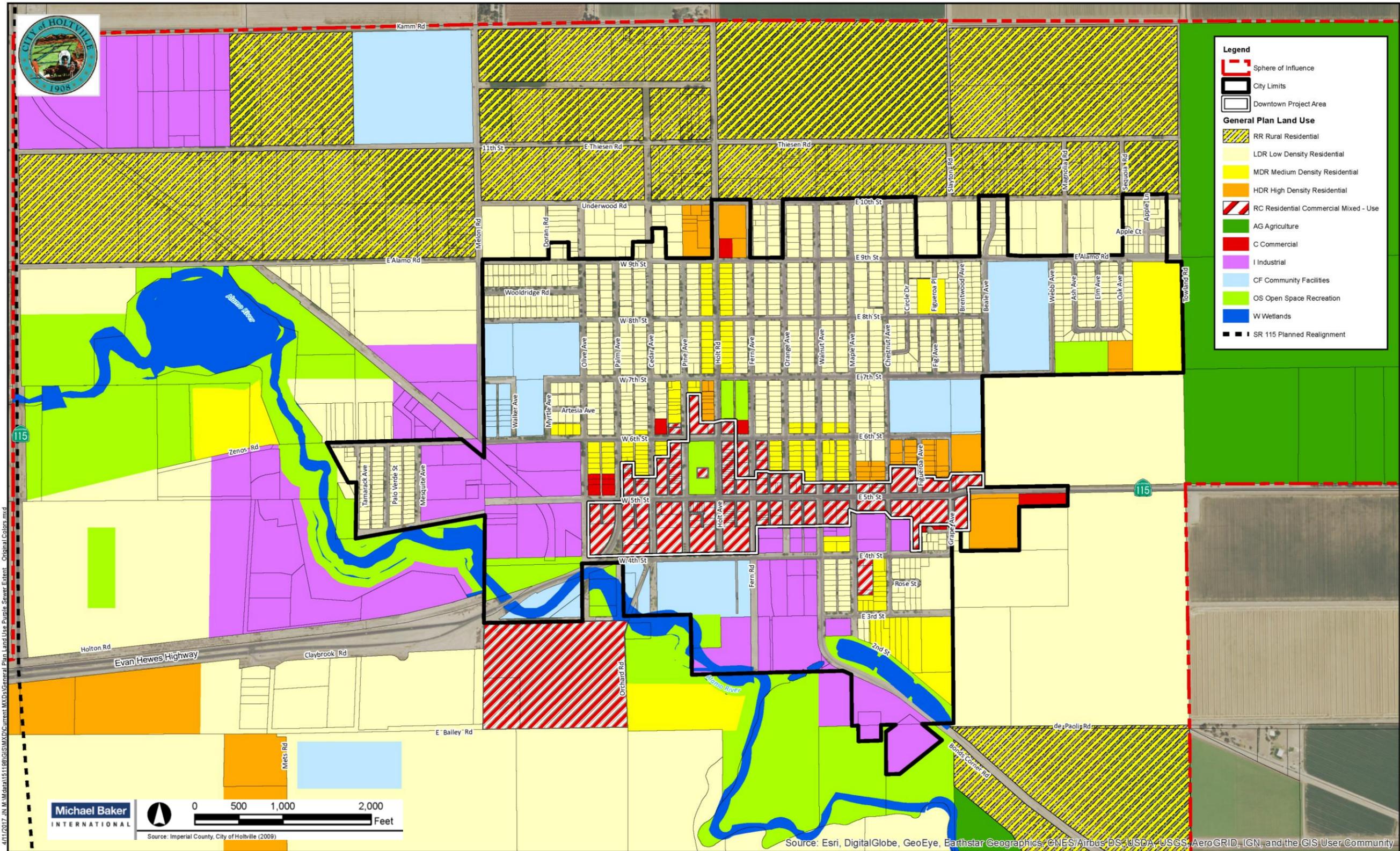
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FIGURE LU-3A. LAND USE POLICY MAP – SPHERE OF INFLUENCE



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FIGURE LU-3B. LAND USE POLICY MAP – CITY LIMITS



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Land Use Element

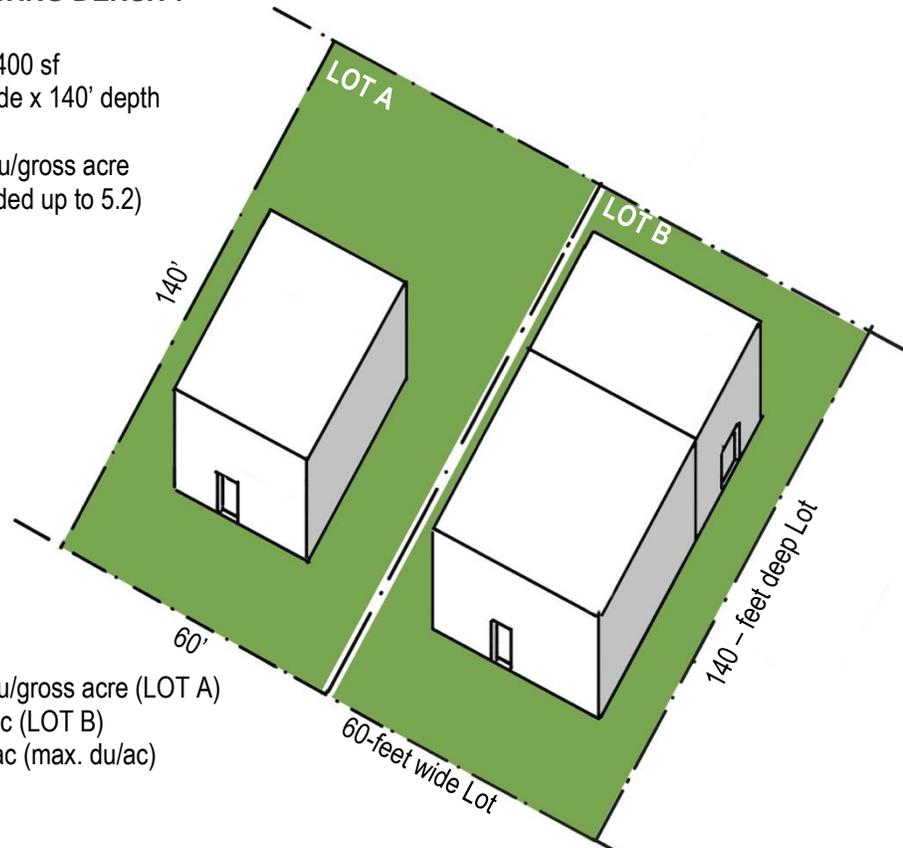
Land Use Density and Intensity

This Element uses certain terminology to describe the 5 residential land use designations. The term *density* is used for residential land uses and refers to the population and development capacity of residential land. Density is described in terms of number of single dwelling units per one (1) gross acre of land (du/gross acre). **Figure LU-4** depicts the calculation of *density*.

FIGURE LU-4. CALCULATING DENSITY

Average Lot square footage: 8,400 sf
Average Lot dimensions: 60' wide x 140' depth
One (1) Acre: 43,560 sf
One (1) Unit per Avg. Lot: 5.2 du/gross acre
(8,400 sf % 43,560 = 5.16 rounded up to 5.2)

One (1) Unit per Avg. Lot: 5.2 du/gross acre (LOT A)
Two (2) Units per Lot: 10.4 du/ac (LOT B)
Four (2) Units per Lot: 20.7 du/ac (max. du/ac)

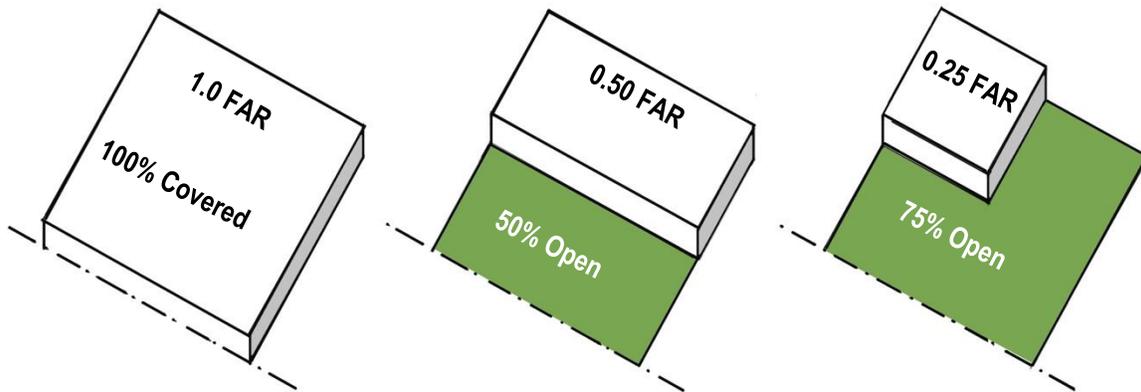


Development *intensity*, which applies to non-residential uses, refers to the extent of development on a parcel of land or lot (i.e., the total building square footage, building height, the floor area ratio, and/or the percent of lot coverage). Intensity is often used to describe non-residential development levels; but, in a broader sense, intensity is also used to express overall levels of both residential and non-residential development types. In this Element, floor area ratio and building square footage are used as measures of non-residential development intensity.

Floor area ratio (FAR) represents the ratio between the total gross floor area of all buildings on a lot and the total area of that lot. The FAR controls the intensity of use on a parcel of land. FAR is determined by dividing the gross floor area of all buildings on a parcel by the land area of that parcel. For example, a 20,000 square foot building on a 40,000 square foot parcel yields a FAR of 0.50:1. A 0.50:1 FAR allows a single story building which covers most of the parcel, or a two-story building with reduced lot coverage. **Figure LU-5** depicts the calculation of FAR.

FIGURE LU-5. CALCULATING FLOOR AREA RATIO (FAR)

In a Zone District with a maximum FAR of 0.5, the maximum allowable floor area of a building covering a 40,000 sf Lot would be 20,000 sf. – FAR is gross building area on net lot area.



Land Use Designations

State General Plan law requires that the Land Use Element indicate the maximum densities and intensities permitted within the Land Use Plan. The land use designations shown on the **Figure LU-3** Land Use Policy Map are described in detail in this Element. **Table LU-1** lists each of the land use designations shown on the Land Use Policy Map and provides a corresponding indication of maximum density or intensity of development. Maximum allowable development on individual parcels of land is governed by these measures of density or intensity. The table also includes the average overall level of development within each land use designation within the planning area. These average levels of development represent an anticipated overall density and intensity of development for the planning area and are, therefore, less than the absolute maximum allowed for an individual parcel of land. For various reasons, many parcels in the community have not been developed to their maximum density or intensity and, in the future, maximum development as described in this Element can be expected to occur only on a limited number of parcels.

The overall future development of the City is anticipated to occur at the average level of density or intensity indicated in **Table LU-1**. Development at an intensity or density near the maximum level can occur only where projects offer exceptional design quality, important public amenities or benefits, or other factors that promote important goals and policies of the General Plan.

**TABLE LU-1
LAND USE CLASSIFICATION SYSTEM**

Major Land Use Groupings	Dwelling Units per Gross Acre Range or Maximum Floor Area Ratio (a)	Land Use Designation and Summary Description
Residential	0 - 2.0 DU/A	Rural (RR) Detached single family dwellings. Allows up to 1 dwelling unit per 2 gross acres (<i>Edge Area</i>).
	2.1 - 6.0 DU/A	Low Density (LDR) Detached single family dwellings. Allows up to 6 dwellings per acre (<i>General Area</i>).
	6.1 - 12.0 DU/A	Medium-Density (MDR) – Attached and detached single family dwellings, duplexes, and mobile home parks. Allows up to 12 dwelling units per gross acre (<i>General Area</i>).
	12.1 - 20.0 DU/A	High-Density (HDR) – Attached and detached single family residential dwellings, accessory dwelling units, duplexes, stacked apartments, condominiums, and townhouses. Allows up to 20 dwelling units per gross acre (<i>Center Area</i>).
Mixed-Use (b) 100% Residential	20.0 DU/A	Residential Commercial Mixed-Use (RC) – Attached and detached residential dwellings, accessory dwelling units, farmworker housing, duplexes, apartments, condominiums, and townhouses, in combination with commercial land use. Allows up to 10 dwellings units per gross acre in combination with commercial uses, and up to 20 dwelling units per gross acre if not combined with commercial uses (<i>Center Area</i>).
100% Commercial	1.0:1 FAR	
Mixed Res/Com (c)	10.0 DU/A 1.0:1 FAR	
Agricultural	0.20 DU/A 0.1:1 FAR	Agriculture (AG) - Agricultural activities. Allowable uses include a single family dwelling unit, farmworker housing, growing crops and the keeping of farm animals and poultry for the production of milk, wool, eggs, and other farm products. This zone is also intended to permit limited commercial and light industrial activities that support agriculture or are connected to the agricultural industry, as well as country clubs and public facilities. Allows up to 1 dwelling unit per 5 gross acres (<i>Edge Area</i>).
Commercial	0.35 – 1.0:1 FAR	Commercial (C) – Retail, office, and service-oriented business activities serving a community-wide area and population, as well as a broader market (<i>Center Area</i>).
Industrial	0.8:1 FAR	Industrial (I) – Industrial and manufacturing uses. Allowable uses include the fabrication, manufacturing, assembly or processing and recycling of materials, and industrial uses that frequently require large storage areas, including wastewater treatment and solid waste facilities (<i>Edge Area</i>).
Community Facilities	0.3:1 FAR	Community Facilities (CF) – Existing and future schools, community centers, and civic buildings (<i>City-wide</i>).
Open Space/ Recreation	0.05:1 DU/A 0.1:1 FAR	Open Space/Recreation (OS-R) – Open space uses that preserve natural and scenic resources, allows the managed production of resources and recreational opportunities, as well as public facilities and a single family dwelling unit. Allows up to 0.05 dwelling units per gross acre (<i>Edge Area</i>).
Wetlands	NOT APPLICABLE	Wetlands (W) – Open space use that conserves and preserves natural water areas and protects groundwater aquifer and water bodies, which include rivers, streams and reservoirs (<i>Edge Area</i>).
<p>(a) Maximum allowable level of development standard for individual parcels of land. (b) RC allows a maximum of 20 dwelling units per gross acreage if residential only. (c) RC allows a maximum of 10 dwelling units per gross acreage if combined with commercial uses.</p>		

All land in the Holtville planning area is assigned to one of the 11 land use designations is described below:

Residential Designations

Rural Residential (RR): The Rural Residential Density land use designation provides for the development of "rural atmosphere" type single-family dwellings and accessory buildings, with limited agricultural activities and large animal keeping, to provide a transitional zone between rural, agricultural activities and more urban land uses. Uses such as mobile and modular homes, country clubs, service stations/convenience stores, public facilities, farmworker housing, and other uses which are compatible with and oriented toward serving the needs of rural residential single-family neighborhoods may also be allowed (*Edge Area*).

This designation allows a maximum of 2.0 dwelling units per gross acre of land. The maximum density of this land use designation may be exceeded to complement General Plan Housing Element policy in accordance with the density bonus provisions of Section 65915 of the California Government Code.

Low-Density Residential (LDR): The Low-Density Residential land use designation provides for the development of low density single family dwellings and accessory buildings. Uses such as mobile and modular homes, public facilities, and other uses which are compatible with and oriented toward serving low density single-family neighborhoods may also be allowed.

This designation allows a maximum of 6.0 dwelling units per gross acre of land. The maximum density of this land use designation may be exceeded in accordance with the density bonus provisions of Section 65915 of the California Government Code (*General Area*).

Medium-Density Residential (MDR): The Medium-Density Residential land use designation provides for the development of medium density single family attached and detached dwellings, farmworker housing, duplexes, mobile home parks, apartments, as well as accessory buildings. Uses such as mobile and modular single family homes, recreational facilities and associated uses, public facilities, and other uses which are compatible with and oriented toward serving medium density residential neighborhoods may also be allowed (*General Area*).

This designation allows a maximum of 12.0 dwelling units per gross acre of land. The maximum density of this land use designation may be exceeded in accordance with the density bonus provisions of Section 65915 of the California Government Code (*General Area*).

High-Density Residential (HDR): The High Density Residential land use designation provides for the development of high density single family attached and detached residential dwellings, duplexes, apartments, condominiums, and townhouses, as well as accessory buildings. Uses such as mobile and modular homes, hospitals, rooming and boardinghouses, public facilities, and other uses which are compatible with and oriented toward serving high density residential neighborhoods may also be allowed.

This designation allows a maximum of 20.0 dwelling units per gross acre of land. The maximum density of this land use designation may be exceeded in accordance with the density bonus provisions of Section 65915 of the California Government Code (*Center Area*).

Mixed-Use Designation

Residential Commercial Mixed-Use (RC): The Residential Commercial Mixed-Use land use designation provides for the development of higher density single family attached and detached residential dwellings, farmworker housing, duplexes, apartments, condominiums, and townhouses, as well as accessory buildings, as allowed in the Medium- and High-Density Residential designations, in combination with commercial land use, as allowed under the Commercial designation, to promote and protect a vital central business district. Other

Land Use Element

uses that are determined to be compatible with higher density residential and commercial uses, such as public facilities, may also be allowed.

This designation allows a maximum of 20.0 dwelling units per gross acre if commercial uses are not included in the development. A maximum of 10.0 dwelling units per gross acre are allowed if residential development occurs in combination with commercial development. The maximum density of this land use designation may be exceeded in accordance with the density bonus provisions of Section 65915 of the California Government Code. The maximum intensity of development is a floor area ratio of 1.0:1 for projects that do not contain residential uses, and 1.0:1 FAR projects that contain a mixture of commercial and residential uses. The average intensity of development is a floor area ratio of 0.48:1 for projects that do not include residential uses, and 1.0:1 for development that includes both commercial and residential uses (*Center Area*).

Agricultural Designation

Agriculture (AG): The Agriculture land use designation provides for large parcels that are conducive to growing crops and the keeping of farm animals and poultry for the production of milk, wool, eggs, and other farm products. A single family home and farmworker housing associated with the primary uses is also allowed. Limited commercial and light industrial activities that support agriculture or are connected to the agricultural industry are also allowed. Other uses that are determined to be compatible with primary uses, such as public facilities and country clubs, may also be allowed. This designation allows a maximum of 1 dwelling unit per 5 gross acres of land. The maximum intensity of development is a floor area ratio of 0.1:1 (*Edge Area*).

Commercial Designation

Commercial (C): The Commercial land use designation provides for a variety of retail, office, and service-oriented business activities serving a community-wide area and population, as well as a broader market. Other uses that are determined to be compatible with primary uses, such as public facilities, may also be allowed. Commercial land uses can serve local, as well as broader market areas and generally include professional and business offices, retail and commercial services, as well as garment production and wholesale. Site development standards for this land use designation provide for appropriate setbacks, parking, landscaping, to be compatible with adjacent residential land use areas, and other features that create well-designed, attractive projects. The maximum intensity for this designation is a floor area ratio of 1.0:1 (*Center Area*).

Industrial Designation

Industrial (I): The Industrial designation provides for a variety of industrial and manufacturing uses that are non-polluting and which can co-exist compatibly with surrounding uses. Uses allowed do not create smoke, gas, odor, dust noise, vibration of earth, soot or lighting to a degree that is offensive to persons residing or conducting business within the City. Allowable uses include the fabrication, manufacturing, assembly, or processing of materials that are in a refined form, and industrial uses that frequently require large storage areas, such as recycling facilities, refuse collection, industrial composting and co-location facilities. Other uses that are determined to be compatible with primary uses may also be allowed. The maximum intensity of development is a floor area ratio of 0.8:1 (*Edge Area*).

Community Facilities Designation

Community Facilities (CF): The Community Facilities designation provides for existing and potential schools. Other uses that are determined to be compatible with primary uses may also be allowed. The maximum intensity of development is a floor area ratio of 0.3:1 (*City-Wide*).

Open Space and Recreational Designation

Open Space/Recreation (OS-R): The Open Space/Recreation designation provides for open space uses that preserve natural and scenic resources, allow the managed production of resources, and provide recreational opportunities, and also allows for public facilities. The determination of site-specific uses is based on more detailed studies during review of applications. This designation allows a maximum of 0.05 dwelling units per gross acre of land. The maximum intensity of development is a floor area ratio of 0.1:1.

Wetlands Designation

Wetlands (W): The Wetlands designation provides for the conservation and protection of groundwater aquifer, water bodies, and water courses, which include reservoirs, rivers, and streams located throughout the Alamo River basin and the region. Wetlands supports a predominance of hydrophytes, plants whose habitat is water or very wet laces and its substratum is predominately undrained hydric soil. Ephemeral or perennial streams are present and contribute to the identified biological functions of a wetland in the local drainage system. No development is allowed in this designation.

Development Capacity

The Land Use Plan for Holtville includes average levels of residential and non-residential development, where all land in the planning area is developed according to the Plan. The average levels of development establish a capacity for the Land Use Plan that is expressed as estimates of total dwelling units, total population, and total square footage of non-residential development in the future.

Table LU-2 summarizes the development capacity of the Land Use Plan. This table provides a breakdown of land uses for purposes of identifying the estimated development capacity within Holtville. The degree to which the estimated capacity exceeds projected population is referred to as "overage". Some overage is desirable to make allowances for inevitable small pockets of undevelopable land, to allow for difficulty in recognizing development trends in completely vacant areas, to allow for unforeseen need for public utilities, and to recognize that some owners will maintain their land in an undeveloped slate beyond the time span of the Plan. The City of Holtville has adequate land available within the City and its sphere of influence to accommodate projected growth for the year 2026 and beyond.

**TABLE LU-2
LAND USE PLAN DEVELOPMENT CAPACITY SUMMARY**

Land Use Designations	Acres in the City	Acres in the SOI	Total Acres	DU in the City	DU in the SOI	Total DU	Population in the City	Population in SOI	Total Population
Rural Residential	-	987	987	-	937	937	-	3,277	3,277
Low-Density	193	1,273	1,466	629	2,024	2,653	2,202	7,078	9,280
Medium-Density	61	29	90	608	8	616	2,128	27	2,155
High-Density	26	109	135	409	1,426	1,835	1,432	4,985	6,417
Residential/Commercial Mixed-Use	56	45	101	78	-	78	273	-	273
Agricultural	--	900	900	-	50	50	-	174	174
Commercial	6	94	100	-	-	-	-	-	-
Industrial	94	167	261	-	-	-	-	-	-
Community Facilities	82	54	137	-	-	-	-	-	-
Open Space/Recreation	29	375	404	-	-	-	-	-	-
Wetlands	6	1	7	-	-	-	-	-	-
SUBTOTAL	554	4,034	4,588	1,724	4,473	6,197	6,035	15,541	21,576
Highway	8	23	31	-	-	-	-	-	-
Roadways	179	158	337	-	-	-	-	-	-
TOTAL	741	4,216	4,957	1,724	4,473	6,197	6,035	15,541	21,576
DU= dwelling units, FAR = Floor Area Ratio, SF= square feet, SOI = sphere of influence									

Managed Growth

The City of Holtville has the potential to experience both incremental growth Downtown and larger master planned development within its undeveloped Sphere of Influence. To ensure that new development in undeveloped land, infill development in developed areas, and protection of natural land is compatible with existing development and that adequate levels of public service and facilities are provided, the planning area should continue to be managed through the variety of policies, plans, ordinances, processes, and programs.

For the undeveloped areas, the City's *Service Area Plan* addresses the provisions of public services and facilities within the City and Sphere of Influence. The Service Area Plan also identifies areas within the planning area which are likely to experience growth within the next 20 years. This phasing plan allows the City to plan for the future expansion of public services and facilities to meet future demand. The City will continue to implement the Service Area Plan and review development proposals for consistency with the Plan to ensure that they will not result in the premature development of land or inadequate provision of public services and facilities.

The City's *Zoning Ordinance* provides another means to ensure that future growth is compatible with existing development. Standards for development contained in the Zoning Ordinance, such as allowed uses, setbacks, parking and landscaping, are designed to promote compatibility between uses. To manage undeveloped lands, the A-1 Agricultural Zone allows for the continued use of land for agricultural production once it has been annexed into the City, serving as a means to control and direct the rate of growth within the City limits. In addition to the Zoning Ordinance, the City *Subdivision Ordinance* is an important regulation tool to control the subdivision of land in preparation for development. To ensure the compatibility of future growth, Holtville will review and amend, when necessary, its Zoning Ordinance and Subdivision Ordinance to ensure that they are consistent with new state legislation and court decisions and provide protection for the community.

Discretionary Project Reviews, such as Rezones and Use-Permits, will be evaluated under the California Environmental Quality Act (CEQA) to identify potential environmental impacts that may occur if the project was implemented, including negative impacts to existing development. By identifying these potential impacts, the City will be able to determine whether it is in the best interests of the community to approve or deny a project, or require mitigation measures.

Downtown Infill Development

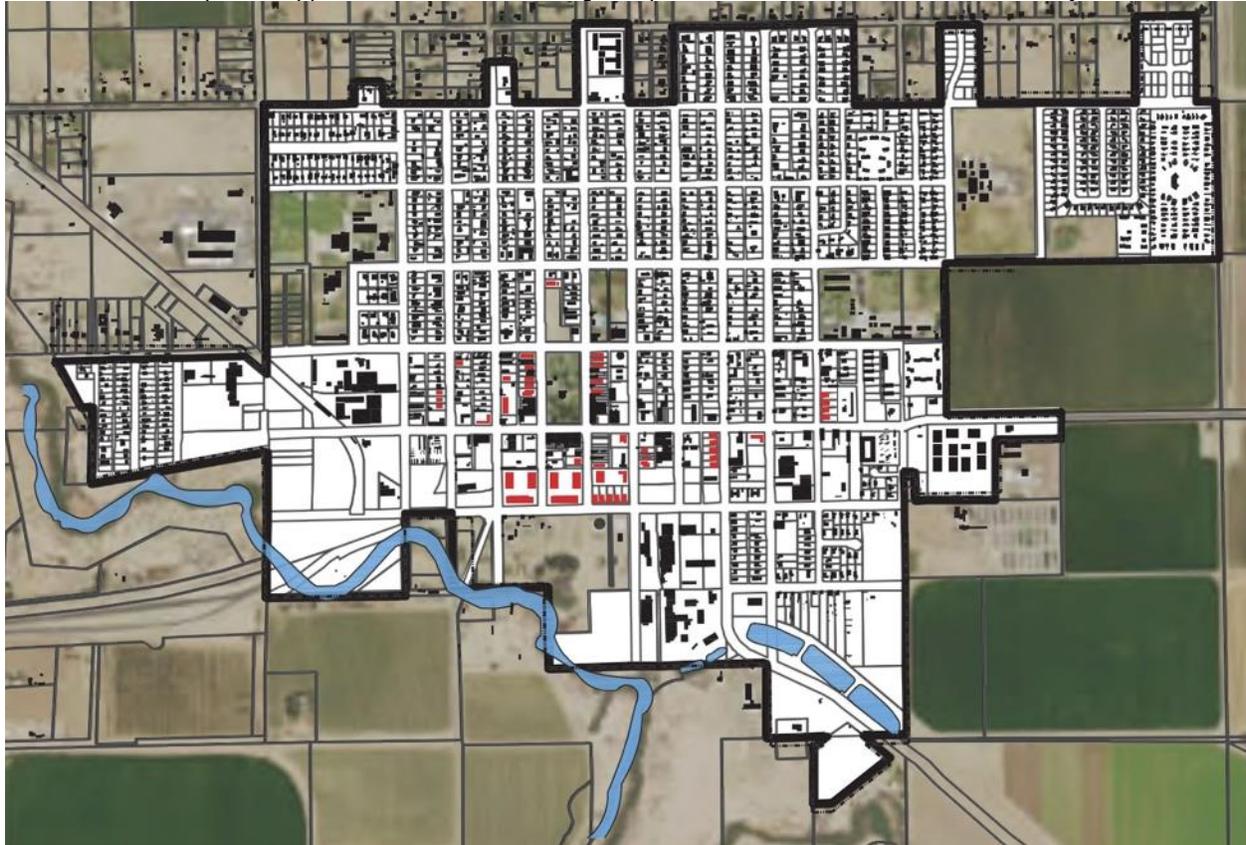
The downtown area of Holtville is the focus area for the community's future growth. Mixed-use, transit-supported, infill development in the exiting downtown is the preferred growth scenario, see **Figure LU-6 Preferred Infill Development Growth Scenario** below. In response to shifting regional economic conditions that have resulted in merchants relocating to outlying commercial centers, or going out of business altogether, the City's zoning has enable mixed-use development to be located downtown. Enabling mixed-use and higher housing densities in a walkable, transit-supported, compact downtown is intended to achieve sustainable development goals at the local, regional, and State levels. Improving the image of the downtown area requires attracting and retaining commercial businesses and attached and detached residential housing in a compatible scale and materials with its context and serve the community's needs in a downtown pattern. The addition of housing in the center of Holtville is intended to assure more people are able to access businesses and maintain their long-term success.

This General Plan has identified the downtown planning area as the targets the area for infill development. Programs include improving the physical appearance of the downtown to encourage businesses and residents to utilize and bring new life to the area. Assistance to businesses, such as low interest loans and storefront improvement programs, is intended to attract new business and assist in their long-term success. This focus reflects the outcomes of the City's Economic Development and City Master Plan (2008) and related 2009 Zoning Ordinance and General Plan Land Use Map up (City Council Resolution 09-15) update to create a Downtown Project Area zone using the innovative Form-Based Coding techniques. This zoning chapter

establishes development standards for downtown properties specifically to help preserve and protect the existing, historic, and unique character of the downtown. It requires new development to complement the existing built environment in order for downtown to continue being Holtville's pedestrian-oriented shopping, dining, entertainment, and living center.

FIGURE LU-6. PREFERRED INFILL DEVELOPMENT GROWTH SCENARIO

Future Infill Development Opportunities in RED Building Footprints Are Located in the Downtown Project Area



Alamo River Development

The appropriate use of the Alamo River area will provide for the protection and enjoyment of this natural resource, as well as provide for recreational and economic benefits to the community. The Alamo River Recreation Trail (under construction) provides a half-mile trail for hikers, bikers, trail runners and equestrians to recreate along the Alamo River. The creation of a Master Plan once the area is annexed to the City will provide for the opportunity to coordinate with other agencies including the Imperial Irrigation District (IID) and Regional Water Quality Control Board (RWQCB) to determine a development plan that would provide for the protection of sensitive resources, while allowing for the economic development of appropriate portions of the area. Implementation of downtown infill development will also assist in the development of the Alamo River area to help reduce the number of vacant lots within the incorporated area.

Provision of Public Services

Sufficient levels of public services and facilities are necessary to protect the public and the quality of life for the community. The City's Service Area Plan addresses the provision of administrative, law enforcement, fire protection, transportation, parks and recreation, library, drainage, water, and waste water treatment and collection. The City will continue to implement the Service Area Plan to ensure that adopted levels of service

are provided and that development of the unincorporated portions of the planning area occur in a managed growth manner.

Public Education

The Holtville Unified School District consists of one high school, one intermediate school, two elementary schools, and one continuation school. The School District provides K-12 facilities and services for the City of Holtville and surrounding unincorporated areas. All schools are at capacity with an approximate enrollment of 1615 students. In 2016, the District stated that its enrollment is stabilizing after several years of decline and volatile enrollment swings of the past. This is expected to continue as a positive Economic Outlook Report from the State of California Legislative Analyst Office in 2016 portends a positive funding climate for public education in the State.

The Holtville Unified School District has prepared plans for making improvements to all District schools, including improving the electrical system and plumbing, and upgrading infrastructure to accommodate increased technology in classrooms. However, implementation of these plans is dependent upon availability of funding. Holtville supports efforts by the school district to obtain these funds by ensuring that development fees according to SB 50 are collected during the development review process in order to improve educational facilities and provide a better learning environment for City children. In addition, when appropriate, the City will work with the District in identifying potential locations for new schools and facilities.

Sustainability and Resiliency

The collection of these planning policies are intended to promote livable communities and smart growth in future development. These are based on focusing new development on downtown infill areas in a robust grid street pattern that promotes mixed-use, walkable and transit-supported development patterns, see **Figure C-2** Street Pattern. As well as referencing an innovative set of implementation tools, see **Table LU-5** Sustainable and Resilient Community Matrix, to build a more resiliency and sustainable city. This set of high-performance infrastructure program tools address energy and water conservation techniques and are outlined at both the lot and city-wide scale. These are intended to provide guidance to interconnect infrastructure networks with land use planning techniques that promote adaptability, which form the basis of a more resilient and sustainable city.

Implementation Programs

The following implementation programs provide actions to implement the adopted policies and plans identified in this Element. These programs as a series of actions, procedures, and techniques that includes a description of the responsible agency/department, funding source, time frame, and related policies.

Land Use Program 1: Annual Review of General Plan and Land Use Map Implementation

Review implementation of the General Plan on an annual basis.

Responsible Agency/Department: City Manager

Funding Source: Planning Fees

Time Frame: Annually

Related Policies: 1.4, 2.1, 2.2, 2.4, 2.5, 2.7, 3.2, 4.4, 7.1

Land Use Element

Land Use Program 2: Zoning Ordinance Review and Amendment

Review and amend (as needed) the Zoning Ordinance to provide consistency with the General Plan and new state legislation and court decisions. Review and amend the Zoning Ordinance to clarify permitted and conditionally permitted uses in all districts, as well as other regulations. **Table LU-3** identifies which zoning categories are consistent with each of the land use categories identified in this Land Use Element.

Responsible Agency/Department: City Manager

Funding Source: General Fund

Time Frame: Annually

Related Policies: 1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.4, 2.6, 2.8, 2.9, 3.1, 4.4, 7.1

Land Use Program 3: Subdivision Ordinance Review and Amendment

Review and amend (as needed) the City Subdivision regulations to provide consistency with new state legislation and court decisions, and to make other desired changes to provisions of the ordinance.

Responsible Agency/Department: City Manager

Funding Source: Planning Fees

Time Frame: Five-Years

Related Policies: 2.1, 2.4, 2.6, 2.9, 7.6

**TABLE LU-3
GENERAL PLAN/ZONING ORDINANCE CONSISTENCY MATRIX**

	RR-1	RR-2	R-1	R-2	R-3	R-4	RC	C-1	C-2	I-1	I-2	OS	AG	Education Facilities
Rural Residential (RR)	X	X						*					X	
Low-Density Residential (LDR)			X	X									X	
Medium-Density Residential (MDR)				X	X	X								
High-Density Residential (HDR)					X									
Residential Commercial Mixed Use (RC)							X							
Agriculture	X	X											X	
Commercial							X	X	X					
Industrial										X	X			
Community Facilities								X	X	X	X	X	X	X
Open Space/ Recreation												X		
Wetlands												X		

Land Use Program 4: Infill Development

Implement the Preferred Downtown Infill Development Scenario to improve neighborhoods and the core commercial areas. Periodically review the Downtown Project Area and related Downtown Code plan and update regulations and procedures to ensure that the development needs of the community are met.

Responsible Agency/Department: City Manager

Funding Source: Development Impact Fees, Planning Fees

Time Frame: Ongoing

Related Policies: 1.4, 2.1, 3.1, 3.2, 3.3, 7.1, 7.5

Land Use Program 5: Service Area Plan

Implement the Service Area Plan to coordinate the construction of new development and annexation of portions of the Sphere of Influence with the provision of public services and facilities.

Responsible Agency/Department: City Manager

Funding Source: Development Impact Fees, General Fund, Planning Fees

Time Frame: Ongoing

Related Policies: 1.5, 2.8, 2.5, 4.2, 5.1, 5.5, 5.7, 5.8, 6.1, 6.2, 7.1, 7.2, 7.5

Land Use Program 6: California Environmental Quality Act

Assess development proposals for potential impacts pursuant to the California Environmental Quality Act and require measures to mitigate all identified significant impacts.

Responsible Agency/Department: City Manager

Funding Source: Development Impact Fees, Planning Fees

Time Frame: Ongoing

Related Policies: 2.3, 5.1, 7.1

Land Use Program 7: Code Enforcement

Continue to adopt and enforce the following construction and building codes:

Uniform Building Code; Uniform Plumbing Code; Uniform Mechanical Code; Uniform Fire Code;
National Electrical Code, and; California Code of Regulations

Responsible Agency/Department: City Manager

Funding Source: Development Impact Fees, Planning Fees

Time Frame: Ongoing

Related Policies: 2.2, 5.6, 6.3, 7.3

Land Use Program 8: Alamo River Master Plan

Create a Master Plan to address the protection and recreational development of the Alamo River area once the City has annexed the area.

Land Use Element

Responsible Agency/Department: City Manager

Funding Source: General Fund, Planning Fees

Time Frame: When Alamo River area is annexed

Related Policies: 4.1, 4.2, 4.3, 4.3, 4.4, 4.5,

Land Use Program 9: Capital Improvement Program

Adopt and implement an ongoing capital improvement program.

Responsible Agency/Department: City Manager, Public Works

Funding Source: Development Impact Fees, Gas Tax, General Fund

Time Frame: 2002 and on-going, annual review

Related Policies: 1.5, 5.1, 5.4, 5.8, 7.1, 7.6

Land Use Program 10: Public Education

Continue to work with the Holtville Unified School District to the extent allowed by State law to ensure adequate school facilities are provided and maintained in the community. Ensure fees are collected for school construction and rehabilitation during the development review process according to SB 50. In the event that new facilities are needed, the City will consult with the School District at the earliest possible time.

Responsible Agency/Department: City Manager, Holtville Unified School District

Funding Source: General Fund, State and federal funds, School District fees, Development Impact Fees

Time Frame: Ongoing

Related Policies: 6.1, 6.2, 6.3

Land Use Program 11: Sustainable and Resilient Community Monitoring Plan

Continue to coordinate and monitor measureable outcomes of the City's Sustainable and Resilient Communities Strategy in coordination with the General Plan's Land Use Element **Figure LU-5** Preferred Infill Development Growth Scenario, **Table LU-4** Sustainable and Resilient Community Matrix, and Circulation Element Complete Street Plan to ensure a more resilient, adaptable, and sustainable outcomes are being realized locally and within the region.

Responsible Agency/Department: City Manager

Funding Source: General Fund, Planning Fees

Time Frame: Ongoing

Related Policies: 1.4, 3.2, 5.2, 5.6, 5.7, 7.1, 7.3, 7.6

**TABLE LU-4
SUSTAINABLE AND RESILIENT COMMUNITY MATRIX**

HIGH PERFORMANCE INFRASTRUCTURE PROGRAMS TO SUPPORT SUSTAINABLE DEVELOPMENT		
1. Water Conservation Techniques	Lot and Building Scale	City-Wide Scale
Accessory Dwelling Units	X	X
Outdoor Living (Pavilions, Terraces, Porches)	X	
Yard, Roof, Balcony, and Window Gardens	X	
Long Side of Buildings Facing South (Lot Orientation)		X
Rain Gardens, Rainwater Harvesting Cistern or Pools	X	X
Pervious Paving	X	
Adaptive Reuse of Existing Buildings	X	X
Site Irrigated Rainwater and Recycled Water	X	X
2. Energy Conservation Techniques	Lot and Building Scale	City-Wide Scale
Solar Thermal Hot Water	X	
Solar Photovoltaics	X	
Wind Turbine Combined Heating and Cooling Power Turbines	X	X
Solar/Wind Powered Electric Vehicle Charging Stations	X	X

Source: Holtville Service Area Plan and CBA. 

CIRCULATION ELEMENT

Introduction

Situated north of the Interstate 8 freeway, Holtville is comprised largely of local streets. California State Route 115, known as East and West Fifth (5th) Street, was the original east-west interstate artery connecting California and Arizona. The construction of Interstate 8 (approximately 2.5 miles south of and parallel to SR 115) in the 1960s bypassed Holtville and became the major east-west interstate artery, carrying approximately 11,500 motorized vehicles as of 2012. While a state highway facility, SR 115 now serves more regional and local traffic as is demonstrated in its relatively low traffic volume of less than 7,000 motorized vehicles as of 2012.

The City is built on a traditional block-level grid system with the majority of buildings, parks, schools, and other uses on or north of 5th Street with more industrial development located south of 5th Street adding parks, housing, and jobs. Local streets generally consist of wide travel/parking lanes with relatively narrow sidewalks and parkway strips. Most streets are designed primarily for travel by motor vehicles with a new focus on accommodating pedestrians, cyclists, and transit users. The City's 2016 Complete Streets Plan is integrated into this element in order to facilitate healthier mobility options, decreasing the urban heat island effect, and lowering maintenance costs for the City.

Historically, regional railways have serviced Holtville; however, the Inter-Urban Railroad is abandoned. Imperial Valley Transit operates a bus service system that serve Holtville with its primary transit hub located at Holt Park. In addition, while the Holtville Airstrip is located to the east of the City (outside the planning area), it remains an important part of Holtville's circulation system and future. In addition to its transportation system, the City also operates and maintains an extensive water distribution and wastewater system that serves the community.

A guide the continued development and improvement of the circulation system to support existing and planned development identified in the Land Use Element, this element is essentially an infrastructure plan addressing the circulation of people, goods, energy, water, sewage, storm drainage, and communications. This Circulation Element is interconnected with the housing, open-space, noise and safety elements, and affects Holtville's physical, social, and economic environment in the follow ways:

Physical: The interconnected grid-pattern circulation system is one of the chief generators and form giver of Holtville's physical development and livability. Holtville's traditionally laid out streets and blocks location, design, and constituent modes have major impacts on affecting local air quality, plant and animal habitats, environmental noise, energy use, community appearance, and other environmental components.

Social: The circulation system is a primary determinant of the pattern of human settlement. It has a major impact on the areas and activities it serves, on community cohesion, and on the quality of human life. A tremendous value of Holtville's interconnected circulation system is its ease of access to all segments of the population, including the disadvantaged, the young, the poor, the elderly, and the disabled.

Economic: The economic activities normally require circulation for materials, products, ideas, and employees, thus the viability of the community's economy is directly affected by the circulation element. The efficiency of a community's circulation system can either contribute to or adversely affect its economy.

The development of additional land in the future will increase the demand for local and regional roadway improvements and construction. Assembly Bill 1358, the Complete Streets Act of 2008, requires circulation elements plan for a multi-modal transportation network that meets the needs of all modes and users. This element establishes acceptable roadway service levels and identifies Complete Street improvements. The use of other modes of transportation such as transit, walking, and bicycling is promoted in this element to reduce the demand for transportation system improvements and to impacts to air quality.

Purpose of the Circulation Element

The purpose of the Circulation Element is to provide a safe, efficient, and adequate circulation system for the City. State planning law requires:

".... to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan."

To meet this purpose, the Circulation Element addresses the circulation improvements needed to provide adequate capacity with a variety of multimodal options supporting land use policies identifying Holtville’s urban (downtown), suburban (neighborhoods), and rural (agriculture) context. The Element establishes a hierarchy of transportation routes with typical development standards described for each roadway category in context.

This circulation element policies, plans, and programs are intended to:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the safe and efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities; and
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

The State Guidelines indicate that the Circulation Element should address all facets of circulation including streets and highways, transportation corridors, public transit, railroads, bicycle and pedestrian facilities, and commercial, general, and military airports. The Holtville Circulation Element fulfills state requirements with this plan to provide effective circulation facilities and public utilities supporting the desired community development outcomes.

FIGURE C-1. IMAGES OF INFILL AND ALTERNATE TRANSPORTATION SCENARIO (E 5TH STREET AND HOLT AVENUE)



Scope and Content of the Circulation Element

This element contains goals, policies, and implementation programs to improve overall circulation in Holtville. For vehicular transportation, a hierarchical roadway network is established with designated roadway types and design standards. The roadway types are linked to anticipated traffic levels, and acceptable levels of service are established to determine when capacity improvements are necessary. These are also linked to the hierarchy of planned development intensity and characteristics, such as downtown streets having more urban characteristics than edge of town roads.

Alternative transportation modes are also emphasized in this element. These transit, bicycle and pedestrian facilities are intended to reduce citizen's dependency on the automobile and thereby improve environmental, economic, and social quality. This will mean in the near future, Measuring Level of Stress for bicyclist and Vehicle Miles Travelled to measure Greenhouse Gas Emissions in relationship to Climate Action Planning will be important to future mobility planning efforts.

The local circulation network is linked with the regional system. This element focuses on Holtville's participation in regional programs to alleviate traffic congestion and construct capacity improvements. The circulation system is interconnected to the complexities of the City's water, wastewater, and drainage systems, which are addressed in the Circulation Element.

Related Plans and Programs

There are several existing plans and programs prepared by various agencies that are directly applicable to the aims and objectives of the Circulation Element. Plans and programs related to the Circulation Element include the following:

Southern California Association of Governments Plans and Programs (SCAG)

The Southern California Association of Governments (SCAG) is responsible for the regional planning in Southern California. SCAG has prepared long range growth and development plans for the Southern California region since the early 1970s as part of the ongoing Development Guide Program. This program provides a framework for coordinating local and regional decisions regarding future development and growth. An important component of this process is the preparation of growth forecast policies at intervals ranging from three to five years. The adopted growth forecast policies become the basis for SCAG's functional plans (transportation, housing, air and water) for the region. The population totals and growth distribution are used in planning the future capacity of highways and transit systems.

On April 7, 2016, SCAG's Regional Council adopted the 2016 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), a plan that represents the vision for Southern California's future, including policies, strategies, and projects for advancing the region's mobility, economy and sustainability through 2040 as set forth in SB 375. SCAG concluded that State established per-capita greenhouse gas emission reduction targets of 8 percent by 2020 and 13 percent by 2035 had been met and/or exceeded. The California Air Resources Board (ARB) approved this conclusion in June 2016 by their Executive Order G-16-066, specifying that SCAG's adopted SCS would, if implemented, achieve 2020 and 2035 greenhouse gas emission reduction targets established by the State. The RTP/SCS plan recommends ways to redirect the region's growth and its principal goals (such as improved jobs/housing balance, sustainable communities, and greenhouse gas reduction) are being implemented through this general plan.

Circulation Element of the Imperial County General Plan

The Circulation Element of the Imperial County General Plan contains the most recent information about the transportation needs of the County and the various modes available to meet the identified needs. A Circulation and Scenic Highways Plan is contained in the County Circulation Element to ensure adequate capacity on

County roads and regional routes serving unincorporated areas of the County. To ensure that improvements to the County circulation system correspond with new development, the Circulation Element addresses the phasing of roadway improvements and financing alternatives.

Imperial County Airport Land Use Compatibility Plan

The County of Imperial approved an amended Airport Land Use Compatibility Plan for all Imperial County airports in June of 1996. The Plan sets forth the criteria and policies that the Imperial County Land Use Commission uses to assess the compatibility between the primary airports in the County and proposed land use development in the areas surrounding them. Additionally, the Plan provides guidance for commission review of new airports and heliports proposed for construction in the County. Although the Holtville Airstrip is located outside of the planning area, the airstrip has been identified as a possible location for an international cargo airport for the Southern California region.

Imperial County Transit Plan

The Imperial County Transit Short Range Transit Plan was adopted in 2012 by the Imperial County Transportation Commission. The Imperial County Transportation Commission was established under Senate Bill 607 which was approved by the California Legislature and Governor Arnold Schwarzenegger in 2009. As a county transportation commission, ICTC member agencies are enabled to exercise basic initiative and leadership in the transportation planning and programming process throughout Imperial Valley. The plan prioritizes access to medical and social services, higher education facilities, employment, basic mobility, and other economic development activities, and transit alternatives for citizens.

Imperial County Air Pollution Control District- Air Quality Attainment Plan and State Implementation Plan for PM-10 in the Imperial Valley

The Imperial County Air Pollution Control District – Air Quality Attainment Plan (AQAP) mandates a variety of measures to improve air quality. To comply with the AQAP, the Land Use Element organizes land uses in relation to the circulation system, promotes commercial and industrial land uses with convenient access to transportation, and provides a balanced Land Use Plan that promotes a favorable relationship between jobs and housing. In addition, the Imperial County Air Pollution Control District implements the State Implementation Plan for Fine Particulate Matter (PM-10) in the Imperial Valley. The State Implementation Plan regulates a variety of uses that may contribute to increased levels of PM-10 within Imperial Valley.

Water Element of the Imperial County General Plan

The purpose of the Water Element of the County General Plan is to identify and analyze the types of water resources within the Imperial County and to establish goals and policies to preserve and enhance water availability and quality. Implementation of the policies of the Water Element will assure that water resources are conserved and utilized to enhance long-term availability, while providing for current supplies and demands. In addition, the Water Element facilitates the improved use and distribution of water in Imperial County, including the extension of current water conservation programs.

City of Holtville Service Area Plan

A Service Area Plan (SAP) identifies the existing and projected demand for public facilities and services within the respective service areas of the public agencies. It discusses the means and financing for extending facilities and/or services into areas proposed to be annexed to the agency within the time frame of the analysis. A SAP is required for cities in California in accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

Circulation Element

The City of Holtville (City) is home to over 6,000 residents. Undeveloped land within the city's boundaries is zoned for residential, commercial, public, and industrial uses. Land within the City's SOI is also available for development; however, there are currently no immediate plans for development projects within the SOI, or expansion of the SOI. The City of Holtville General Plan guides new growth and development and is currently being updated along with the City's Housing Element, including land use revisions necessary to meet the City's housing obligations.

This SAP outlines the City's existing public services and facilities, estimates the current and future anticipated demand for such facilities and services, and describes how necessary facilities and services will or may be developed and extended to meet demands. The SAP is intended to demonstrate the City's intent and ability to provide adequate services to the SOI boundaries at the time of annexation. An approximate 20-year planning horizon is used to forecast growth, and the estimated demands and provision to meet demands are based on population projections for the year 2035.

Relationship to Other General Plan Elements

Planned development identified in the Land Use Element is the basis for determining future road improvements; therefore, the Land Use Element is directly linked to the Circulation Element. For example, the circulation policies and plans identify the improvements to the roadway system that will be required in order to serve traffic generated by the uses permitted in the Land Use Element. In addition, the Circulation Element promotes alternative transportation modes to minimize the regional impacts of planned local development.

The Noise Element contains policies and plans aimed to ease the adverse effects of noise on the community that are directly attributable to the future transportation plans contained in the Circulation Element. Noise exposure will be a key consideration when locating and designing new development along arterials and other transportation related noise sources. In addition, policies and plans contained in the Safety Element addressing transportation related hazards are complementary to policies and plans contained in the Circulation Element.

Issues, goals, and policies

Holtville has a well-connected circulation system with sufficient network capacity to support vehicular, public transit, bicycle, and pedestrian components. A safe and convenient circulation system operation supports the variety of land uses in the community. Holtville's stable population, well-connected circulation system, and goals to build towards a more sustainable future are in alignment with Caltrans state and regional goals to preserve transportation corridors for future system improvements.

This includes coordination of transportation system management plans that achieve the maximum use of existing and proposed infrastructure. In addition, to promote the efficient use of public funds and minimize delays on local roadways, infrastructure improvements related to the circulation system, such as water, sewer, and median landscaping should be coordinated with roadway improvements.

Three major issues are addressed by the goals, policies, and plans of the Circulation Element. These major issues include: 1) providing a network of context-sensitive roadways; 2) supporting active transportation networks of travel modes that include access transit, bicycle and pedestrian facilities; 3) coordination and support of regional transportation improvements; and 4) the coordination of roadway, sewer and water infrastructure improvements.

Context-Sensitive Roadway Network

Safe and convenient access to activities in the community can be provided by a well-designed local roadway system that responds and supports its land use context. The City's existing "grid" system is a convenient and easy-to-traverse network of local roadways. These roadways are sensitive, or respond to, to their context. Downtown, with both local roads and highways, is the most connected, with the neighborhoods being connected by local roads, and the region connected by regional highways and arterials.

Circulation Goal 1: Provide and maintain a safe circulation system that facilitates the efficient movement of people and goods by land use context.

Policy 1.1: Continue to implement Complete Street roadway standards and classifications that address traffic levels, safety, cost, and efficiency.

Policy 1.2: Cooperate with the County of Imperial to integrate the two jurisdictions' roadway systems, standards, and classifications.

Policy 1.3: Require new projects to provide and maintain circulation roadways and improvements that meet City engineering, design, and landscaping standards, desired levels of service, as well as in response to its context.

Policy 1.4: Implement the City's Capital Improvement Program and its Project List by including reconstruction, repair, and maintenance for all City streets, alleys, and medians on an ongoing, well planned basis.

Policy 1.5: Continue to work with residents and property owners to ensure gutters and sidewalks are clean and well-maintained.

Policy 1.6: Continue coordination with regional agencies such as SCAG, Caltrans, and Imperial County Transit to ensure that citywide circulation concerns are adequately addressed.

Policy 1.7: Coordinate with the Holtville Union School District to ensure the safety of school children accessing school and its drop-off and pick-up zones.

Circulation Element

Policy 1.8: Ensure that roadways are maintained and developed in accordance with City standards.

Active Transportation

Active transportation network includes transit and bicycle and pedestrian facilities as referenced in the City’s Complete Streets Plan. City cooperation with other public and private agencies is important to ensure a variety of safe and convenient alternative modes of travel accessible to all segments of the population. Access to active transportation modes of travel is particularly important to certain segments of the population such as seniors, youth, and the disabled.

To improve safety, connectivity, and accessibility for pedestrians, bicyclists, motorists and transit users alike may require a balance of prioritization and how the roadway is designed so the roadway functions and meets the needs of all roadway users for all hours of the day rather than just motorists for one to two hours of the day. For example, if the capacity threshold of a travel lane during the peak hour was 1,500 Average Daily Trips (ADT) and for one hour of the day it exceeded that 1,500 ADT by 1 to 100 vehicles but the other 23 hours of the day it was below that threshold, it might be a good policy decision not to widen the roadway because of one hour or a hundred vehicles that could be spread over the adjacent hours. This phenomenon is called “peak hour spreading” whereby excess demand for one hour is served by the adjacent hours.

Some congestion and queuing maybe experienced for a short period of time but will dissipate. In addition, since the City has a well-designed grid system that is also overdesigned for the vehicle volumes, there is excess capacity on many of the streets. The Holtville Complete Streets plan provides *active transportation* choices, such as walking and biking, also provide significant public health benefits. Reductions in adverse health outcomes are attributable to an increase in walking or biking with the health benefits resulting from emission reductions.

Circulation Goal 2: Promote active modes of transportation network.

Policy 2.1: Implement the City’s Complete Streets Plan in order to maintain a safe and accessible bicycle and pedestrian network that links public, civic, and recreational activity areas.

Policy 2.2: Review progress and determine Complete Street project priorities during annual budget preparation or when funding categories become available through grants.

Policy 2.3: Cooperate with local and regional agencies and organizations to provide accessible, efficient, affordable, and reliable transit.

Regional Circulation Improvements

Efficient movement of people and goods within a region is an important part of economic development and quality of life in Holtville. Traffic congestion in Holtville is directly influenced by an overall transportation network for the region. In addition, the potential for expanded use of the Holtville Airstrip is located in the planning area can affect Holtville residents.

Circulation Goal 3: Support efforts to improve the regional transportation system to enhance movement of people and goods in the Holtville area.

Policy 3.1: Coordinate with Caltrans and the Imperial County Transportation Commission for realignment of SR 115 southwest of Holtville to avoid undesirable impacts to Orchard Road and Fifth Street resulting from the northern extension of SR 7.

Policy 3.2: Cooperate with Imperial County and Imperial Valley Airport Land Use Commission (ALUC) efforts to bring an international air cargo airport to the Holtville Airstrip.

Policy 3.3: Cooperate with Imperial County and railway operators in anticipation of a regional “Rail-to-Trails” transformation along the Holton Inter-Urban Railroad.

Infrastructure Improvements

Utility infrastructure, such as water and sewer lines and drainage facilities, are often located within circulation network rights-of-way. Where necessary and feasible, extension and improvement of these facilities should occur in concert with scheduled and funded Capital Improvement roadway construction and maintenance. Additional infrastructure improvements should also be coordinated with roadway improvement projects, such as Complete Street facilities.

Circulation Goal 4: Provide additional infrastructure and rights-of-way improvements that support an accessible and efficient local circulation system.

Policy 4.1: Promote efficiency, coordinate infrastructure and rights-of-way improvements with roadway development and maintenance projects.

Policy 4.2: Acquire the ultimate right-of-way for roadways during early stages of development, include adequate space for planned sidewalks, bicycle lanes, and/or multiuse paths.

Policy 4.3: Public Works staff shall incorporate appropriate traffic calming and Complete Streets considerations, such as gateways monuments and crossings, during design of City Capital Improvement Projects.

Policy 4.4: Promote a “Clean and Safe” streets program to landscaping and roadway cleaning services of the City's roadways, alleys, medians, parking areas, and entrances to assist the maintenance of its stormwater runoff and drainage facilities.

Policy 4.5: Coordinate high-performance water and energy infrastructure programs with Land Use Element **Table LU-4** Sustainable and Resilient Community Matrix.

Policy 4.6: Continuously evaluate the City’s circulation plan network to implement this General Plan goals and policies, including Complete Street Plan projects.

Circulation Plan

The City is supported by a diverse circulation system with vehicular, pedestrian, and bicycle components. This section of the element establishes the Circulation Plan. The Plan summarizes the approach to ensure safe and convenient operation of the circulation system and identifies improvements required to accommodate traffic from planned development.

Vehicular transportation (automobiles and trucks) is presently the primary mode of travel and a Circulation Master Plan is established with hierarchical roadway designations, physical design standards for the roadway designations, and service standards. The Circulation Master Plan includes regional roadways and anticipated regional traffic levels. The use of alternative modes of transportation, such as buses, paratransit, and bicycles, is promoted to reduce dependency on vehicular transportation.

The City has adopted a Complete Street Plan and program to establish pedestrian and bicycle routes that will provide connections between public activity centers and residential neighborhoods and businesses. In addition, roadway segments are designed to promote pedestrian-friendly neighborhoods.

The Plan is based on issues, goals, and policies identified in the previous section. The Circulation Element Implementation Program, contained in the following section of this Element, is an extension of the Circulation Plan and contains specific programs to coordinate planned development with vehicular and non-vehicular circulation improvements.

Roadway Network Types

As outlined in the Land Use Element, Holtville's interconnected network of streets is the framework for its more sustainable development future. **Figure C-2** Current Streets Pattern clearly depicts this network pattern. This existing pattern is considered a best practices model for building mixed-use, walkable, urban to rural development patterns in the future.

The City's Circulation Element Street Classifications, **Figure C-3**, are based on a hierarchical network of roadways that transition from regionally connected, wider, highest speed highways and Arterials to narrower, lower speed Collectors entering the downtown area, and to the narrowest, lowest speed Local Streets, Alleys, and Bike Paths in the neighborhoods. Considered the *center area* of the City and its major destination, the intersection of SR-115 and Holt Avenue is controlled by a four-way stop and is intended to be reconfigured as a Complete Street downtown economic hub, as depicted in **Figure C-1**. All other intersections in Holtville are either uncontrolled or controlled by a two-way stop signs.

The street sections in the City's 2005 Standard Street Details and Specifications, as well as in **Figures C-4 through C-6** below, provide cross section details for all standard and Complete Street classifications. Holtville's roadway system is classified into the following categories and sub-categories based on context. Interrelated to the Land Use Designations structure, these facilities are generally arranged in the following context-sensitive manner: From wider and higher speed *Edge Areas* roadways; Transitioning to narrower and slower speed *General areas*, and; Into the narrowest and slowest speed *Center Areas* roadways:

Edge Area Roadways:

- *Arterial Street:* Moves regional traffic between major traffic generators. 100' - 84' wide ROW
 - *Major Arterial:* Assigned to regional thoroughfares, 4 - 6 lanes with divided median or turning lanes with or without on-street parking.
 - *Complete Arterial Street:* Includes 10' wide sidewalks, 10' wide travel lanes, 4' wide bike lanes, and 8' parking lanes on 84' wide ROW.

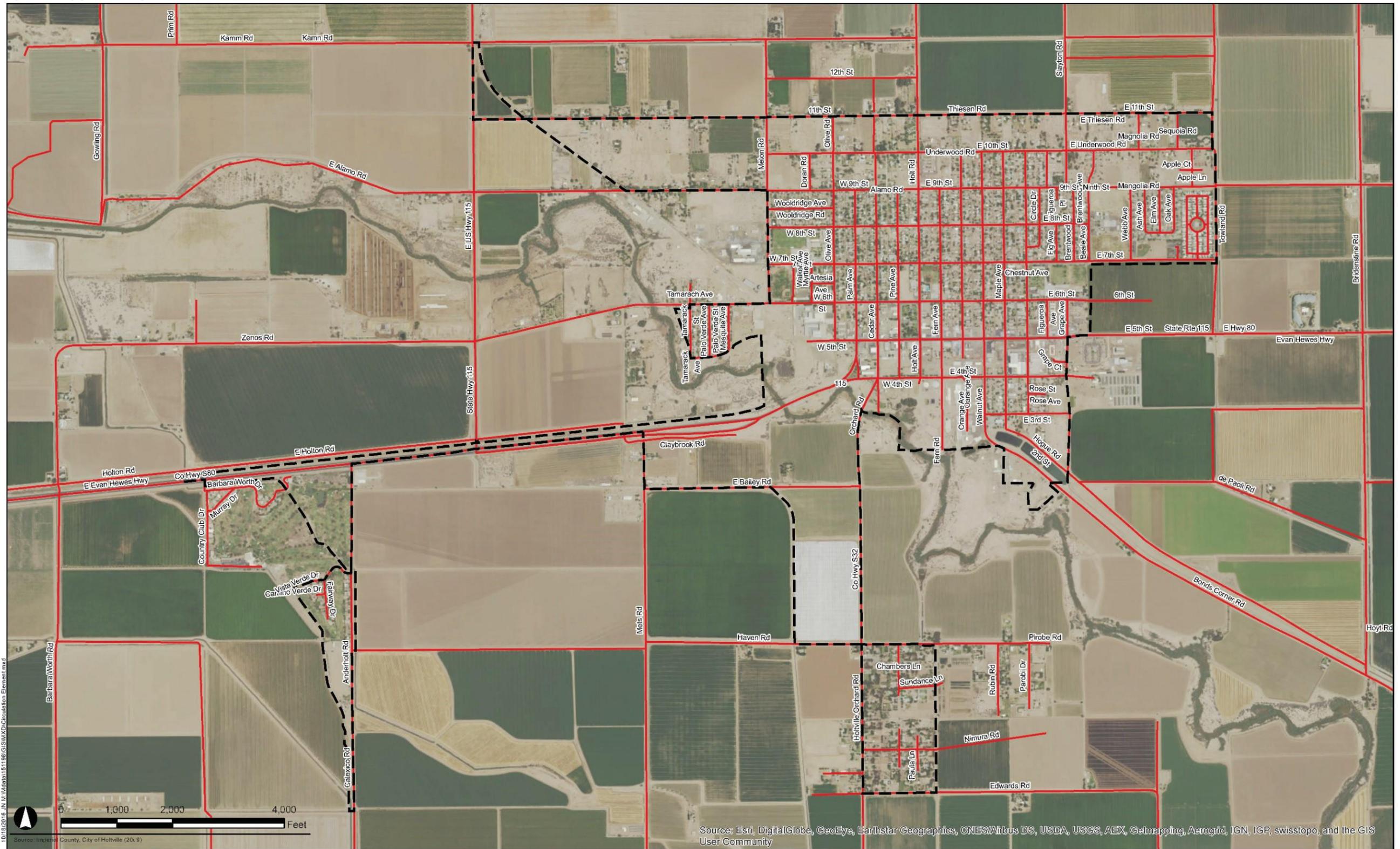
General Area Roadways

- *Collector Street:* Distributes traffic between regional arterial and local streets. 70' wide ROW
 - *Major / Minor Collectors:* Transition from region to city with 2 to 4 lanes on Orchard Road (S32)/SR 7 from Holtville to I-8. State Route 115 from I-8 to East Holtville.
 - *Complete Collector Street:* Includes 10' wide sidewalks, 10' wide travel lanes, 6' wide separated bike lanes, and 8' parking lanes on 70' wide ROW.

Center Area Roadways:

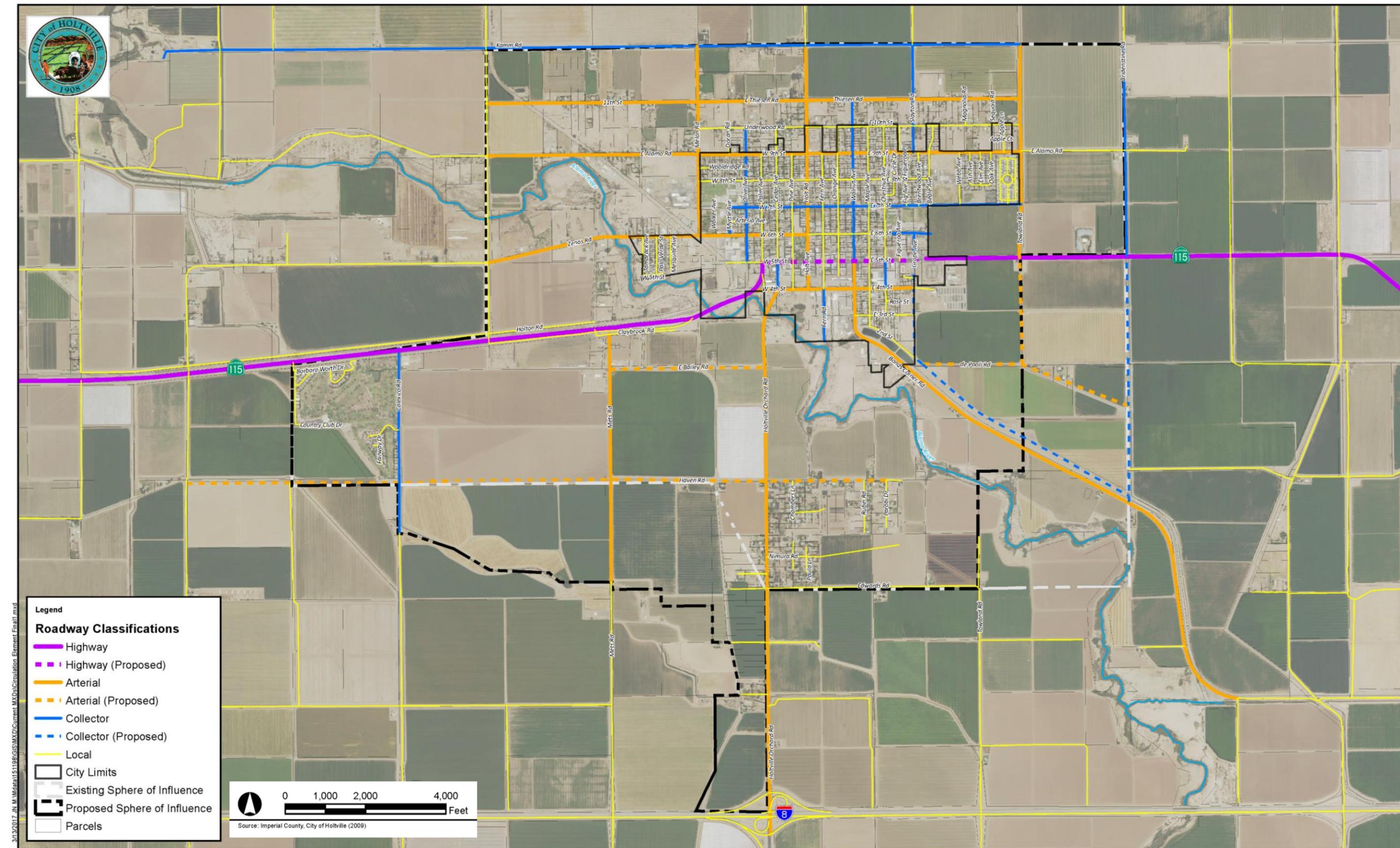
- *Local Street:* Provide direct access to the front of individual lots by local traffic. 60 - 68' wide ROW.
 - *Complete Street:* Includes 10' wide sidewalks, 12' wide travel lanes with shared bike lanes, and 8' parking lanes on 60' wide ROW.
 - *Alley / Service Lanes* Provides mid-block access to service areas at the rear of individual lots. 20' wide ROW.
 - *Bike Path:* Accessible to all areas in the City. 8' wide ROW.

FIGURE C-2. CURRENT STREET PATTERN



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FIGURE C-3. CIRCULATION ELEMENT



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FIGURE C-4. ARTERIAL COMPLETE STREET CROSS SECTION

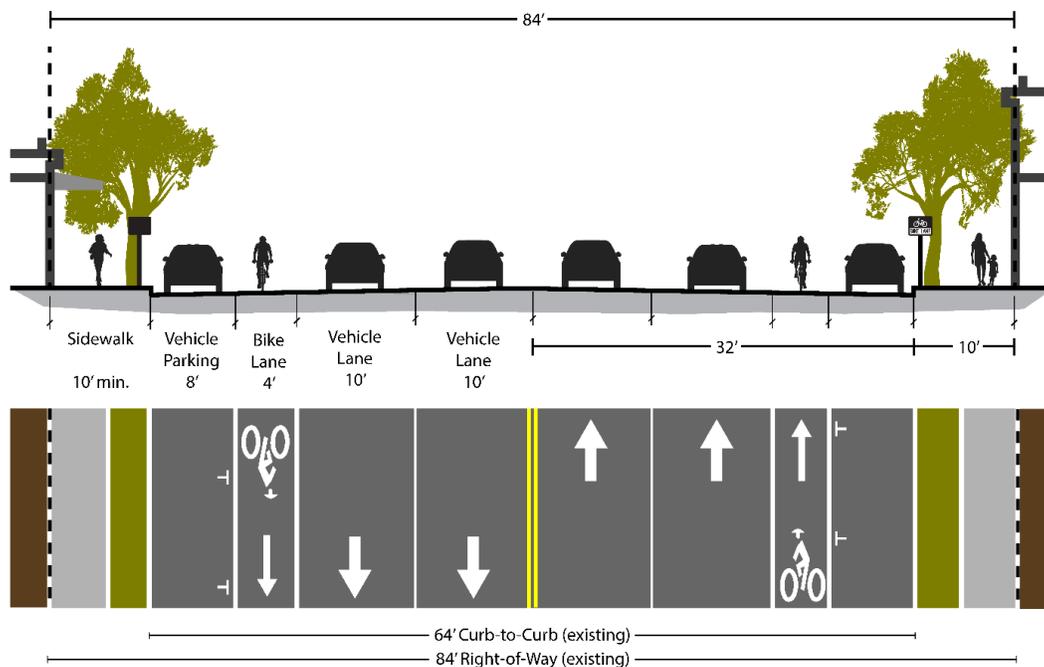


FIGURE C-5. COLLECTOR COMPLETE STREET CROSS SECTION

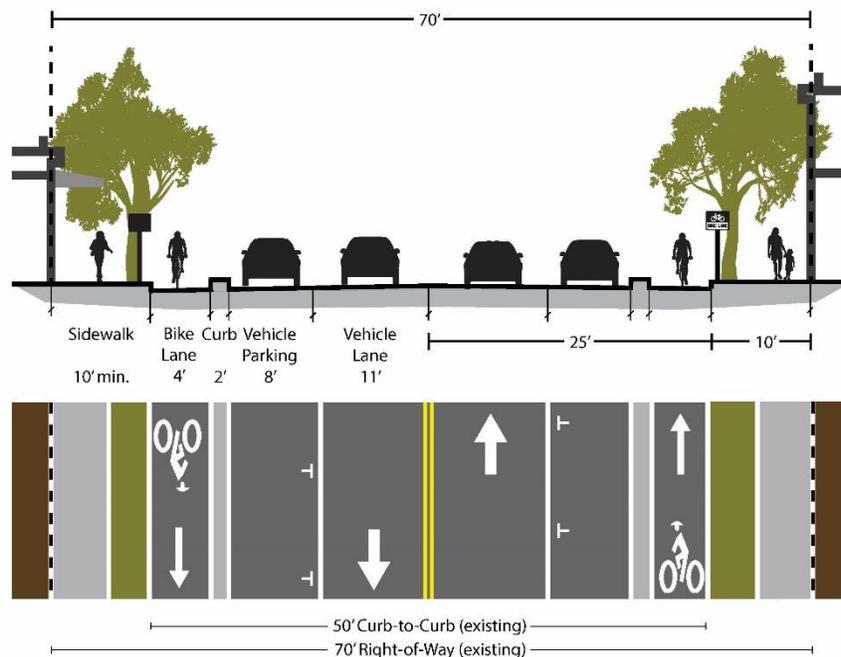
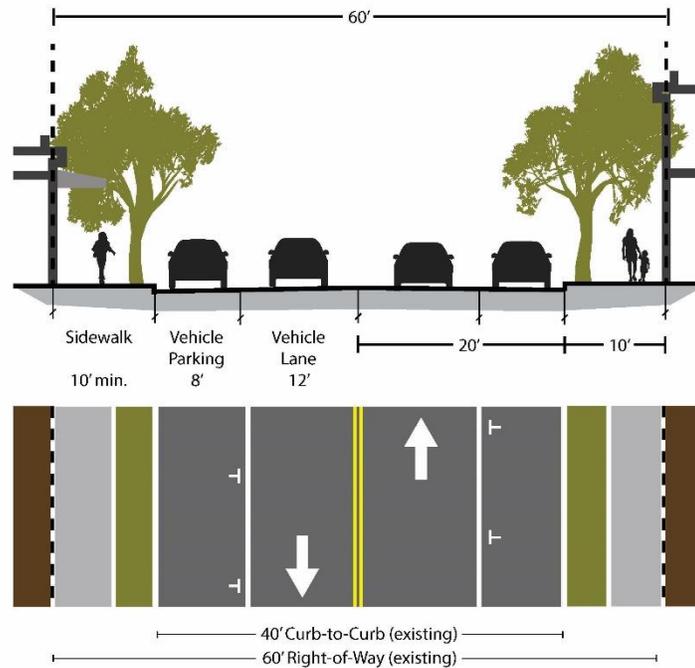


FIGURE C-6. LOCAL STREET COMPLETE STREET CROSS SECTION



Performance Criteria

The performance of streets and roadways is typically measured by comparing the level of traffic to documented standards for the type of street based on classification, number of lanes, and width. Imperial County has developed standards for roadway capacity that are applicable to conditions in the City of Holtville. These roadway performance standards are shown in **Table C-1**.

**TABLE C-1
ROADWAY PERFORMANCE STANDARDS
MAXIMUM AVERAGE DAILY TRAFFIC BY LEVEL OF SERVICE (LOS)**

Roadway Classification	Number of Lanes	A	B	C	D	E
Freeway	4	30,000	40,000	50,000	60,000	70,000
Arterial	4	14,800	24,700	29,600	33,400	37,000
Major Arterial	4	13,700	22,800	27,400	30,800	34,200
Collector	2	2,000	4,500	7,700	11,800	17,500
Major Collector	2	1,900	4,100	7,100	10,900	16,200
Minor Collector	2	1,900	4,100	7,100	10,900	16,200
Local Street	2	*	*	1,500	*	*
Cul-de-Sac or Loop Street	2	*	*	200	*	*

**Note: Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of Service normally apply to roads carrying through traffic between major trip generators and attractors. Source: 2008 Imperial County Circulation and Scenic Highways Element*

In traffic engineering methodology, roadway levels of service (LOS) are typically rated from LOS A to LOS F, see **Table C-2** LOS Definitions by Delay Time. LOS A indicates light traffic conditions, in which drivers have a great deal of freedom to maneuver and little interference from other drivers. LOS F indicates a situation

where the traffic relying on a particular facility is beyond the capacity of the facility, with significant delays and queues. A minimum performance standard of LOS C is considered to be consistent with the roadway conditions in smaller cities and rural areas.

**TABLE C-2
ROADWAY PERFORMANCE STANDARDS
LEVEL OF SERVICE (LOS) DEFINITIONS BY DELAY TIME**

Level of Service	Signalized Intersection	Un-Signalized Intersection
A	≤ 10 seconds	≤ 10 seconds
B	10 – 20 seconds	10 – 15 seconds
C	20 – 35 seconds	15 – 25 seconds
D	35 – 55 seconds	25 – 35 seconds
E	55 – 80 seconds	35 – 50 seconds
F	> 80 seconds	> 50 seconds

**Note: Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of Service normally apply to roads carrying through traffic between major trip generators and attractors. Source: 2000 Highway Capacity Manual*

In general, traffic volumes of 15,000 vehicles per day (vpd) are considered acceptable for a three lane section (two travel lanes with a center turn lane), while traffic volumes between 15,000 and 25,000 vpd are worth analyzing, and over 25,000 vpd typically require 4 or 5 travel lanes. The AADT along SR 115 is 6,500. This would suggest that the theoretical capacity of this corridor is three times higher than the current volume. As volumes decrease, “road diets” can be used to reallocate underutilized vehicular lane area to other modes, including facilities for cycling, walking, and transit. Other recommended improvements such as increased connectivity, improved pedestrian and bicycle facilities, and better transit service will also reduce volumes.

While the transportation profession often evaluates “daily” volumes to size roadways, historically peak hour volumes are also another consideration to determine the number of lanes. Daily volume thresholds are developed from assumptions based on the percentage of traffic during the day in the peak hour. However, sizing roadways based on one or two peak hours of the day may not be the best utilization of financial resources, create the safest roadway for all roadway users, or allow for the most choices in mobility along the corridor.

There is a national trend in the reduction of vehicle miles travelled (VMT). Holtville is no exception. SR 115 has seen dramatic reductions in traffic since the installation of I-8 and has been said to be further declining along the corridor. Even though these numbers are declining, reductions through other means are still required to be able to reallocate vehicle space to other uses without adversely impacting vehicle level of service. Granted the State of California is removing Level of Service as an environmental impact evaluation as part of the California Environmental Quality Act (CEQA).

In order to reduce greenhouse gas emissions reductions in vehicle miles traveled (VMT) is necessary. VMT are associated with higher emissions of air pollutants and greenhouse gases (GHG) and congestion. Therefore, reduced VMT provide environmental, safety, and economic benefits. Reductions in VMT can be achieved through smarter land use choices that reduce the need to drive, alternatives to driving such as public transit, walking and biking, and pricing policies that discourage single-occupant vehicle trips. Higher density, mixed-use, and transit-oriented development can all reduce the need for driving by providing access to destinations in close proximity. A walkable, bike-able and transit-supported city, Holtville’s Complete Streets plan further implements a reduction in VMT.

In 2008, California adopted Senate Bill (SB) 375, which directs the state’s 18 regional metropolitan planning organizations (MPOs) to develop regional transportation plans that meet per capita GHG emission reduction

targets through the integration of transportation and land use planning. The reductions are to be achieved through implementation of a sustainable communities' strategy (SCS) developed as part of the regional transportation plan. Targets have been set for 2020 and 2035. The state's four largest MPOs and several smaller MPOs have developed SCSs that show compliance with the targets.

The per capita GHG emission reduction targets for the state's MPOs range from 1 percent increase to an 8 percent decrease by 2020 and 1 percent increase to a 16 percent decrease in 2035. Holtville's Complete Streets plan enables it to achieve these state reduction targets.

Future Roadway Conditions

Holtville's Service Area Plan states that all streets in the City are expected to meet or exceed LOS C performance standard in the Year 2036. Therefore, the street system is expected to be adequate for Year 2036 conditions.

While the overall street system is expected to meet existing transportation performance standards for Year 2020 conditions, the following street improvements were recommended in the Service Area Plan:

- Installation of a traffic signal (if warranted) at the intersection of SR-115 and Holt Avenue.
- Provision of new collector and local streets to serve new development.

While traffic conditions beyond the Year 2036 are difficult to foresee, the next major roadway improvement that is needed in the Holtville area is a new arterial Complete Street roadway running south of and parallel to SR-115, as referenced in Holtville's Complete Streets Plan.

Safe Drop-Off and Pick-Up Zones

Perhaps the greatest source of safety concerns and congestion within Holtville is in the immediate vicinity of local schools in the early morning and afternoon hours. School children often have to compete with vehicles to cross streets in order to get to, or leave from school, putting them at an undesirable level of risk. The City has adopted a program to work with the Holtville Unified School District, the Police Department, and parents to identify ways to reduce the risk to school children and relieve traffic around local schools by designating Safe Drop-Off and Pick-Up Zones as well as other alternatives such as staggered class times so that the number of children arriving at school and awaiting pick-up at any given time is reduced.

Holtville's Complete Streets Plan has projects that addresses Safe Routes to School issues, which is a national movement. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.

There are two separate Safe Routes to School Programs administered by Caltrans, one is State funded, SR2S, and the other Federal, SRTS. Holtville is consistent with the goals and objectives of these programs.

Alternative Transportation

Promotion of alternative modes of transportation such as public transit, bicycling, and pedestrian circulation is a key component of the Circulation Plan. Use of alternative modes of transportation produces a number of benefits for the community including reduced traffic, need for costly roadway improvement projects, and less impact to air quality.

Transit

Imperial County Transit offers inter-city bus service with regular stops in Holtville, including ADA Para-transit service that includes a lift equipped van to serve physically or mentally disabled residents. While not large or dense enough to warrant a fixed right-of-way intra-city transit system, new transit technology is available via car sharing networks and taxi cabs are providing services to citizens. While the City does not currently have an intra-city public transit system, this will become an important consideration as the City develops and a necessity when the City approaches build out of the planning area. As Holtville grows into the 21st Century, the City will continue to cooperate with local and regional agencies and organizations to provide efficient, affordable, and reliable transit.

Pedestrian Circulation Network

The pedestrian circulation network consists of sidewalks adjacent to City streets, as well as within parks. On some streets, pedestrian usage is limited because of automobile circulation. These issues are being addressed in City's Complete Street Plan. All new developments are required to provide adequate sidewalks or other pedestrian walkways to facilitate the movement of pedestrians around Holtville. A pedestrian loop is planned in the Complete Street Plan, circumnavigating downtown via linking the local schools and parks along West and East 5th Street and West and East 7th Street.

The framework of this network is based primarily on the Alamo River recreational trail, linking Van Der Linden Field, Earl Walker County Park, and Holt Inter-Urban Railroad potential Rails-to-Trails facilities. In addition, West 7th Street main connection between Holtville High School, Holtville Middle School, Emmett S. Finley Elementary School, Mack Park and Holtville Recreational Park is another primary network connection. And, Holt Avenue links Van Der Linden Field, Holt Park, City Library and Recreation Park from south to north.

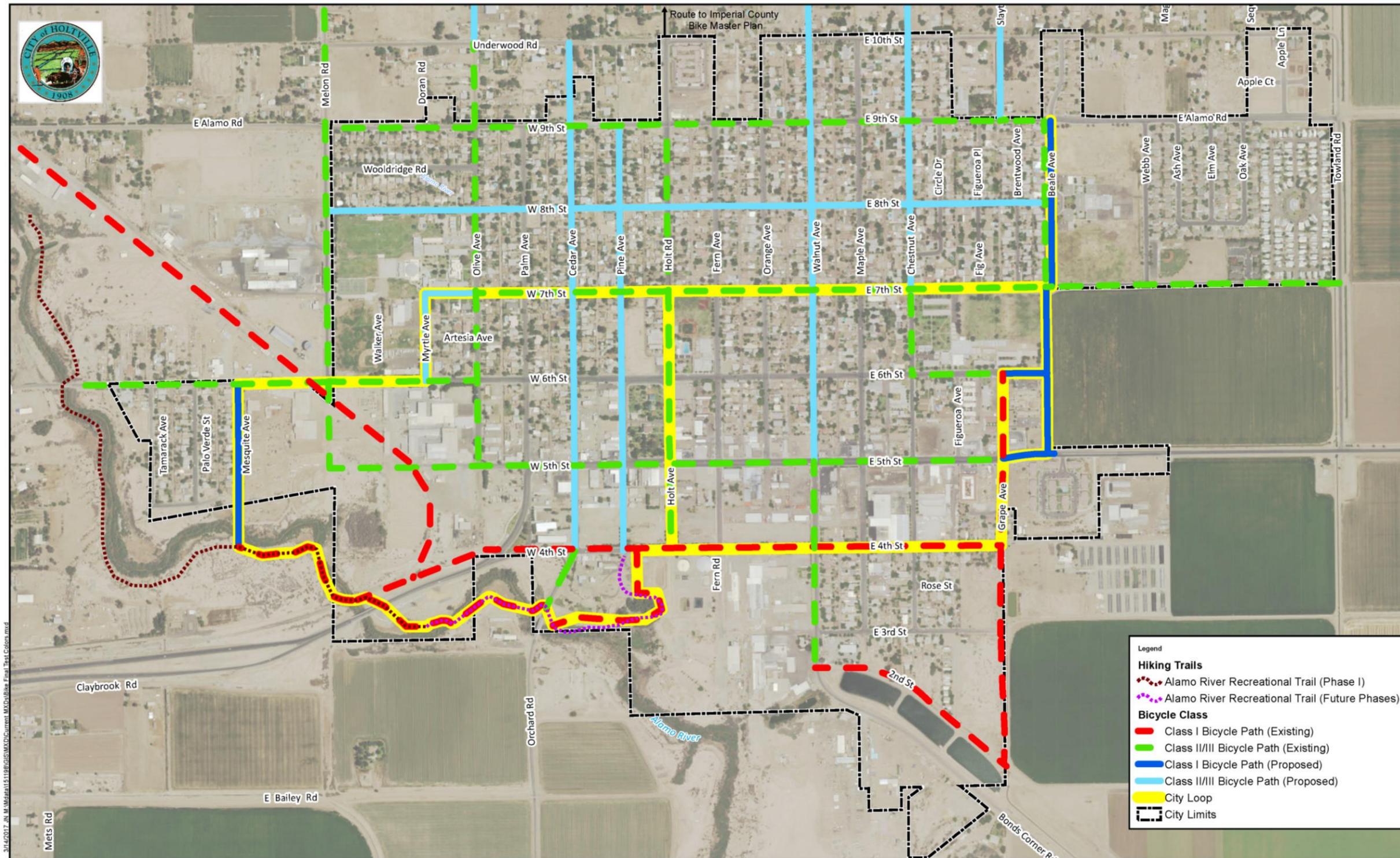
Bikeway System

Bicycle riding is another effective and desirable alternative form of transportation that may become more popular in the future. In the City, distances are reasonably short, and with the exception of the hot summer months, bicycling is a feasible mode of transportation and should be encouraged. In 2016, the City adopted a Bicycle Master Plan with its Complete Streets plan, originally adopted in 2001, that establishes a system of designated bikeway paths within the planning area, which are depicted in **Figure C-7**.

The system consists of three different classes of bikeways. Class I bikeways are pathways that serve the exclusive use of bicycles and pedestrians, whereas a Class II bikeways are typically bike lanes established within the paved area of roadways through identifiable pavement striping or markings and signage. Class III bikeways are bike routes intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or Class II bikeways, or to connect discontinuous segments of normal bike lanes. Class III bikeways are shared facilities, either with motor vehicles on the street or with pedestrians on sidewalks. Class IV bikeways are separate lanes and shown in **Figures C-4-C6**. The Protected Bikeways Act of 2014 (Assembly Bill 1193) established Class IV Bikeways, also referred to as separated bikeways or cycle tracks. Holtville's Bicycle Master Plan is consistent with the Imperial County and El Centro Bicycle Master Plans and provides links to ensure continuity in the regional bicycle system. The City continues to update when necessary and implement the Bicycle Master Plan.

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FIGURE C-7. BICYCLE SYSTEMS



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Regional Circulation Improvements

Economic development and quality of life in Holtville is partially dependent upon efficient and safe movement of people and goods within the Imperial Valley. Currently, Holtville is experiencing increased traffic along Orchard Road and SR-115, within the City, due to the opening of the new Calexico East Port of Entry at the U.S./Mexico border. In addition, the potential for expanding the Holtville Airstrip to accommodate international air cargo could affect Holtville residents. **Figure C-8** displays these proposed regional circulation improvements.

State Route 115 Realignment

SR-115 is primarily a north south route that currently bisects the City of Holtville. The state highway is important in facilitating interregional agricultural goods movement and also provides intraregional travel between various cities in Imperial County.

The Calexico East Port of Entry (POE) between the United States and Mexico handles all of the commercial and agricultural goods movement between Mexico and Imperial County. Caltrans and the Imperial County Transportation Commission (ICTC) plan to connect the new POE to I-8, via a new state highway, SR-7. However, currently there is no direct connection to the state highway system north of I-8 in this area.

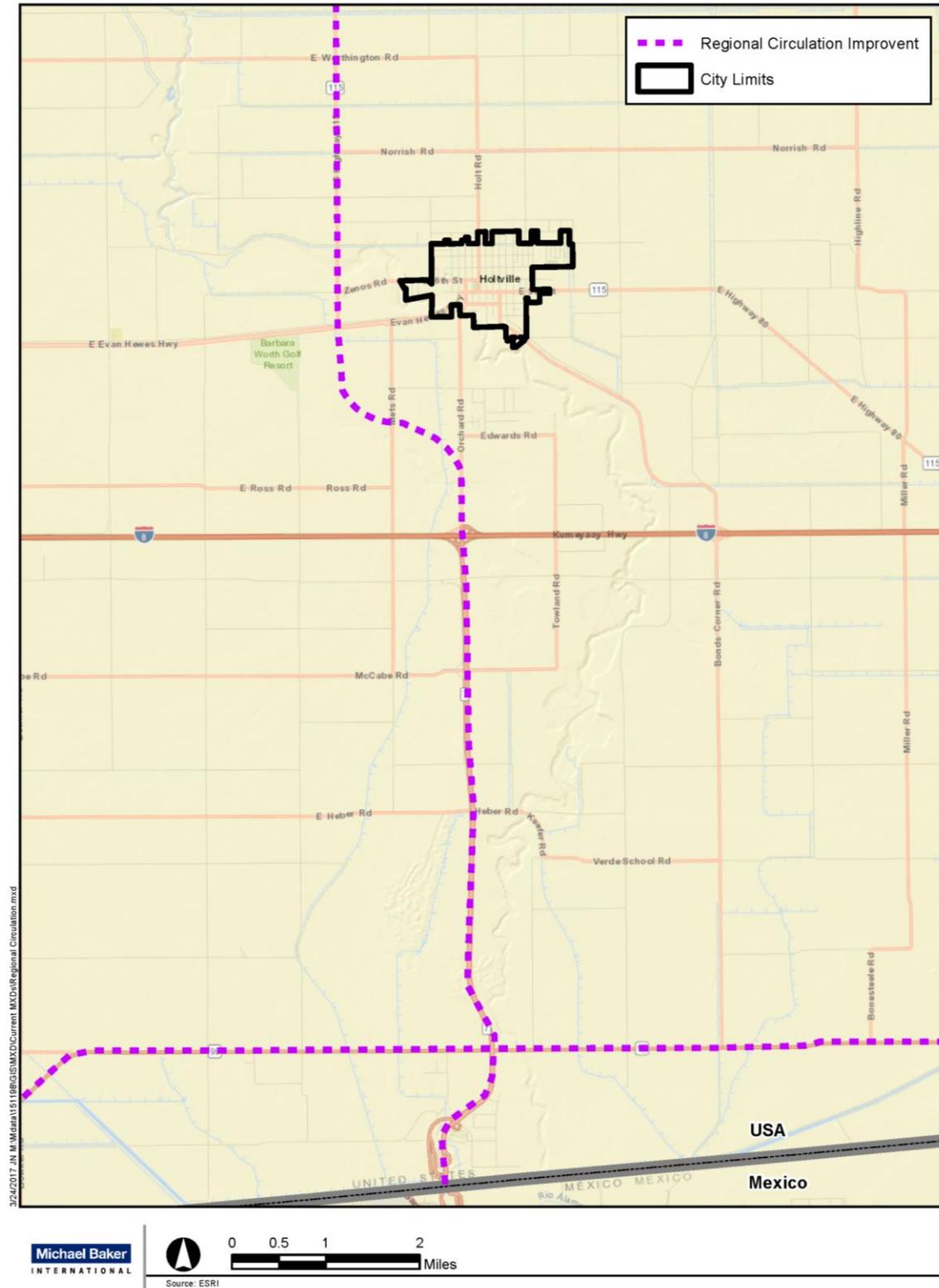
The Circulation and Scenic Highway Element of the 2008 Imperial County Transportation Plan includes a plan for a new four-lane north/south expressway connecting I-8 to Evan Hewes Highway/SR-115. If realignment were not completed to ensure efficient access to SR-115 from SR-7, vehicles would continue to use Orchard Road and SR-115, which traverses the City of Holtville along Fifth Street. Over the next several years, the City could experience an increase of truck traffic, placing residents at increased risk of noise, air pollution, and hazards associated with the increased traffic volume.

The City continues to coordinate with Caltrans and the ICTC to realign the State Route (SR) 115 to bypass Holtville. The realignment of SR 115 will reduce transportation related noise and hazards on Fifth Street, as well as provide a more efficient transportation system for the region.

Cargo Airport

The Southern California region has limited capacity to efficiently manage the distribution of worldwide goods and without an additional cargo airport, will not be able to meet the region's projected need. The Holtville Airstrip has been identified as a potential site for a new international cargo airport to meet this need. The site has numerous benefits: 1) it minimizes capital expenditure and maximizes economic/financial feasibility; 2) the timeline to expand/improve an existing facility would be significantly shorter than developing a new greenfield site; and 3) it uses an existing airport already approved by the FAA. The City cooperates with efforts to transform the Holtville Airstrip into an international cargo airport.

FIGURE C-8. REGIONAL CIRCULATION IMPROVEMENTS



(Source: County of Imperial Circulation Element)

Railways

The Union Pacific Railroad, formerly called the Southern Pacific Railroad, serves the Los Angeles area and northward in California and the balance of the U.S. eastward. The former Holton Inter- Urban Railroad spur, which connected Holtville to El Centro, is located within the Holtville planning area. Neither railway is currently in operation and have been abandoned with its owners selling its right-of-way with the possibility of a rails-to-trails program in long-term future. If new railways are developed within the planning area, the City will cooperate with railway operators to ensure safety at grade crossings, land use compatibility along the proposed rail lines, and ensure that existing development is protected from noise generated from railroad operations by enforcing standards identified in the Noise Element. However, none are identified as this time.

Infrastructure Improvements

Water and sewer infrastructure and drainage facilities are often located within circulation system rights-of-way. Therefore, the Circulation Plan evaluates the existing condition and capacity of these facilities, as well as future demand that will occur with new development in the planning area to ensure that extension and improvement of these facilities can occur in concert with scheduled and funded roadway construction and maintenance.

Water Service

Holtville's water system is owned and operated by the City. As of 2017, the City provided water to its customers by means of approximately 1,500 service connections. The City operates one water treatment plant to produce approximately 1.5 million gallons of potable water per day and maintains one elevated reservoir at the water treatment plant to maintain water system pressure. The City's water supply comes from the Imperial Irrigation District (IID), which imports water from the Colorado River via the All-American Canal and associated facilities. The City maintains the three raw water storage ponds, which contain up to 11.3 million gallons of water. At the water treatment plant, a 2.7 million gallons' storage tank was constructed in 2010; a 1.5 million gallons' clear water tank was reconstructed in 2012. Together, the 4.2 million gallons of treated water storage capacity provides substantial redundancy for fire and domestic flow requirements.

The City continues monitor the capacity of its water treatment and delivery facilities as necessary. In addition, the City updates and works to identify funding sources to implement necessary improvements to existing water delivery facilities. The City or project proponents are required to provide piping to new development and/or pay fees to facilitate necessary expansion of water treatment and piping facilities where appropriate.

Sewer Services

The City of Holtville provides wastewater collection and treatment for the incorporated city and service to adjacent unincorporated areas. The City's sewer collection system, 94,800 feet of gravity and force sewer mains, serves the majority of its residential, commercial, and industrial population base within the City limits. The collection system is laid out along the City's established roadway grid with most of the collection lines located in service alleys between the main south-to-north trending streets. The Barbara Worth Country Club (BWCC) development maintains its own collection system and wastewater from the BWCC is treated by the City. A wastewater rate study completed in 2012 estimates just under 2,000 residential and business connections to the wastewater system (City of Holtville 2012c). The collection system also extends outside the City's boundary to serve a small residential development within the City's sphere of influence.

The collection system generally flows by gravity to the northwest corner of the community and continues to flow approximately three miles outside of the City limits to the wastewater treatment plant. The Holtville Wastewater Treatment Plant (WWTP), owned and operated by the City, and is located approximately 3 miles northwest of city limits at 1250 Kamm Road on the Alamo River. The City owns and operates two wastewater pumping stations (lift stations) within its collection system. A third wastewater pump station located within

the city's SOI is owned and operated by the County of Imperial Public Works Department. The treated effluent is discharged into the Pear Drain, a tributary of the Alamo River, which drains into the Salton Sea. The WWTP's current average flow is 0.56 mgd. The current permitted discharge flow is 0.85 mgd.

The Water/Waste Water Division staff conducts regular preventive maintenance and inspection of the collection system. The entire system is inspected over a four-year period, with approximately 25 percent of the system covered each year. And, since 2009, the WWTP has been operating under a Cease and Desist Order (CDO) issued, at the City's request, by the California Regional Water Quality Control Board-Colorado River Basin Region (RWQCB) for violation of priority pollutant limits until such time as the City completes improvements to the WWTP. The final design of the WWTP improvements was prepared in August 2013. The improvement project, with a projected cost (in 2015) of \$15 million, was certified by the Border Environmental Cooperation Commission (BECC) on Feb. 24, 2014. The project is sponsored by the City of Holtville and funded by a combination of loans and grants from the Clean Water State Revolving Fund, the North American Development Bank-Border Water Infrastructure Program, and the City of Holtville. The City Council awarded a contract for the improvements on July 13, 2015 and the project is scheduled to be completed by 2017.

The City continues to identify funding sources to implement sewer facilities improvements identified in the 2017 Service Area Plan. In addition, the City or project proponents are required to provide sewer piping facilities to service new development and/or pay fees to facilitate improvement of the City's sewer facilities.

Storm Drainage Facilities

On a regional level, Hoover Dam and several other dams, including Imperial Dam have been built along the Colorado River to provide an effective and efficient flood management water storage system. On a local level, within the City, the majority of Holtville's runoff from rainfall is captured in street gutters and conducted through a network of open and enclosed concrete or earthen channels to be discharged into the Alamo River. These drainage facilities are located both partially underground and above ground.

The main east-west drainage channels in the city are owned and operated by the IID. This drainage system is located within IID easements and was originally intended and designed for the purpose of draining adjacent farmlands. The City and the IID generally require developers of property adjacent to existing open drainage facilities to place them underground as new development occurs. Private stormwater detention systems were constructed in association with private development and are privately maintained.

Flood-prone areas are in a wide band on either side of the Alamo River and in the eastern portion of the city. Most of the potential flood areas around the Alamo River are designated for open space park uses; however, new development could potentially be located within a flood plain susceptible to a 100-year flood event. To qualify for federal flood insurance, the City must identify flood hazard areas and implement a system of protective controls. Holtville is in the process of studying the feasibility of participating in the National Flood Insurance Program, which is administered by the Federal Emergency Management Agency (FEMA). The program provides federal flood insurance and federally financed loans for property owners in flood-prone areas.

The City maintains and improves all drainage and flood control facilities to be sure that they function as required. In addition, on a project-by-project basis, the City continues to mitigate or disallow new development that causes the City's drainage system to exceed design capacity, unless mitigation steps are implemented by the developer. The City, as described in the Safety Element, continues to identify and evaluate hazardous flood locations and inform the public and developers proposing projects within these areas. In addition, in coordination with emergency service providers and the Holtville Unified School District, the City promotes programs that educate the public about flood hazards and methods to reduce the risk of flood losses.

Beautification Program and Gateways

Travel along City roadways is typically the first experience a visitor to Holtville has with the community. For this reason, City gateway entrances, roadways, alleys, and medians should be well designed, maintained, and landscaped. In the Complete Streets Plan, a ceremonial entrance gateway projects have been identified at key entry points into the City, see **Figure C-9**. To ensure improved quality of life for Holtville residents and a positive impression and perception among visitors, the City has adopted a roadway beautification program with the following objectives:

- Establish attractive and inviting gateway entrances to the City in order to form the basis for positive impressions and perceptions of the community;
- Coordinate public/private partnerships to create entrances to local businesses and residential developments that announce arrival and set a tone for the part of the City that they introduce;
- Pave and maintain all City alleyways; and
- Develop and implement a landscaping program that includes tree planting on medians and sidewalks of prominent community roadways.

FIGURE C-9: GATEWAY EXAMPLES (from Complete Streets Plan)

Holtville's Complete Streets Plan recommends Gateways at east to compliment the west entrance Gateway. These images are potential Gateway configurations at the east entrance on East Fifth Street near Grape Avenue



Current Condition



Post Signage



Crosswalk Striping



Overhead Signage

Implementation Programs

The following implementation programs provide actions to implement the adopted policies and plans identified in this Element. These programs as a series of actions, procedures, and techniques that includes a description of the responsible agency/department, funding source, time frame, and related policies.

Circulation Program 1: Roadway Circulation System

Implement the street standards and roadway classifications contained in the Circulation Element and cooperate with the Imperial County Local Transportation Commission (ICTC) to integrate the two jurisdictions' roadway systems, standards, and classifications. In addition, cooperate with these agencies and the Southern California Association of Government (SCAG) to ensure that citywide circulation concerns are adequately addressed. Review discretionary development proposals for potential impacts to the transportation system. The Level of Service standards established in the Circulation Element will be used to determine the significance of impacts. Mitigation in the form of physical improvements and/or impact fees will be required for significant impacts. Adequate right-of-way along new roadways will be required to permit pedestrian and bicycle facilities. Proper roadway drainage must be provided to ensure a safe system.

Responsible Agency/Department: City Manager, Public Works

Funding Source: General Fund, Development Impact Fees, Local Transportation Fund (Measure D Tax)

Time Frame: Ongoing

Related Policies: 1.1, 1.2, 1.3, 1.6, 4.6

Circulation Program 2: Complete Streets Plan

Continue to update and seek out funding sources to implement the Holtville 2016 Complete Streets Plan. Pursue SCAG and California Transportation Commission Small Urban or Rural Program funding to adopt an Active Transportation Plan.

Responsible Agency/Department: City Manager

Funding Source: General Fund, Local Transportation Fund (Measure D Tax)

Time Frame: Ongoing

Related Policies: 1.1, 2.1, 2.2, 2.3, 4.3, 4.6

Circulation Program 3: Capital Improvement Program

Adopt and implement an ongoing capital improvement program that includes reconstruction, repair, and maintenance for all City streets, alleys, medians, and gateways.

Responsible Agency/Department: City Manager, Public Works

Funding Source: General Fund, Development Impact Fees, Local Transportation Fund (Measure D Tax)

Time Frame: Annually

Related Policies: 1.4, 1.8, 2.1, 2.2, 4.3

Circulation Program 4: Gutter, Sidewalk Maintenance

Periodically conduct surveys to identify gutters and sidewalks that are in need of repair or maintenance. Work with residents and property owners to ensure gutters and sidewalks are clean and well-maintained.

Responsible Agency/Department: City Manager, Public Works

Funding Source: General Fund, Local Transportation Fund (Measure D Tax), TDA Article 3 Funds

Time Frame: Ongoing

Related Policies: 1.5, 4.4

Circulation Program 5: Safe Drop-Off/Pick-Up Zones

Coordinate with the Holtville Unified School District, the Police Department, and residents to identify ways to provide a safe drop-off and pick-up zones around local schools to ensure the safety of school aged children.

Responsible Agency/Department: City Manager, Public Works, Holtville Unified School District, Police Department, parents

Funding Source: General Fund, School District, Safe Routes to School Grant Funds

Time Frame: Ongoing

Related Policies: 1.7

Circulation Program 6: Pedestrian and Bicycle Network

Implement, and periodically update the Bicycle Master Plan per the 2016 Complete Streets plan, which provides connections between public, residential, and business areas. Require new development and infill development to provide necessary facilities. Identify areas within the existing community that would benefit from improved pedestrian and bicycle facilities. Explore additional funding sources to provide additional pedestrian and bicycle facilities.

Responsible Agency/Department: City Manager, Public Works

Funding Source: General Fund, Development Impact Fees, TDA and BTA Grant Funds

Time Frame: Ongoing

Related Policies: 1.1, 2.1, 2.2, 2.3, 4.2, 4.6

Circulation Program 7: Regional Circulation

Coordinate the Southern California Association of Government (SCAG), Caltrans, and the Imperial County Transportation Commission (ICTC) to ensure that citywide circulation concerns are adequately addressed. As Holtville grows, cooperate with local and regional agencies and organizations to provide efficient, affordable, and reliable transit. Continue to support efforts by Caltrans and the ICTC to realign State Route 115. Cooperate with efforts to bring an international cargo airport the Holtville Airstrip.

Responsible Agency/Department: City Manager, SCAG, ICTC, Caltrans, Imperial Valley Economic Development Corporation, transit providers

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 1.2, 1.6, 2.3, 3.1, 3.2, 3.3

Circulation Program 8: Water and Sewer Master Plans

Continue to implement, and when necessary, update the Water and Sewer Master Plans. Regularly monitor demand and capacity of water and sewer facilities to ensure that new development is adequately served and service to existing development is maintained.

Responsible Agency/Department: City Manager, Public Works

Funding Source: General Fund, water and sewer fees

Time Frame: Ongoing

Related Policies: 1.4, 4.1,4.5

Circulation Program 9: Beautification Program and Gateways

Develop and implement a roadway beautification program that would have the following objectives:

Establish attractive and inviting entrances to the City in order to form the basis for positive impressions and perceptions of the community; Coordinate public/private partnerships to create entrances to local businesses and residential developments that announce arrival and set a tone for the part of the City that they introduce; Pave and maintain all City alleyways, and; Develop and implement a landscaping program that would include tree planting on medians and sidewalks of prominent community roadways.

Responsible Agency/Department: City Manager, Public Works

Funding Source: General Fund, development fees

Time Frame: Ongoing

Related Policies: 1.5, 1.8, 4.3, 4.4 

CONSERVATION/OPEN SPACE ELEMENT

Introduction

Holtville is surrounded by fertile agricultural land. In addition, there are several parks and open spaces, as well as numerous community and historical resources important to residents of Holtville. The Conservation/Open Space Element focuses on the protection and enhancement of these agricultural, open space, and natural and historic resources to ensure a high quality living environment in Holtville.

Purpose of the Conservation/Open Space Element

The Holtville Conservation/Open Space Element meets the State requirements for Conservation and Open Space Elements as defined in Sections 65302(d) and 65301(c) of the Government Code. According to these requirements, the Conservation Element must contain goals and policies to protect and maintain natural resources such as water, soils, wildlife, and minerals, and prevent wasteful resource exploitation, degradation, and destruction. The Open Space Element must contain goals and policies to manage open space areas, including undeveloped lands and outdoor recreation areas. Specifically, the Open Space Element must address several open space categories such as those used for the preservation of natural resources and managed production of resources, as well as open space maintained for public health and safety reasons. This last category of open space is addressed in the Safety Element. Additionally, while air quality is not a state-mandated element, air quality is included in the Conservation/Open Space Element to address reducing emissions and pollutant levels through stationary source, mobile source, transportation and land use control, and energy conservation measures. Because the subjects required to be addressed under the Conservation Element and Open Space Element overlap substantially, the two elements have been combined for this Plan.

Scope and Content of the Conservation/Open Space Element

The Conservation/Open Space Element expresses community goals to protect environmental and historic resources and open space. Resources addressed in this element include: a) natural resources and open space; b) agricultural and soils conservation; c) parks and recreation; d) community and historic resources; e) water supply and quality; f) air quality; g) energy conservation; and h) waste disposal and recycling.

Related Plans and Programs

There are a number of existing plans and programs that directly relate to the Conservation/Open Space Element. These plans and programs have been enacted through federal, State and local action, and are administered by agencies and special districts. Federal laws pertaining to the protection of significant resources include the Endangered Species Act of 1973 and the National Environmental Policy Act. Other related plans and programs are described below.

Federal Endangered Species Act

The Federal Endangered Species Act (ESA), administered by the U.S. Fish and Wildlife Service, applies to federally listed species and habitat occupied by federally listed species. Federally listed species are most likely to occur within riparian habitat areas in the City's floodplains. ESA Section 9 forbids specified acts that directly or indirectly harm listed species. Section 9 also prohibits "taking" any species of wildlife or fish listed as endangered. These restrictions apply to all federal agencies and all person's subject to United States jurisdiction.

U.S. Fish and Wildlife Service and California Department of Fish and Game

Both the U.S. Fish and Wildlife Service and California Department of Fish and Game have regulations to protect wildlife resources. Special permits are required for the alteration, dredging, or any activity in a lake or stream, as well as other activities that may affect fish and game habitat. Both agencies also regulate impacts to

sensitive plant and animal species as described above. Future development in Holtville that has the potential to affect wildlife habitat will be subject to the regulations of both of these federal and State agencies.

National Pollutant Discharge Elimination System (NPDES)

Under the NPDES storm water permit issued to the City of Holtville, all development and significant infill development must be implemented with runoff pollution control measures known as Best Management Practices (BMPs). Proposed development projects (both public and private) within Holtville must incorporate structural and non-structural BMPs to preclude significant water quality impact from non-point source pollutants.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) was adopted by the state legislature in response to a public mandate for thorough environmental analysis of projects impacting the environment. The provisions of the law and environmental review procedures are described in the CEQA statutes and CEQA Guidelines updated in 2016. CEQA will continue to be instrumental in ensuring that the environmental impacts associated with local development projects are appropriately assessed and mitigated.

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the Federal Endangered Species Act and is administered by the California Department of Fish and Game (CDFG). CESA prohibits the "taking" of listed species except as otherwise provided in State law. Any future development or infill development in Holtville that has the potential to affect wildlife will be subject to the restrictions contained in the CESA.

Mills Act

The Mills Act is a California State law allowing cities to enter into agreements with the owners of historic structures to encourage preservation of historic resources. Such agreements involve the City entering into a contract with a property owner to change how the County Assessor calculates taxes on their property in exchange for the continued preservation of the property by the property owner. The adjusted property taxes are recalculated using a formula in the Mills Act and Revenue and Taxation Code.

Regional Transportation Plan and Improvement Program

The Southern California Association of Governments has adopted a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program to implement the projects and programs listed in the RTP. These plans work together to help improve vehicular traffic within the region and thereby reduce air pollution.

SCAG Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is the regional association of governments for a seven county area, including Imperial County. As a regional government, SCAG has prepared a Regional Comprehensive Plan and Guide that responds directly to federal and state planning requirements. The Plan constitutes the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The SCAG Regional Comprehensive Plan and Guide includes a number of core, ancillary, and bridge chapters that address regional issues such as: growth management, regional transportation, air quality, hazardous waste management, water quality, housing, open space and conservation, water resources, energy, and integrated solid waste management. The Conservation/Open Space Element is consistent with land use policies found in the SCAG Regional Comprehensive Plan and Guide.

SCAG Growth Management Plan

The SCAG Growth Management Plan recommends methods to direct regional growth to minimize traffic congestion and better protect environmental quality. While SCAG has no authority to mandate implementation of its Growth Management Plan, principal goals have implications for the land use composition of Holtville. The SCAG goals are generally reflected throughout all of the General Plan elements, including the Conservation/Open Space Element.

County of Imperial General Plan

The Agricultural Element of the Imperial County General Plan emphasizes the importance of the agricultural industry to the County's economic health and stability. The Element identifies existing agricultural resources and opportunities for conservation of farmland.

Alamo River Wetlands Project

The goal of the Alamo River Wetlands Project is to reduce the amount of pollutants that reach the Salton Sea via the Alamo River. The Alamo River acquires nutrients and heavy metals from sewage, and nutrients, silt, selenium and pesticides from agricultural drainage. Development is under way of the 31-acre wetlands complex located on the Alamo River east of State Route (SR) 115 on unincorporated land owned by the City. The project is sponsored by the Salton Sea Authority with development impact fees, with state and federal grant funding estimated in 2012 at \$2,852,000.

The total water surface area at this site would be 13.4 acres, which would hold 77.6 acre–feet of water and would have a maximum design flow rate of 6 cubic feet per second. The wetland would provide significant improvement to the visual quality of the area which is in close proximity to the City. The wetland would be an important step in improving the quality of water flowing in the Alamo River, a principal tributary to the Salton Sea, it would have research value, and it would provide new habitat in the Salton Basin.

City of Holtville Zoning Ordinance

The Zoning Ordinance is the primary implementation tool for maintaining open space identified in the Land Use and Conservation/Open Space Elements. Together, the Zoning Ordinance and Zoning Map identify specific types of land use, intensity of use, and development and performance standards applicable to specific areas and parcels of land within the City.

City of Holtville Service Area Plan

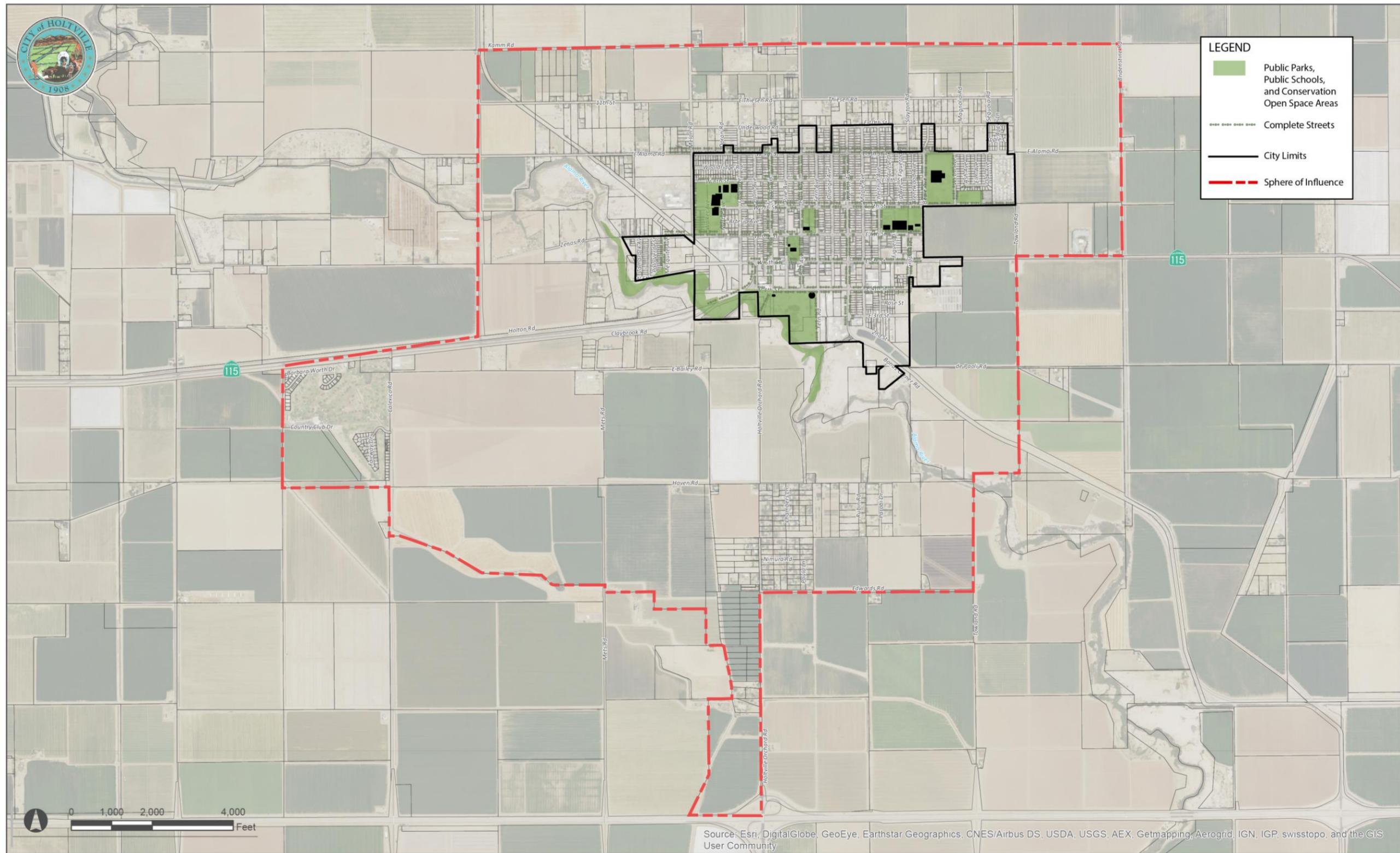
The Service Area Plan (SAP) outlines the city's existing public services and facilities, estimates the current and future anticipated demand for such facilities and services, and describes how necessary facilities and services will or may be developed and extended to meet demands. The SAP is intended to demonstrate the City's intent and ability to provide adequate services to the SOI boundaries at the time of annexation. An approximate 20-year planning horizon is used to forecast growth, and the estimated demands and provision to meet demands are based on population projections for the year 2035.

The 2017 SAP identifies the existing and projected demand for public facilities and services within the respective service areas of the public agencies. SAPs are required whenever an agency proposes a revision of its service area, its sphere of influence (SOI) boundaries, or land uses within the SOI. The SAP shall therefore discuss the means and financing for extending facilities and/or services into areas proposed to be annexed to the agency within the time frame of the analysis. The SAP also includes sections on financing, including a discussion of the financial resources available to the City, and on governance and management, which discusses the City's authority and scope of governance, and describes its governance structure and principles.

Relationship to Other General Plan Elements

The Land Use Element provides a planned land use pattern with the following general land use designation categories: Residential, Commercial, Industrial, and Community Facilities. The more specific Public - Parks and Other Governmental designations are applied to public and private land that is intended for conservation, open space, and recreational uses. These designations apply to areas that have recreational value and/or public safety concerns, such as flood control basins. The Safety Element relates to the Conservation/Open Space Element in that it identifies hazard-prone areas such as flood prone areas that would require mitigation prior to allowing development within these areas.

FIGURE COS-1. PUBLIC SPACE NETWORK - COMPLETE STREETS, PUBLIC PARKS, PUBLIC SCHOOLS AND CONSERVATION OPEN SPACE AREAS



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Issues, goals, and policies

Holtville contains valuable resources that include agricultural land, wetlands, historic resources, and water supply. Conservation and enhancement of these assets can be accomplished by addressing certain issues affecting the City. Holtville’s inherently walkable, bikable, and transit supported mobility choices built within its development pattern provide reduces air pollution and energy consumption rates by conserving resources and open space. Seven major issues are addressed by the goals, policies, plan, and implementation program in the Conservation/Open Space Element. These major issues include: 1) natural resources and open space; 2) agricultural resources; 3) parks and recreation; 4) water supply and quality; 5) air quality; 6) energy; 7) waste disposal and recycling, and; 8) high-performance sustainability facilities. Each issue and the related goals and policies are included in this section of the Conservation/Open Space Element.

Natural Resources and Open Space

Natural and cultural resources located in or adjacent to Holtville include the Alamo River Corridor, historic and archaeological sites, and geothermal resources, which provide aesthetic, social, economic, or other benefits to the community. To preserve these resources for future generations and preserve the quality of life in the community, these important resources need to be properly managed and protected. A Conservation Easement Area is comprised of privately owned land whose land owner can devote the land’s rights for a purpose of conservation while retaining ownership of the remainder of the rights. In ceding a right, the landowner "eases" it to another entity, such as the City Parks and Recreation Department, community land bank, or land trust.

Conservation/

Open Space Goal 1: Promote the conservation of natural, historic, cultural, and open space resources so that existing and future residents can continue to enjoy the many benefits of these resources.

Policy 1.1: Cooperate with regional, State, and federal agencies to enhance, preserve, and protect the Alamo River corridor as a primary open space, recreational, and conservation area.

Policy 1.2: Protect important natural resources in accordance with local, state, and federal resource protection regulations and programs.

Policy 1.3: Complete the 31-acre wetlands complex located on the Alamo River east of State Route (SR) 115 on unincorporated land owned by the City.

Policy 1.4: Support the development and production of regional geothermal resources.

Policy 1.5: Identify, maintain, and protect places of unique historic and archaeological value.

Policy 1.6: Discourage development of areas that are subject to natural hazards.

Policy 1.7: Utilize natural resources and open spaces to provide more sustainable approaches to site and regional water resource management techniques.

Policy 1.8: Identify a Conservation Easement Area to conserve the native habitat of sensitive plants and animals through the continued dedication of open space easements, or other means. The Conservation Easement Area is comprised of open space easements, identified in land owners deeds, and are intended to reduce potential indirect impacts to sensitive biological resources that may result from recreational or other human activities.

Agricultural Resources

Imperial Valley is one of the world's most agriculturally productive regions. The economic base of the County and Holtville is tied primarily to that productivity. Much of the farmland surrounding the City is considered Prime Farmland, among the highest quality in the County, see **Figure COS-3 Important Farmland**. Because of the economic, social, historic, and visual benefits of the surrounding farmland, this important resource must be protected and well-managed for its vital importance to Holtville.

Conservation/

Open Space Goal 2: Protect agricultural resources for their numerous benefits to the community and the region.

Policy 2.1: Preserve the most valuable agricultural land for crop production

Policy 2.2: Discourage non-agricultural development on prime farmland or farmland of statewide and local importance.

Policy 2.3: Create and implement development techniques, such as Urban infill with small urban gardens/farms, that minimize the incompatibility of agricultural activities with urban development.

Policy 2.4: Maintain buffers between agricultural production and urban development.

Policy 2.5: Promote infill and higher density development within the City limits to minimize expansion into surrounding farmland that would conflict with existing and future residential development.

Policy 2.6: Direct urbanization toward vacant lands that are not located adjacent to prime agricultural lands or into agricultural areas that are of lower quality.

Parks and Recreation

The primary recreational open space for the City is currently provided by City-owned, operated, and managed parks, as well as parks located on schools maintained by the Holtville Unified School District. These parks provide valuable recreational opportunities and are gathering spaces for the community. Maintenance of these parks and tying them into the regional parks and trails system are important responsibilities for the City.

Conservation/

Open Space Goal 3: Provide and maintain a variety of parks and recreational opportunities for all segments of the community.

Policy 3.1: Ensure that new development provides additional parkland and recreation opportunities.

Policy 3.2: Protect, preserve, and maintain Holt Park, Explorer Park, Holtville Skate Park, Earl Walker Park, Samaha Park, and Mack Park as public open space dedicated primarily for recreational uses.

Policy 3.3: Coordinate with other local and regional agencies to provide, maintain and improve parkland, trails, and recreational opportunities in Holtville.

Conservation/Open Space Element

Policy 3.4: Encourage the provision, improvement, and maintenance of recreational activities, such as biking, hiking, and picnicking, along the Alamo River corridor.

Policy 3.5: Assess present and future demands for parks and recreational facilities, including trails and Alamo river access,

Water Supply and Quality

A safe and adequate water supply is essential to Holtville's urban and agricultural activities. To protect the public safety, and the economic viability of the community, the supply and quality of the City's water resources need to be properly managed and protected.

Conservation/

Open Space Goal 4: Conserve and protect water resources to ensure the economic viability of the community.

Policy 4.1: Support and protect priority water supply rights for agricultural and municipal uses within Imperial Valley.

Policy 4.2: Support the Imperial Irrigation District (IID) and other agencies in the conservation and improvement of the water quality and quantity from the Colorado River.

Policy 4.3: Promote water conservation by encouraging the use of reclaimed water, promoting the use of water efficient landscaping and requiring development to utilize water conservation measures.

Policy 4.4: Ensure the quality of waste water going from Holtville's Treatment Facility meets all treatment standards.

Policy 4.5: Implement a program to identify and cap all artesian wells within the planning area to prevent them from limiting wastewater treatment capacity and degrading water quality.

Air Quality

Holtville is located in the Salton Sea Air Basin. Air quality in this basin does not presently meet state and federal standards. Cooperation among all agencies in the basin is necessary to achieve desired improvements to air quality. Holtville can participate and contribute its share in those efforts by proper planning for land use, transportation, and energy use.

Conservation/

Open Space Goal 5: Protect and improve air quality in the Salton Sea Air Basin.

Policy 5.1: Cooperate with the Southern California Association of Governments, the Air Resources Board, and Imperial County in their efforts to implement the regional Air Quality Management Plan.

Policy 5.2: Cooperate and participate in regional air quality management planning, programs, and enforcement measures.

Policy 5.3: Promote the growth of clean industry as a method of managing air quality.

Policy 5.4: Cooperate with agricultural users to identify ways to reduce air quality impacts associated with dust and pesticides.

Energy

Holtville is located within a hot, arid climatic region. Summer months' experience heat and high humidity, while winter months are cool and dry. Both heating and cooling are essential for a comfortable living environment. Many of Holtville's single-family detached homes are relatively old and do not have proper insulation, leading to inefficient use of energy and increased energy costs. Future infill attached buildings are more energy efficient than detached buildings and will result in a less of an increase in demand for energy used for the operation of businesses, homes, and automobiles than new development with City services extended. In addition, to reduce pollution and ensure that there are energy sources for future generations, conservation methods need to be implemented.

Conservation/

Open Space Goal 6: Promote energy conservation and efficiency.

Policy 6.1: Encourage the implementation and use of renewal energy resources, such as geothermal, solar, and wind.

Policy 6.2: Inventory areas available for the management or utilization of natural resources, such as wind energy generation, hydroelectric power, geothermal power, and large-scale solar power.

Policy 6.3: Inventory energy conservation opportunities, including transportation economies, land use patterns, and residential, commercial, and industrial conservation programs.

Policy 6.4: Promote the incorporation of energy conserving buildings in new infill development.

Policy 6.5: Promote weatherization and rehabilitation activities that will help existing projects meet minimum energy conservation requirements.

Policy 6.6: Educate residents and business owners about opportunities to conserve energy in their homes and businesses.

Policy 6.7: Promote energy efficiency and clean energy projects that include low-income weatherization, wind generated, and solar programs.

Waste Disposal and Recycling

The City of Holtville does not maintain any solid waste facilities, vehicles, or equipment. Collection and hauling services are contracted to a private entity, CR&R Environmental Services Inc., which transports Holtville's solid waste to a regional solid waste facility. Holtville residents and businesses are provided three separate refuse containers for regular trash, recyclables, and green waste. Recycling is important in order to conserve natural resources and limit the impacts to landfill capacity. City residents and businesses carry the full cost of solid waste collection and disposal services through a monthly fee. Regional services are provided by the Imperial Valley Resource Management Agency (IVRMA), a joint powers authority formed in 2000 to divert solid and hazardous waste generated within the Imperial Valley in accordance with AB 939

Conservation/

Open Space Goal 7: Work effectively with IVRMA to ensure an adequate level of service for solid waste disposal and reduction of solid waste through recycling in Holtville.

Conservation/Open Space Element

- Policy 7.1:* Cooperate with IVRMA to ensure that the solid waste disposal needs of the community are met.
- Policy 7.2:* Encourage the recycling of waste resources through IRMA programs and services.
- Policy 7.3:* Promote recycling of waste generated by residents in an effort to reduce the amount of solid waste disposed.
- Policy 7.4:* Identify land uses near existing solid and liquid waste facilities, waste-to-energy plants, sites reserved for future such facilities, and over-concentrated waste facilities near residential uses and schools.

Conservation/Open Space Plan

Holtville's history is linked to the agricultural industry. The City has several buildings and structures that serve as important symbols of the community's culture and heritage. In addition, the open space areas along the Alamo River Corridor are important recreational and biological resource areas. The Conservation/Open Space Plan establishes an approach for the balanced use, management, and conservation of these unique resources. The six conservation and open space issue areas identified in the Issues, Goals and Policies section are the focus of this Plan. The related goals and policies are the basis of the Plan and are supported by approaches to protect and enhance natural resources. The Conservation/Open Space Implementation Program is an extension of this Plan and contains specific programs to achieve the City's goals related to conservation and open space.

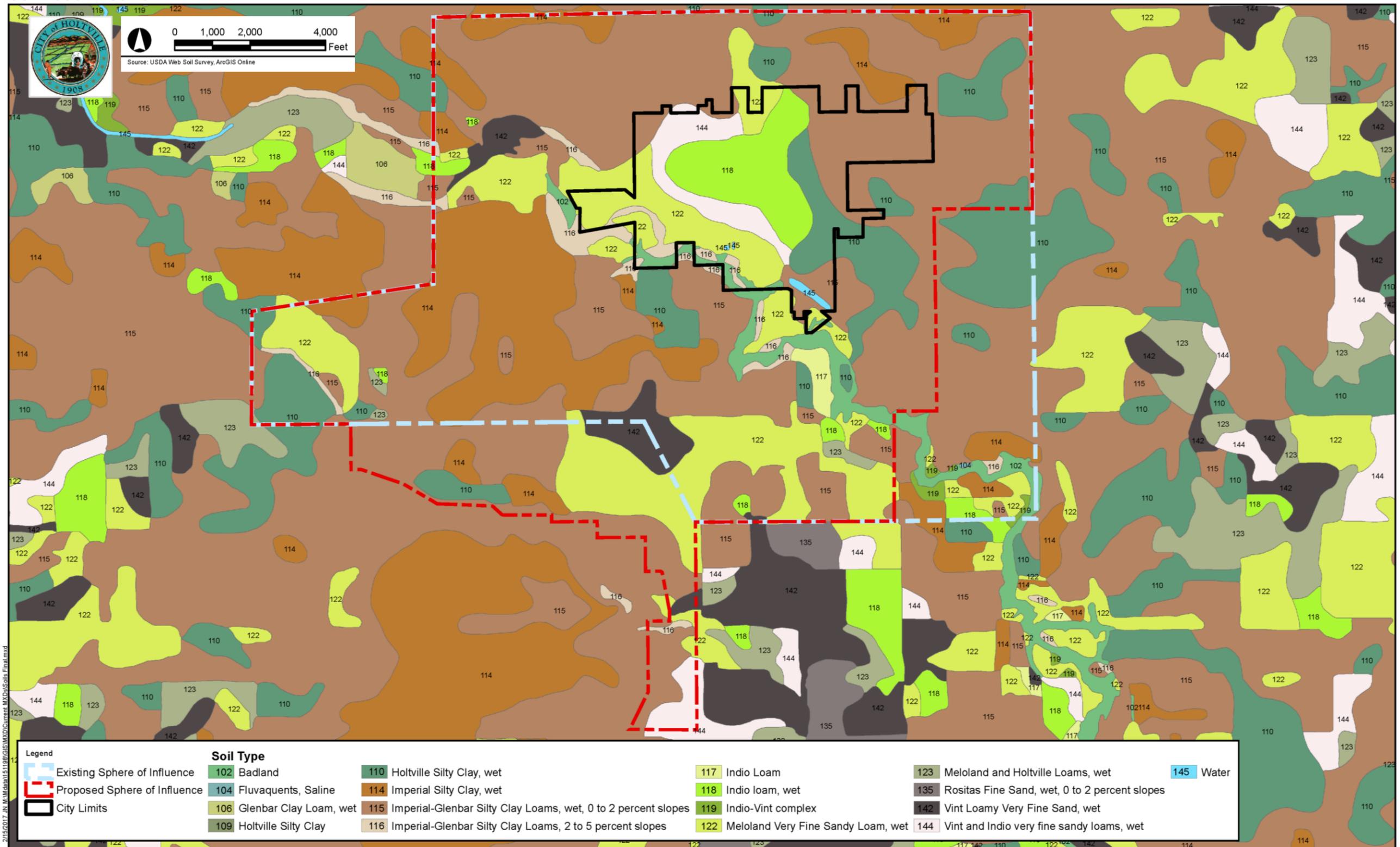
Natural Resources

The conservation, development, and utilization of natural resources is the history of Holtville. The prevention, control and correction of the erosion of soils is of great importance. This element identifies the City's natural resources, including the sustainability of its natural soils and agricultural land systems. The location, extent of different types of soils are identified in **Figure COS-2**. And, the types of farmland soils, include Prime Farmland, are identified in **Figure COS-3**.

Due to the high level of urbanization and agricultural activities in Holtville, there are few areas of native vegetation and sensitive biological resources remaining. The remaining "natural areas" exist mostly along the Alamo River Corridor, irrigation canal rights-of-way, and other lowland areas that potentially support riparian vegetation. This habitat may be used by a variety of wildlife species for food, water, escape cover, nesting, migration and dispersal corridors, and thermal cover.

The greatest potential for sensitive habitat and other biological resources exists along the Alamo River. However, the Alamo River acquires nutrient and heavy metals from sewage and nutrients, silt, selenium, and pesticides from agricultural drainage. As shown in **Figure COS-4**, these areas have been preserved as Open Space by the City. Pursuant to the California Environmental Quality Act (CEQA) and associated State and federal regulations, the City continues to assess development proposals for potential impacts to significant natural resources and habitat.

FIGURE COS-2. SOILS



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Agricultural Resources

Imperial Valley is and has been the center of one of the world's most agriculturally productive regions. The economic base of the Valley has historically developed through agriculture industry and continues to be tied to this productivity. In Holtville, most of the commercial and industrial activity has been related to agriculture and agricultural services (e.g. processing, packing, equipment sales and service, etc.).

The City recognizes the many inherent benefits of maintaining agricultural land uses. Agriculture provides a variety of job opportunities, helps preserve the community's rural character, and maintains visual open space. Therefore, the City feels that the viability of the agricultural industry should be preserved. Even as industrial and other developments become increasingly important to the local economy, the conservation and protection of farm lands is of vital interest to the general welfare of the public and future generations.

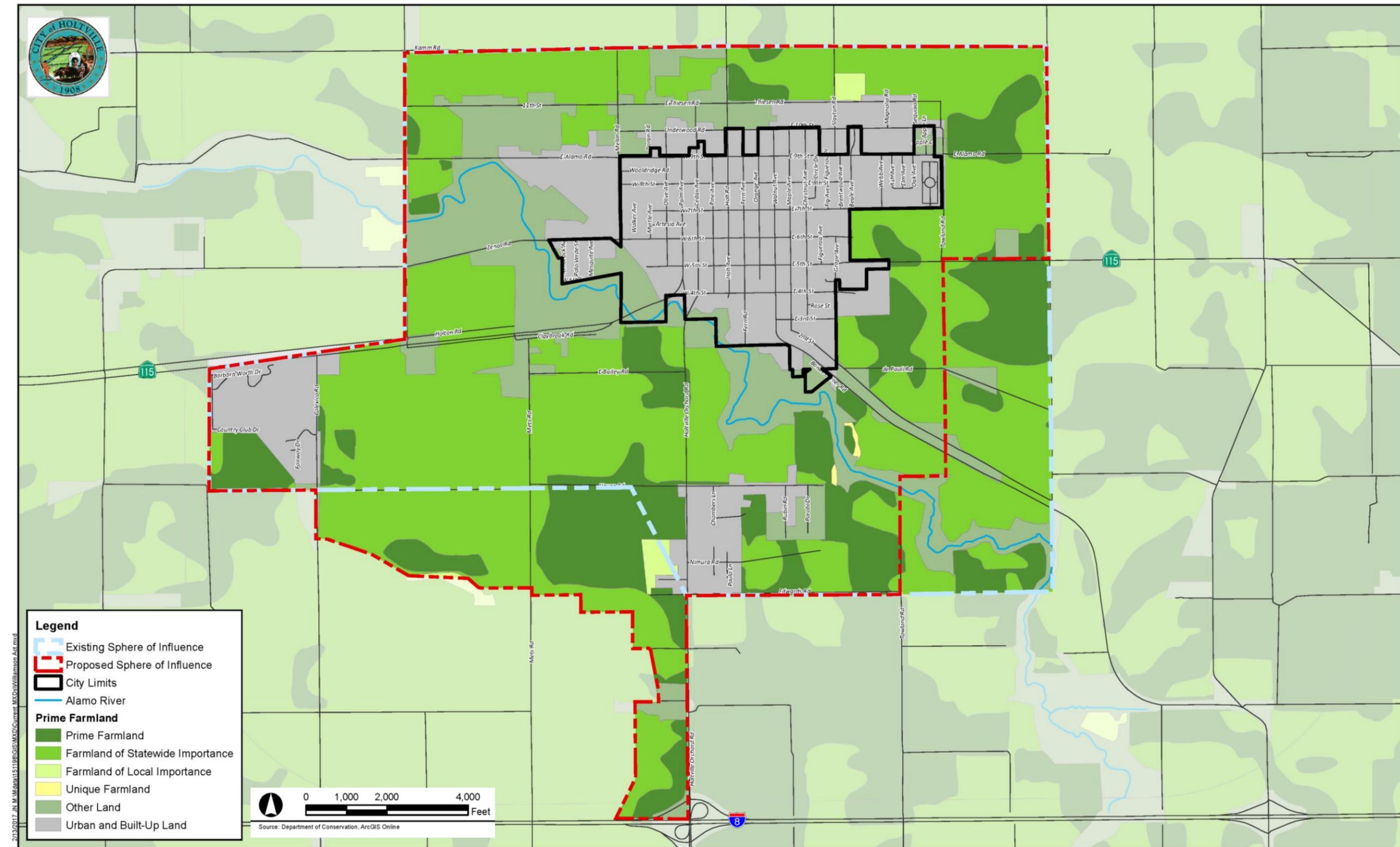
While land within the Holtville's existing city limits is primarily comprised of urban and built-up areas, the planning area and is comprised of mostly Prime Farmland or Farmland of Statewide importance.

Agricultural land surrounding the City is undoubtedly subject to development pressures and conflicts in land uses. As urban development approaches these areas, land value increases, resulting in higher tax assessments. Adjacent urbanization affects the quality of farm lands requiring greater costs to maintain prime production.

The City also encourages the preservation of these farmlands of importance by implementing policies in the Land Use Element to direct and control growth. While agricultural lands within the planning area will eventually be converted to urban use. Furthermore, the eventual conversion of these lands can be delayed by locating new urban development adjacent to and within existing City boundaries; avoiding 'greenfield' development into agricultural lands; and using existing urbanized land more efficiently through infill, higher density development, and revitalization of existing urban areas.

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FIGURE COS-3. IMPORTANT FARMLAND



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Parks, Recreation, and Open Space Types

City owned, operated, and managed parks provide 13.96 acres of recreational open space for Holtville residents. These parks include: Holt Park, Ralph Samaha Park, and Mack Park. In addition to these parks, the Holtville Unified School District owns and operates several local parks that are frequently used by Holtville residents during non-school hours. Holtville's Parks, Recreation, and Open Space system is classified into the following categories and sub-categories based on context, see **Figure COS-1**. Interrelated to the Land Use Element Designations and Circulation Element Roadway Network Types structure, these facilities are arranged in the following context-sensitive manner: From more natural and rural open spaces in the *Edge Areas* recreational areas and trails; Transitioning to more formal ball fields and recreational sport facilities *General areas*, and; In the most formal, ceremonial space City square and plazas in the *Center Area*.

Edge Area Parks:

Earl Walker Park: (under construction) Located adjacent to Earl Hewes Highway, between the highway and the Alamo River. Previously a County park, the City Council acquired the 40-acre site in 2008. Currently, it is used as an open space park in association with the Alamo River Trail which connects the site to the Explorer Skate Park to the northeast.

Alamo River Recreational Trail – A recently completed one-half mile hiking trail along the Alamo River, known as the **Pete Mellinger Alamo River Trail**. The City designates the land along the river as open space, see **Figure COS-4**. When these areas are annexed to the City, an Alamo River Corridor Master Plan will be prepared.

Holtville Wetlands – Development is under way of the 31-acre wetlands complex located on the Alamo River east of State Route (SR) 115 on unincorporated land owned by the City. The project is sponsored by the Salton Sea Authority with state and federal grant funding.

General Area Parks:

Mack Park: This Park is located north of 7th Street, east of the middle school and consists of approximately 5.7 acres. The park serves both as a recreational family park and a sports arena park, primarily for baseball games.

Explorer Park – Located south of 4th Street between Cedar Avenue and Holt Avenue along the Alamo River. The park is approximately one-half acres.

Holtville Skate Park – Located adjacent to Explorer Park. The park consists of a 10,000-square-foot skate park.

In addition to the developed parks and open space, the **Holtville Unified School District** owns and operates playgrounds and ballfields that are frequently available for use by Holtville residents during non-school hours.

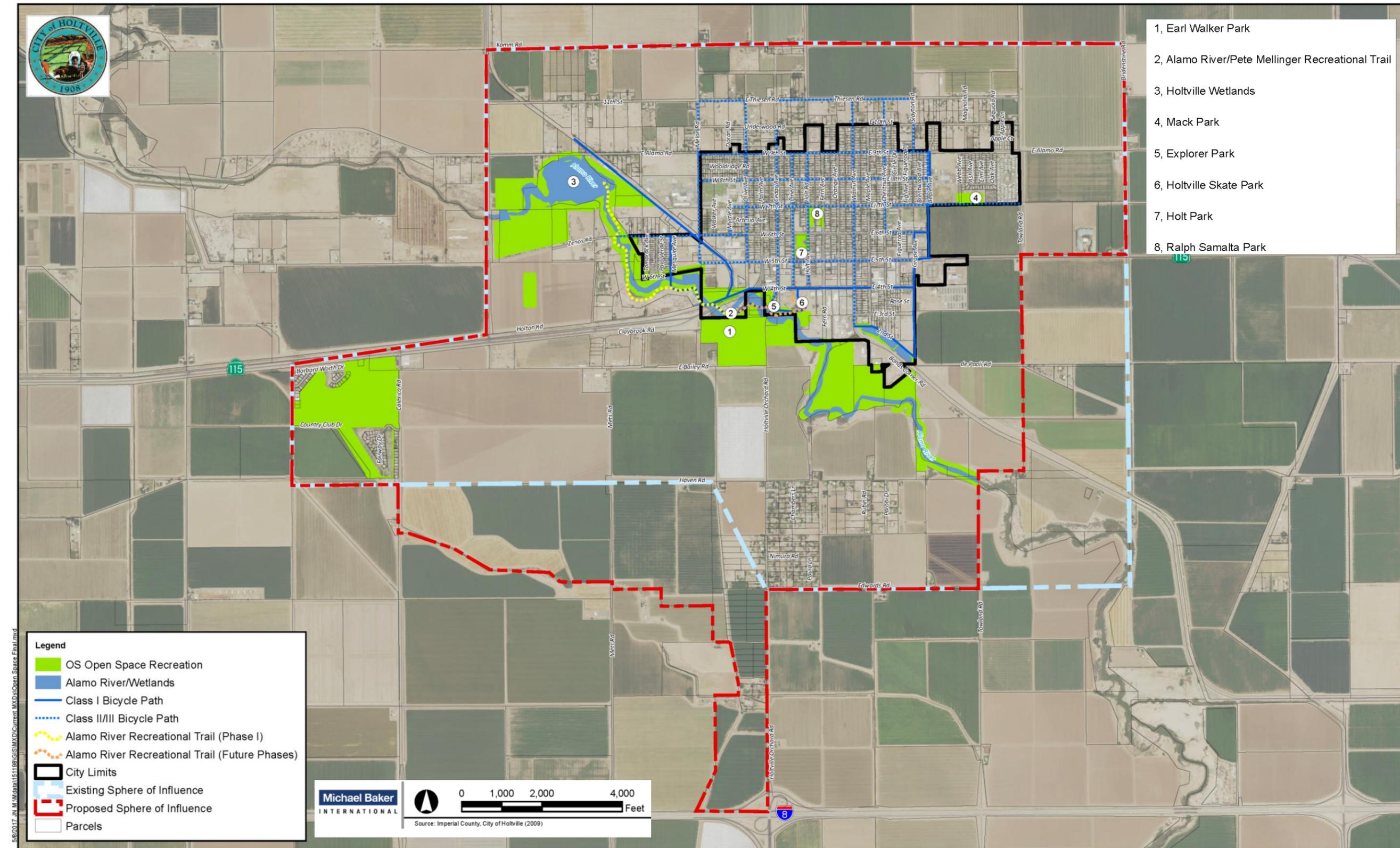
Central Area Parks:

Holt Park: This Park is located at the center of the City and consists of 4.13 acres encompassing one full city block to form a traditional Square. The park site is also the location of City Hall and the Fire Department. It is a well maintained, spacious, and centrally located park used for a variety of functions, such as ceremonial events and celebrations. It is the City's most urban park type.

Ralph Samalta Park: This Park is located between 6th and 7th Streets, east of Holtville Avenue. Adjacent to this open space park is a City pool and City library. The park consists of 4.13 acres and comprises approximately 70 percent of a city block. The primary function of this park is to allow for active sporting activities such as soccer, baseball, and football.

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FIGURE COS-4. PARKS AND OPEN SPACE AREAS



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Water Supply and Water Quality

The Imperial Irrigation District (IID) supplies water to Holtville from the Colorado River via the canals and facilities of the Imperial Irrigation District (IID). According to the IID, Imperial Valley's agricultural industry is estimated to use 98 percent of the region's water supply. The City owns and operates a water treatment plant that provides clarification, filtration, and disinfection of water from the Colorado River.

Although Colorado River water is generally of good quality, the amount of dissolved solids (primarily salt) is very high. The City has little control over the quality of the water supplied to it, since the quality is primarily determined by land uses located along the Colorado River outside the State of California.

California has consistently exceeded its yearly allocation of 4.4 million acre feet from the Colorado River by 20 percent over the past several years. Although the long-term supply of water to Holtville is fairly well protected by various laws and agreements over rights to the Colorado River, the State's overdraft potentially jeopardizes this long-term supply. As a result of California consistently exceeding this allotment, the IID has initiated many water conservation programs in Imperial County and participated in various programs in cooperation with governmental agencies.

In 1988, a Water Conservation Agreement was forged between the IID and the Metropolitan Water District of Southern California (MWD). The agreement provides for the implementation of water conservation projects, which are funded by the MWD. In return, MWD is eligible to divert additional water that is equivalent to the amount of water conserved. The water conservation projects implemented through the agreement primarily focus on increasing the efficiency of the IID's water conveyance system and conserving water in agricultural operations.

More recently, the Imperial Irrigation District (IID) has entered into negotiations with the San Diego County Water Authority (SDCWA) for the transfer of conserved water from the Imperial Valley to the San Diego region. Under the proposed water transfer, IID and its agricultural customers will conserve water and sell it to the SDCWA for at least 45 years. In addition, the SDCWA will pay the costs of conserving water incurred to Imperial Valley farmers plus an incentive to encourage participation. The numerous negative impacts on the Salton Sea related to the transfer and concerns about the potential impact to the local economy must be mitigated as part of any potential agreement.

Due to the pollutants carried by the Alamo River increase the degradation of the Salton Sea, a portion of wetlands located to the east of SR-115 and north of Zenos Road is being restored as the Alamo River Wetlands Project. The intent is to reduce pollutants and improve quality of water discharged from the Alamo. As shown in **Figure COS-4**, these areas have been preserved as Open Space by the City.

Sustaining a reliable supply of water to Holtville in the long run is an important concern. Although California has a guaranteed priority use of the Colorado River water, there will not be enough water to serve the needs of the projected population growth and development within California and the adjoining states in the future. While it appears that law protects the long-term supply, and that water resources are presently abundant, the future climatic and population growth factors affecting water use are unpredictable.

The City of Holtville promotes water conservation by residents, businesses, agriculture, and government to reduce overall demand for water in accordance with California's "4.4 Plan"; an ongoing effort to reduce the State's use of Colorado River water to 4.4 million acre-feet per year, California's entitled amount. Additionally, the City coordinates water quality and supply programs with responsible water agencies.

In addition to maintaining an adequate supply of water, the City of Holtville reduces pollutants in urban runoff to improve water quality through participation in the National Pollutant Discharge Elimination System (NPDES) program. According to the City's NPDES permit, all new development projects and substantial

rehabilitation projects are required to incorporate Best Management Practices (BMPs). Implementation of BMPs will enhance surface and ground water quality in the planning area. Additionally, the City has implemented a program to identify funding for, and make improvements to the City's wastewater treatment plant that are necessary for the plant to become compliant with its NPDES permit.

Another factor impacting local water quality and the capacity of the wastewater treatment facility is the presence of numerous free flowing artesian wells within the planning area, which now flow into the wastewater treatment plant. The City has implemented a program to identify and cap or divert the flow of these artesian wells. Once located, the City will map these wells and periodically evaluate progress toward capping or diverting them so that they do not reduce water quality or wastewater treatment capacity.

Air Quality

Holtville is located within the Salton Sea Air Basin (see **Figure COS-5**), which covers all of Imperial County and parts of western Riverside County. The air basin is a non-attainment area for the State Ambient Air Quality Standards for ozone and inhalable particulate matter (PM).

Particulate matter is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, or mists. The size of the particles (10 microns or smaller) allows them to enter the air sacs deep in the lungs where they may be deposited, resulting in adverse health effects. PM also causes visibility reduction. Particulate matter is generated by wind blowing dry soils, particularly during the late fall, and during dust storms of winter and early spring. Agricultural burning and cultivation practices contribute most of the airborne dust in the Holtville area. Some agricultural practices that generate dust are regulated, including: leaving cultivated fields vacant and open to blowing winds, burning of crop residues to clear fields for new cultivation, and crop dusting for fertilization and pest control.

Since agriculture contributes to the air quality issues in the region, the majority of the Imperial Valley Air Pollution Control District regulations relate to control of agricultural operations to reduce air pollution. In an effort to reduce dust and particulate matter levels, the City supports the Imperial County Air Pollution District (APCD) in the implementation of its regulations to control agricultural operations and works closely with the APCD to mitigate environmental concerns.

Because the population and average density of development are very low, there is comparatively little air pollution from vehicular activity in the Holtville Area. In order to keep the low levels of air pollutants generated from vehicles in the future, the City integrates air quality planning with land use and transportation planning.

Future geothermal energy production in Imperial County may generate a significant amount of air pollutants. The non-condensable gases that could be emitted from cooling towers would be primarily carbon dioxide, but could include hydrogen sulfide, sulfur dioxide, nitrogen, ammonia, methane, and hydrogen. Dissolved in precipitation, these products are highly corrosive to living tissue and to exposed metals and common surface coatings such as paints and plastics.

In order to protect the air quality in the Imperial Valley, the City continues to cooperate with the Imperial Valley Air Pollution Control District and Southern California Association of Governments in their efforts to implement the regional Air Quality Management Plan.

Energy

Energy requirements and pollutants associated with the generation of energy can be reduced through innovative architectural design, building construction, structural orientation, and landscaping. The City recommends the following methods be used to help create sustainable buildings that consume less fossil fuel:

- Optimize building siting and orientation to take advantage of shading provided by natural vegetation, reduce summer heat gain, provide shelter from winter winds, and capture summer breezes;
- Design buildings to optimize natural lighting, provide for task lighting, and specify high- efficiency electric lighting; and
- Encourage private and public projects to exceed Title 24 standards.

The relationship between project design and future energy requirements are considered when reviewing proposals for new development. The City promotes energy conservation by implementing State Title 24 energy performance requirements through building codes.

The Imperial Valley contains natural geothermal resources that can be used to generate moderate amounts of electricity and is one alternative to fossil fuel electricity generation. Thermal water of sufficient temperature for direct heat application underlies the Salton Trough at shallow depths. Distributed throughout the Trough are areas of hotter fluids suitable for electrical generation. The City supports the development and production of regional geothermal resources.

Waste Disposal and Recycling

The City of Holtville does not maintain any solid waste facilities, vehicles, or equipment. Collection and hauling services are contracted to a private entity, CR&R Environmental Services Inc., which transports Holtville's solid waste to a regional solid waste facility. The nearest facility is the Holtville Solid Waste Site at 2678 Whitlock Road, north of Norrish Road. CR&R also operates its own recycling facility in El Centro. Holtville residents and businesses are provided three separate refuse containers for regular trash, recyclables, and green waste.

It is City policy to comply with the state's Integrated Waste Management Act of 1989 (AB 939) to reduce waste going to the landfill. This General Plan identifies the need to encourage the recycling of waste resources through membership with Imperial County and its seven cities in the Imperial Valley Resource Management Agency (IVRMA), a joint powers authority formed in 2000 to divert solid and hazardous waste generated within the Imperial Valley in accordance with AB 939. The policy of the IVRMA and its member agencies is to maintain and/or increase the county's diversion rate from landfill sites to 50 percent of the total solid waste stream as mandated by AB 939.

New residential and nonresidential development through the year 2035 will generate a proportional increase in solid waste and demand for collection and hauling services with City residents and businesses carry the full cost of solid waste collection and disposal services through a monthly fee. The fee is established by contract between the City and CR&R. CR&R is expected to be able to accommodate the growth in demand for collection services resulting from development under the Land Use Element, including the SOI, by adding services to meet the additional demand.

Implementation Programs

The following implementation programs provide actions to implement the adopted policies and plans identified in this Element. These programs as a series of actions, procedures, and techniques that includes a description of the responsible agency/department, funding source, time frame, and related policies.

Conservation/Open Space Program 1: California Environmental Quality Act

Continue to review development proposals according to CEQA to identify and mitigate potential impacts to sensitive biological resources, historical and cultural resources, safety hazards, water supply and quality, air quality, and to reduce the amount of Greenhouse Gas emissions.

Responsible Agency/Department: City Manager

Funding Source: General Fund, Planning Fees

Time Frame: Ongoing

Related Policies: 1.1, 1.2, 1.5, 1.6, 5.1

Conservation/Open Space Program 2: Alamo River Master Plan

Continue to implement the Master Plan and recreational development of the Alamo River area. The Plan will cover topics such as the Alamo River Wetlands Project, open space preservation, and a hiking trail along the River and possible future rails-to-trails project along the former Holton Inter- Urban Railroad spur.

Responsible Agency/Department: City Manager

Funding Source: General Fund, Grant Funds

Time Frame: When area is annexed

Related Policies: 1.1, 1.2, 1.3, 3.3, 3.4, 3.5

Conservation/Open Space Program 3: Alamo River Habitat Conservation Easement Area

Projects within or in the vicinity of the Alamo River should be designed to minimize adverse impacts on the biological resources it was created to protect. Identify a Conservation Easement Area to conserve the native habitat of sensitive plants and reconnect wildlife corridors through the continued dedication of open space easements, or other means that will ensure their long-term protection and survival. These dedicated open space easements in the Conservation Area are intended to reduce potential indirect impacts to sensitive biological resources that may result from recreational activities.

Responsible Agency/Department: City Manager

Funding Source: General Fund, Community Land Banks, Development Impact Fees, Grant Funds

Time Frame: When area is annexed

Related Policies: 1.1, 1.2, 1.3, 1.8, 3.5

Conservation/Open Space Program 4: Local Historic Sites

Identify buildings and structures of local historical and cultural importance to be protected and preserved.

Responsible Agency/Department: City Manager

Funding Source: General Fund

Time Frame: 2004

Related Policies: 1.5

Conservation/Open Space Program 5: Agricultural Preservation

Implement the Land Use Plan infill development priority within the downtown area to minimize incompatibility of agricultural activities with urban development by:

Maintaining buffers between agricultural and urban uses; Promoting infill and higher density development in downtown and existing urbanized areas; and Directing urbanization toward vacant lands not located adjacent to prime agricultural lands or into agricultural areas that are of lower quality.

Responsible Agency/Department: City Manager

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 5.4

Conservation/Open Space Program 6: Parks and Recreation Facilities

Protect and preserve existing parks and recreation facilities as active open space. Require new development to provide parkland or pay in-lieu fees for development of additional recreational opportunities as allowed by the Quimby Act. Pursue funding to develop and maintain these facilities.

Responsible Agency/Department: City Manager

Funding Source: General Fund, Quimby Act fees

Time Frame: Ongoing

Related Policies: 1.1, 3.1, 3.2, 3.3

Conservation/Open Space Program 7: Water Supply

Cooperate with the Imperial Irrigation District (IID), other agencies and neighboring cities to ensure a continuing adequate supply of water to the Imperial Valley for agricultural and municipal uses.

Responsible Agency/Department: City Manager, IID, other agencies and neighboring cities

Funding Source: General Fund

Conservation/Open Space Element

Time Frame: Ongoing

Related Policies: 4.1, 4.2, 4.3, 4.4, 4.5

Conservation/Open Space Program 8: Water Conservation

Encourage water conservation throughout Holtville in the following ways:

Applying xeriscape principles including such techniques and materials as native or low water use plants and low precipitation sprinkler heads, bubblers, drip irrigation systems and timing devices; When and where appropriate, supporting the use of reclaimed water; and Incorporating water conservations devices, such as low-flow toilets, flow restriction devices and water conserving appliances in new public and private development and rehabilitation projects.

Responsible Agency/Department: City Manager, Public Works

Funding Source: General Fund, development requirements

Time Frame: Ongoing

Related Policies: 1.7, 4.3, 6.3

Conservation/Open Space Program 9: Water Quality

To reduce pollutants in urban runoff, require new development projects and substantial rehabilitation projects to incorporate Best Management Practices (BMPs) pursuant to the National Pollutant Discharge Elimination System (NPDES) permit to ensure that the City complies with applicable state and federal regulations. Identify funding sources to improve the wastewater treatment facility to comply with the City's NPDES permit.

Responsible Agency/Department: City Manager, Public Works

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 4.4

Conservation/Open Space Program 10: Artesian Wells

Identify and map all artesian wells within the planning area and develop a program for capping or diverting flow from these wells so that they do not continue to impact capacity at the wastewater treatment facility.

Responsible Agency/Department: City Manager

Funding Source: General Fund

Time Frame: 2004

Related Policies: 4.5

Conservation/Open Space Program 11: Air Quality

Continue to cooperate with the Imperial County Air Pollution Control District (APCD), the Southern California Association of Governments (SCAG), and Imperial County to implement the regional Air Quality Management Plan. In addition, to reduce dust and particulate matter levels, implement fugitive dust control measures such as:

Restrict outdoor storage of fine particulate matter; Provide tree buffers between residential and agricultural uses; Monitor construction and agricultural activities and emissions; and Pave alleys and other areas frequently used by vehicles.

Responsible Agency/Department: City Manager, APCD, SCAG, Imperial County, Public Works Department

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 5.1, 5.2, 5.3, 5.4

Conservation/Open Space Program 12: Energy Conservation

Continue to implement building code requirements for energy performance according to Title 24 Energy Regulations to meet State energy conservation requirements. Encourage project proponents to incorporate energy conservation techniques in proposed projects. Promote retrofit programs to reduce energy usage and consequently reduce emissions from energy consumption. Provide brochures with information on energy efficient building and site design at the public counter. Encourage the Imperial Irrigation District and the Southern California Gas Company to provide informational literature about energy conservation at City offices, the Permit Center, and libraries.

Responsible Agency/Department: City Manager, County of Imperial, IID, Southern California

Gas Company, geothermal resource providers

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7

Conservation/Open Space Program 13: Geothermal Resources

Support regional efforts to expand the use of geothermal resources as an alternative to fossil fuels.

Responsible Agency/Department: City Manager, geothermal resource providers

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 1.4, 6.2

Conservation/Open Space Program 13: Solid Waste and Recycling

Encourage the recycling of waste resources including aluminum, glass, and newspaper. Continue to cooperate with participating agencies in the Joint Powers Authority (JPA) formed in 2000 to divert solid

Conservation/Open Space Element

waste generated within the Imperial Valley in accordance with the State's Integrated Waste Management Act.

Responsible Agency/Department: JPA, City Manager, solid waste collector

Funding Source: General Fund, Collector Fees

Time Frame: Ongoing

Related Policies: 7.1, 7.2, 7.3, 7.4 

SAFETY

Introduction

A safe community is an essential component of Holtville's vision for the future. Quality of life for Holtville residents is affected by community members' sense of security. In order to provide a safe and enjoyable environment for residents, the issues of crime, violence, and other human caused hazards must be addressed and a response plan prepared in the event of uncontrollable hazards. In addition, SB 379 Safety Element and Adaptation went into effect in 2015 to address climate adaptation and resiliency strategies. The Safety Element establishes goals, policies, and a plan to ensure that there is an adequate, coordinated, and expedient response to public safety concerns. New techniques to be incorporated include partnership in Imperial County's Multi-Jurisdiction Hazard Mitigation Plan (MHMP), resiliency techniques, green stormwater infrastructure, bioswales, and infiltration basins.

Purpose of the Safety Element

The purpose of the Safety Element is to identify and address those features or characteristics existing in or near Holtville that represent a potential hazard to the community's citizens, sites, structures, public facilities, infrastructure, and wildlife for areas along the Alamo River. The Safety Element establishes policies to minimize the danger to residents, workers, and visitors, while identifying actions needed to manage crisis situations such as earthquakes, fires, and floods. The Element also focuses on preventing criminal activity and violence before they occur. Additionally, the Safety Element contains specific policies and programs to regulate existing and proposed development in hazard-prone areas. Continuing education of City officials and citizens about emergency preparedness is also addressed.

Scope and Content of the Safety Element

The Safety Element satisfies the requirements of state planning law and is a mandated component of the General Plan. Government Code section 65302(g) sets forth a list of hazards that the Element must cover, if they pertain to conditions in the City. These hazards are:

- Seismically induced conditions including ground shaking, surface rupture, ground failure, and seiches;
- Slope instability leading to mudslides and landslides;
- Subsidence and other geologic hazards;
- Flooding;
- Wildlife Hazards
- Wildland and urban fires; and
- Evacuation routes.

State law also permits communities to add safety issues to this list. Additional safety issues that are included in this element are:

- Criminal activities and violence;
- Hazardous materials; and
- Ground and air transportation.

Related Plans and Programs

There are a number of existing plans and programs that directly relate to the goals of the Safety Element. These plans and programs have been enacted through state and local legislation and are administered by agencies with powers to enforce state and local law.

California Environmental Quality Act (CEQA) and Guidelines

The California Environmental Quality Act (CEQA) was adopted by the state legislature in response to a public mandate for thorough environmental analysis of projects that might affect the environment. The provisions of the law and environmental review procedure are described in the CEQA Statutes and the CEQA Guidelines which were updated and amended in 2016. Implementation of CEQA ensures that during the decision making stage of development, City officials and the general public will be able to assess the environmental impacts, including potential hazards, associated with private and public development projects.

SCAG Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is the regional association of governments for a seven county area, including Imperial County. As a regional government, SCAG has prepared a Regional Comprehensive Plan and Guide that responds directly to federal and state planning requirements. The Plan constitutes the base on which local governments ensure consistency of their plans with applicable regional planning under CEQA. The SCAG Regional Comprehensive Plan and Guide includes a number of core, ancillary, and bridge chapters that address regional issues such as: growth management, regional transportation, air quality, hazardous waste management, water quality, housing, open space and conservation, water resources, energy, and integrated solid waste management. The Safety Element is consistent with land use policies found in the SCAG Regional Comprehensive Plan and Guide.

Seismic Hazards Mapping Act

Pursuant to the Seismic Hazards Mapping Act, the State Geologist compiles maps identifying seismic hazard zones. Development in seismic hazard areas is subject to policies and criteria established by the State Mining and Geology Board. Additionally, approval of development on a site within a seismic hazard area requires the preparation of a geotechnical report and local agency consideration of the policies and criteria set forth by the State Mining and Geology Board (Public Resources Code Section 2690 et. seq.).

Landslide Hazard Identification Program

The Landslide Hazard Identification Program requires the State Geologist to prepare maps of landslide hazards within urbanizing areas. According to Public Resources Code Section 2687 (a), public agencies are encouraged to use these maps for land use planning and for decisions regarding building, grading and development permits. Portions along the Alamo River may be subject to landslides.

City of Holtville Zoning Ordinance

The Holtville Zoning Ordinance is the primary implementation tool for the Land Use Element. Together, the Zoning Ordinance and Zoning Map identify specific types of land use, intensity of use, and development and performance standards applicable to specific areas and parcels of land within the City. The Zoning Ordinance restricts development that would increase risks to public safety.

City of Holtville Service Area Plan

Holtville recently adopted its Service Area Plan for the entire planning area with the General Plan and Housing Element updates in 2017. The Service Area Plan identifies demand for public services and facilities based on population and housing growth projections for the year 2030 and anticipated phasing of development within the planning area. The Plan provides an analysis of existing public services and facilities of the City, and indicates how the demand created by future development within the planning area will be met.

Holtville Emergency Operations Plan

The City of Holtville prepared an Emergency Operations Plan in an effort to ensure the most effective and economical use of all resources for the maximum benefit of residents in time of an extraordinary emergency. The plan does not address ordinary day-to-day emergencies. The objectives of the plan are to incorporate and coordinate all the facilities and personnel of the City into an efficient organization capable of reacting adequately in the face of any disaster; and to conduct such operations as the nature of the disaster deems necessary, whether it be to combat a local emergency or to assist other jurisdictions should they suffer an emergency. The Holtville Emergency Plan is an integral part of the Safety Element.

Relationship to Other General Plan Elements

Policies and plans in the Safety Element are designed to protect existing and planned land uses identified in the Land Use Element from public safety hazards. Potential hazards are identified in the Safety Element, and action programs are established to avoid or mitigate public safety impacts from planned development. Concurrently, the distribution of residential and other sensitive land uses on the Land Use Policy Map contained in the Land Use Element is designed to avoid areas where hazardous conditions have been identified, such as aircraft hazard areas. In the event of an emergency, Holtville residents would use local streets, roadways, and the pedestrian network to evacuate the City. The provision of viable evacuation routes within the City is inextricably linked to the existing and planned circulation system addressed in the Circulation Element.

Issues, goals, and policies

Certain human activities and natural conditions in Holtville create risks to individuals and properties within the community. Excessive risk from such hazards can be reduced or avoided through implementation of the Safety Element.

Three major issues are addressed by the goals, policies, and plan of the Safety Element. These major issues include: 1) reducing the risk related to natural hazards; 2) reducing the risk related to human activity hazards and toxic materials; 3) reducing risks from all hazards through emergency management response coordination, and; 4) reducing the risks related to wildlife hazards. Each issue and related goals and policies are included in this section of the Element.

Natural Hazards

Due to its geographic location in a seismically active region and the location of flood-prone areas within the City limits, Holtville is subject to several types of natural hazards such as seismic activity, flooding, and fires. This risk of exposure can be reduced through appropriate planning, land use designations, development engineering, and building construction practices. Existing structures, especially older, un-reinforced buildings or older mobile homes that are not securely attached to their footings may require retrofitting to be able to withstand seismic hazards.

Safety Goal 1: Minimize the risk of injury and the loss of life and property related to geologic conditions, seismic activity, fires, storms, and flooding.

Policy 1.1: Reduce the risk of impacts from geologic and seismic hazards by applying proper land use planning, development engineering, building construction, and retrofitting requirements.

Policy 1.2: Implement specific land use and development standards for areas that have high risks associated with seismicity, geology, or flooding.

Policy 1.3: Encourage open space uses and discourage development in areas with significant hazards that cannot be overcome through proper engineering and construction.

Policy 1.4: Protect the community from flooding hazards by providing and maintaining drainage facilities and limiting development within the flood-prone areas.

Policy 1.5: Protect the visitors to the Alamo Trail from flooding hazards by providing and maintaining drainage facilities, warning signage at trail heads and entry points, and management of trail use during major storm events.

Human Activity Hazards and Toxic Materials

Holtville is subject to many of the same human-related hazardous conditions that are encountered in any community. Certain human activities such as use of cars and other gasoline driven vehicles, use of hazardous or toxic materials, use of combustibles, and criminal activities expose the population of Holtville to risk. The risk of exposure to these hazards can be reduced to acceptable levels through proper planning and regulation of human activity.

Safety Goal 2: Protect the community from hazards related to hazardous materials, structural fires, ground transportation, and criminal activity.

- Policy 2.1:* Cooperate with responsible federal, state and county agencies to minimize the risk to the community from the use and transportation of hazardous materials.
- Policy 2.2:* Reduce the per capita production of household hazardous waste in Holtville in concert with the County of Imperial plans for reducing hazardous waste.
- Policy 2.3:* Reduce the risk from ground transportation hazards, such as bridge systems.
- Policy 2.4:* Provide sufficient levels of police service to reduce the risk of criminal activity.
- Policy 2.5:* Provide sufficient fire service to reduce property damage and loss of life associated with structural fires.
- Policy 2.6:* Coordinate with the County Agricultural Commissioner to monitor and promote the responsible use of pesticides within and around the planning area.

Emergency Management and Response

Major emergencies occur periodically in all communities. Proper preparation for emergencies is an essential action to minimize the disruption, personal injury, and property damage associated with such events. Preventative measures, public education, and preparatory training before an emergency occurs will hasten recovery from these emergencies.

- Safety Goal 3:** Improve the ability of the City to respond effectively to natural and human caused emergencies.
- Policy 3.1:* Implement an emergency response plan for the City that is coordinated with the County's Emergency Response Plan.
- Policy 3.2:* Promote public safety through increasing community awareness of the type and variety of hazards, and the methods and services available to deal with such hazards through education programs conducted in coordination with the Fire Department, Police Department, and the Holtville Unified School District.
- Policy 3.3:* Train police and fire response personnel in medical assistance and procedures to be followed in severe emergencies.
- Policy 3.4:* Ensure adequate back-up systems and facilities are provided for essential services such as police, fire, and medical.
- Policy 3.5:* Fund the planned new Public Safety Building, approximately 8,000 square feet, to increase emergency management response staffing.
- Policy 3.6:* Review existing development impact fees for law enforcement facilities and equipment; identify necessary modifications to the current fee structure; and implement a revised fee structure if necessary.

Wildlife Hazards

Due to the Alamo River, a riparian and wetland area that provide vegetative support and habitat, the City intends to protect and preserve rare or endangered wildlife animal and game species as well as protection for visitors from potential wildlife hazards in these areas. The Alamo River riparian area provides an opportunity

Safety Element

to build upon Holtville's existing biologic diversity and its implications for the ecologic sustainability of plant and wildlife habitats.

Safety Goal 4: Minimize the risk of the loss of wildlife related to weather, fire hazards, availability of water, storms, flooding, invasive non-native species, and human development and protect humans from wildlife hazards.

Policy 4.1: Reduce the risk of impacts on wildlife by applying proper land use planning, development engineering, building construction, and retrofitting requirements.

Policy 4.2: Identify and inventory the species, distribution, and population of wildlife and fish, including rare and endangered species. Normally, this will coincide with a habitat inventory that includes the location and type of bodies of water; the type, location, and extent of plants, identified according to the Department of Fish and Game's classification system.

Policy 4.3: Identify key wildlife habitats, including winter range and migration routes, wintering and nesting grounds for waterfowl and other birds, and habitats of any rare or endangered species.

Policy 4.4: Protect areas identified as required for the preservation of animal life including habitat for fish and wildlife.

Policy 4.5: Protect citizens from potential wildlife hazards while visiting wildlife conservation habitats and areas.

Safety Plan

As in all communities, human activities and natural conditions occur in Holtville that have an effect on the quality of life of its residents. Providing an environment where businesses and residents can operate and feel safe, as well as being prepared for emergency situations, is essential for creating an attractive and healthy environment within the City. The City can minimize hazards and protect public health and private property through proper prevention and emergency preparedness planning.

This section of the Safety Element identifies the City's approach for reducing potential hazards from human activities and natural conditions. Human activity hazards include criminal activity, air pollution, the use and transport of hazardous materials, ground and air transportation, and structural fires. Geologic conditions, seismic activity, flooding, and fires are considered natural hazards. The Plan is based on goals and policies identified in the previous section of this element. The Safety Element Implementation Program contained in the last section of this Element is an extension of the Safety Plan and contains specific actions that the City will take to protect the welfare of the community.

Natural Hazards

Geologic Hazards

The relatively flat topography and geologic setting of Holtville offer few geologic hazards, other than those related to seismic activity. While bluffs adjacent to the Alamo River may be subject to periodic landslides, much of this land has been designated as open space, as shown in **Figure LU-1** of the Land Use Element. In the event that there are geologic hazards in an area proposed for development, the City will require soil and geologic surveys completed to analyze potential geologic hazards. The developers are required to incorporate design features into their developments to minimize hazardous conditions.

Seismic Hazards

Holtville lies within a region with active seismic faults, and is therefore subject to risk of hazards associated with earthquakes. Seismic activity poses two types of hazards: primary and secondary. Primary hazards include ground rupture, ground shaking, ground displacement, and subsidence and uplift from earth movement. Primary hazards can induce secondary hazards including ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires.

No known active faults are located in the City and no Alquist-Priolo Earthquake Fault Zoning has been established by the State for the planning area. Consequently, the potential for ground rupture is low. However, as shown in **Figure S-1**, numerous faults and a seismic zone are located in the vicinity of Holtville and residents may be affected by ground shaking from these faults. Nearby faults include the Rico Fault, Weinert Fault, Superstition Mountain Fault, Superstition Hills Fault, and Imperial Fault to the west of the planning area. In addition, the Boundary Fault, Calipatria Fault, and San Andreas Fault are several miles to the east of Holtville.

In 1940, the epicenter of an earthquake registering 7.1 on the Richter Scale was located on the Imperial Fault, a few miles west of Holtville. In Holtville, the quake collapsed the City's water tower and extensive damage was recorded in neighboring cities of Imperial and Brawley. Existing information about earthquakes that have occurred in Imperial Valley in the past suggest that earthquake related hazards will continue to pose a threat to residents of Holtville in the future.

Damage from earthquakes is often the result of liquefaction. Liquefaction occurs primarily in areas of recently deposited sands and silts and in areas of high groundwater levels. Especially susceptible areas include sloughs and marshes that have been filled in and covered with development.

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However, swimming pools are enclosed bodies of water that are subject to potentially damaging oscillation, or seiches, during earthquakes. The hazard is dependent upon specific earthquake parameters, and the degree of damage due to seiches is likely to be minor.

The City continues to enact programs to reduce geologic, seismic, and structural hazards in order to protect public safety. To minimize hazards from earthquakes and other geologic hazards, the City implements the most recent geologic, seismic, and structural guidelines including the most recent Uniform Building Code and other codes and regulations that ensure public safety through building design and standards. The stability of residential structures, critical structures, and vital emergency facilities will be given special attention. During the review of discretionary development proposals involving grading, unstable soils, and other hazardous conditions, surveys of soils and geologic conditions are required to be performed by a state licensed engineering geologist. Based on the results of the survey, design measures are incorporated into projects to minimize geologic hazards. Open space easements to create buffers are also considered to avoid geologic hazards.

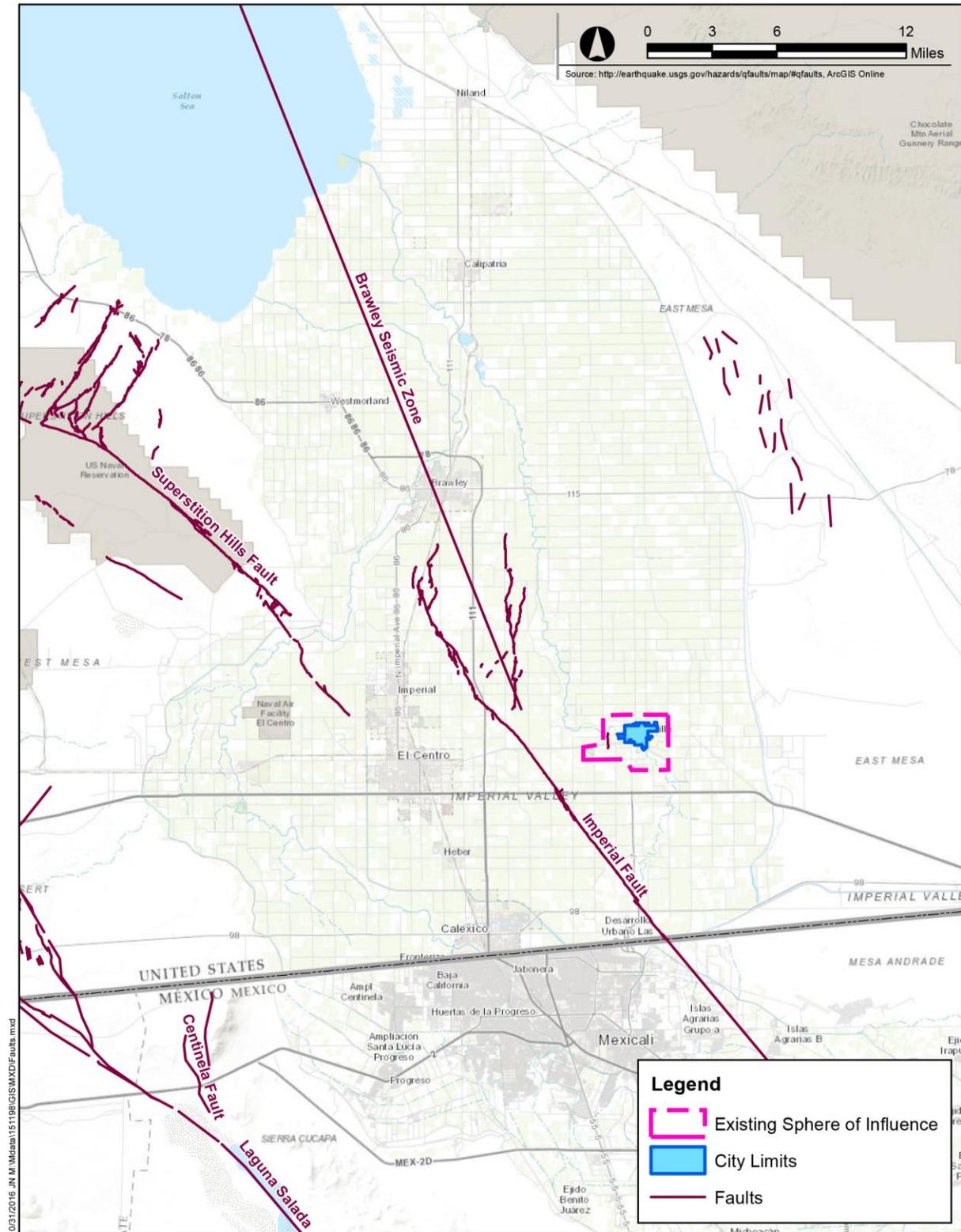
Earthquake preparedness is one of the best methods to minimize personal injury and property damage, and accelerate recovery. The City of Holtville implements programs to educate the residents about earthquake hazards, and thereby reduce the loss of life, injuries, damage to property, and economic and social dislocations resulting from future earthquakes. The programs are coordinated with emergency service providers and the Holtville Unified School District to maximize public participation and effectiveness.

Wildlife Hazards

Holtville lies within a region with a variety of wildlife, and is therefore subject to risk of hazards associated with bee swarms, rattlesnakes, coyotes especially in the Alamo River's riparian area. While only a limited area in the river is maintained in a natural state for the preservation of both animal and plant life, wildlife hazard preparedness is necessary to protect the health and safety of local residents and visitors. The City is encouraged to enact both signage programs to warn of potential hazards in natural area gateways and trail heads, as well as manage the use of trails during major storm events, fires, and other natural hazards.

The Federal Fish and Wildlife Service agency, State Department of Fish and Game, and Wildlife Board has information on best practices as reference. Natural wildlife resource land use areas are also referenced in the Open Space and Conservation Elements. The Alamo River Habitat Conservation Area is the focus area for these health and safety issues.

FIGURE S-1. REGIONAL FAULTS MAP



Flood Hazards

Holtville's water supply comes from the Colorado River via the canals and facilities of the Imperial Irrigation District (IID). A majority of the water received is used for irrigating the vast acreage of farmland in Imperial Valley and local drainage patterns within the valley have been altered through these agricultural activities. The IID maintains about 1,600 miles of irrigation drainage structures, which collect surface water runoff and subsurface drainage from some 32,200 miles of agricultural drains (tile) and channel the flow into the New and Alamo Rivers, which ultimately drain to the Salton Sea. The canals and laterals are often open and unprotected. The City requires developers to underground the canals and laterals as new development occurs adjacent to existing open drainage facilities, as allowed by the Imperial Irrigation District.

Figure S-2 depicts flood-prone areas in a wide band on either side of the Alamo River and in an eastern portion of the planning area. Floods in residential areas are considered hazardous due to the potential for injury and property damage. Business and commercial activities can be impeded by floods due to facility damage and access related problems. Most of the potential flood areas around the Alamo River are designated for open space park uses as shown in **Figure LU-1** of the Land Use Element, however new development could potentially be located within a flood plain susceptible to a 100 Year Flood event.

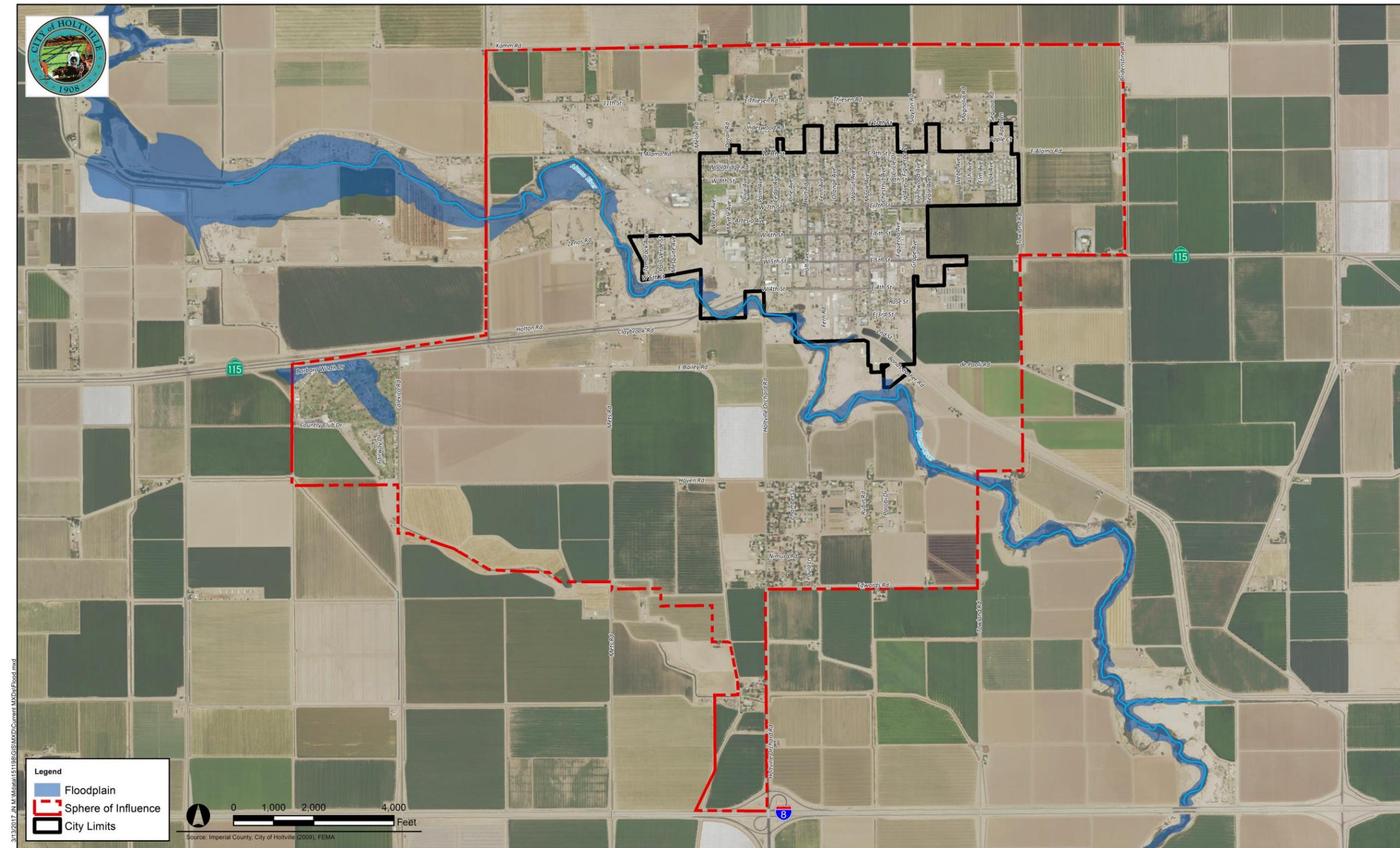
The City's Floodplain Management regulations for the mitigation of flood hazards, to minimize property damage and health and safety hazards. Flood-prone areas are in a wide band on either side of the Alamo River and in the eastern portion of the city. Most of the potential flood areas around the Alamo River are designated for open space park uses; however, new development could potentially be located within a flood plain susceptible to a 100-year flood event.

Holtville has been studying the feasibility of participating in the National Flood Insurance Program, which is administered by the Federal Emergency Management Agency (FEMA). The program provides federal flood insurance and federally financed loans for property owners in flood-prone areas. To qualify for federal flood insurance, the City must identify flood hazard areas and implement a system of protective controls. The City continues to identify and evaluate hazardous flood locations and inform the public and developers proposing projects within these areas. In addition, in coordination with emergency service providers and the Holtville Unified School District, the City promotes programs that educate the public about flood hazards and methods to reduce the risk of flood losses. The City requires new developments to provide adequate stormwater drainage systems to address runoff. In addition, the City monitors its drainage facilities to ensure that adequate flood control is provided within the community.

Holtville has adopted a program to look into the feasibility of participating in the National Flood Insurance Program (NFIP), which is administered by the Federal Emergency Management Agency (FEMA). The NFIP program provides federal flood insurance and federally financed loans for property owners in flood prone areas. To qualify for federal flood insurance, the City must identify flood hazards areas and implement a system of protective controls. The City continues to identify and evaluate hazardous flood locations and inform the public and developers proposing projects within these areas. In addition, in coordination with emergency service providers and the Holtville Unified School District, the City promotes programs that educate the public about flood hazards and reduce the risk of flood losses.

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FIGURE S-2. FLOODPLAIN MAP



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Safety Element

Fire

Although wildfires do not pose much of a risk to Holtville, residents are exposed to various structural fire hazards within the City. The City of Holtville Fire Department is responsible for providing all fire protection and emergency medical aid to the City and has a mutual aid agreement with surrounding cities. The Department operates out of one fire station located at 549 Fern Street; however, the City is looking a potential site for a new Public Safety Center that would consolidate police and fire services to operate out of a single centrally located building. The publicly land immediately north of Holt Park is a potential candidate.

The City of Holtville reviews funding levels for the Fire Department to ensure that an adequate level of service and facilities are provided to residents. In addition, the City coordinates with the Fire Department to educate the public about fire hazards and ways to reduce risks associated with fire hazards.

Human Activity Hazards and Toxic Materials

Police, Fire and Emergency Services

The Holtville Police Department operates from a single police station located at the corner of 6th and Fern Avenue. The City of Holtville contracts with the Imperial County Sheriff's Office for law enforcement services. The services include traffic patrol; random monitoring of residential and commercial areas, municipal facilities, and schools; investigative and administrative support; coordination of volunteer programs; attendance at City meetings as requested; limited animal control; and dispatching services for public safety and fire emergency calls. The City of Holtville is responsible for one full-time equivalent public safety dispatcher and the total expenses for providing all necessary office space, computers, and furnishings for the performance of the contract with Imperial County sheriff. The current contract calls for law enforcement services to be provided 24 hours per day, 7 days a week, 365 days per year.

According to the 2017 Holtville Service Area Plan, a new Public Safety Building is out to bid for construction when funding is available. This will consolidate police and fire services to operate out of a single centrally located building. The new public safety building will provide additional police and fire service capabilities and will be shared with a new Sheriff substation.

The City ensures that the Police Department continues to protect the health, safety, and general welfare of the citizens of Holtville by educating the public about criminal activities and reducing the incidence of crime. The City also reviews funding levels for the Police Department to ensure that an adequate level of service and facilities are provided to protect the safety of residents.

The City uses a contract ambulance service located on 4th Street for medical emergency response. The 4th Street facility also houses the Imperial County sheriff's administrative office under contract to the City.

Hazardous and Toxic Materials

Hazardous materials are used in and around Holtville for a variety of purposes including manufacturing, agriculture, medical clinics, service industries, small businesses, schools, and households. Many chemicals used in household cleaning, construction, dry cleaning, film processing, landscaping, agriculture, and automotive maintenance and repair are considered hazardous. Accidents can occur in the production, use, transport, and disposal of these hazardous materials. When potentially hazardous materials generated within the City need to be disposed of, the City contacts the County Health Department. The Health Department makes a determination whether or not the materials can be disposed of through the City's normal solid waste provider, or if it needs to be dealt with by a hazardous waste specialist.

The use of pesticides in agricultural operations is a large source of hazardous materials within the planning area since the City is surrounded by agricultural operations. The City does not have direct authority over the use of pesticides. The County Agricultural Commission and the California Environmental Protection Agency, Department of Pesticide Regulation are the major enforcement agencies responsible for controlling and monitoring pesticide use. The City will continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides in the planning area.

Hazardous materials also pass through the City in route to other destinations. Currently, the major transportation route through the City is SR-115. The City has no direct authority to regulate the transport of hazardous materials on State highways. Transportation of hazardous materials by truck is regulated by the U.S. Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures. Federal Safety standards are also included in the California Administrative Code. The California Health Services Department also regulates the haulers of hazardous waste, but does not regulate all hazardous materials. The City will continue to coordinate with Caltrans and the Imperial County Transportation Commission (ICTC) to realign SR-115. The realignment would divert a substantial amount of truck traffic from passing through the City and would reduce the safety risks posed by transportation of hazardous materials along this roadway.

Transportation Hazards

Vehicular traffic within Holtville presents a potential hazard to motorists, pedestrians, and cyclists. The risk of accidents can be reduced by properly maintaining the transportation system infrastructure and correcting deficiencies. In addition, school aged children are often subject to vehicular hazards before and after school as traffic around schools at these times is very heavy. The City can work with the Holtville Unified School District and parents to identify ways to reduce these risks to children.

The City will monitor the removal or rehabilitation of hazardous or sub-standard structures that may be expected to collapse in the event of an earthquake, including, but not limited to, unreinforced masonry buildings, bridges, and critical facilities. The former railway also poses a potential safety hazard to residents of Holtville. The Inter-Urban Railroad line connecting Holtville to El Centro has been out of operation since the early 1990s, the railway operator retains the right-of-way and could, at some point in the future, transform into a rails-to-trails facility that may be planned along this route. In the event a rails-to-trails facility is planned, the City will work to ensure public safety along the trail.

The City will continue to use its police department and work with residents and the Holtville Unified School District to monitor vehicular traffic along roadways and identify ways to avoid hazardous conditions. When safety problems are identified, the City will request the appropriate agency (i.e. Caltrans, Police Department, Public Works Department, railway operators, or the School District) to take corrective measures.

Emergency Management and Response

Recognizing that the City has the responsibility to save lives, limit injuries, and minimize damage to property in the event of an emergency, the City has adopted an Emergency Operations Plan. Local emergency preparedness plans serve as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the Emergency Operations Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities.

Holtville will maintain its Emergency Operations Plan. The Plan addresses the City's planned response, including evacuation of residents, to extraordinary emergency situations associated with natural disasters, technological incidents, terrorist activities, and war-related operations. The Plan is designed to include the City as part of a Statewide emergency management system.

Safety Element

To support the Holtville Emergency Operations Plan, the City will promote a high level of multi- jurisdictional cooperation and communication for emergency planning and response management. The Plan will continue to be coordinated with the Imperial County Emergency Response Plan. Effective emergency response also requires vital facilities such as hospitals, fire stations, and communications centers to be functional during disasters.

Educating residents and businesses about potential disasters and the Emergency Operations Plan can increase the effectiveness of response efforts in case of an emergency. An educated public will know how to prevent injury and property damage during and after emergency episodes and also know how to find and offer help to their neighbors. The City works to educate residents and businesses about appropriate actions to safeguard life and property during and after emergencies. Education about emergency preparedness occurs through the distribution of brochures, presentations and coordination with civic groups, and instruction in local schools. The City works with civic organizations and the Holtville Unified School District to educate the public about emergency response plans.

Implementation programs

The following implementation programs provide actions to implement the adopted policies and plans identified in this Element. These programs as a series of actions, procedures, and techniques that includes a description of the responsible agency/department, funding source, time frame, and related policies.

Safety Program 1: Natural Hazards Risk Reduction

Reduce the risk to the community from hazards related to geologic conditions, seismic activity, flooding, and structural fires by requiring feasible mitigation of such impacts on development projects. Assess development proposals for potential hazards pursuant to the California Environmental Quality Act (CEQA). Require measures to mitigate all identified significant public safety hazards.

Responsible Agency/Department: City Manager

Funding Source: General Fund, Development Impact Fees

Time Frame: Ongoing

Related Policies: 1.1, 1.2, 1.4, 1.5

Safety Program 2: Code Enforcement

Continue to adopt and enforce the following construction and building codes:

- Uniform Building Code; Uniform Plumbing Code; Uniform Mechanical Code; Uniform Fire Code;
- National Electrical Code; California Code of Regulations

Responsible Agency/Department: City Manager, Building Official

Funding Source: Building Fees

Time Frame: On-going

Related Policies: 1.1

Safety Program 3: Drainage Facilities Monitoring

Monitor drainage facilities to ensure demand placed on existing facilities does not exceed capacity in order to avoid flooding within the developed areas.

Responsible Agency/Department: City Manager

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 1.2, 1.3, 1.4, 1.5

Safety Program 4: Open Space Easements for Natural Hazards

Where the threat from natural hazards (such as flooding along the Alamo River) cannot be easily mitigated, maintain these areas as open space in order to avoid public safety hazards.

Responsible Agency/Department: City Manager

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 1.2, 1.3

Safety Program 5: Flood Control Insurance

Study the feasibility of participating in the National Flood Insurance Program (NFIP).

Responsible Agency/Department: City Manager

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 1.4

Safety Program 6: Review and Update Safety Service Budgets

Review and update police and fire department budgets on an annual basis to ensure adequate levels of service and training of safety service personnel in order to protect the public.

Responsible Agency/Department: City Manager, Police Department, Fire Department

Funding Source: General Fund

Time Frame: Annually

Related Policies: 2.4, 2.5, 3.3

Safety Program 7: Ground Transportation Safety

Minimize the potential for accidents involving automobiles, pedestrians, and cyclists by working closely with the Police Department and residents to identify safety problems and implement corrective measures. Work with the Holtville Unified School District to identify ways to provide a safe drop-off zone to ensure the safety of school aged children before and after school hours. In addition, The City will monitor the removal or rehabilitation of hazardous or sub-standard structures that may be expected to collapse in the event of an earthquake, including, but not limited to, unreinforced masonry buildings, bridges, and critical facilities.

Responsible Agency/Department: City Manager, Police Department, Holtville Unified School District, Caltrans, Funds, Imperial County, railway operators

Safety Element

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 1.7, 2.3

Safety Program 8: Pesticide Monitoring

Work with the County Agricultural Commissioner to monitor regulations governing the use of pesticides in the planning area.

Responsible Agency/Department: City Manager

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 2.6

Safety Program 9: SR-115 Realignment

Continue to support efforts by Caltrans and the Imperial County Transportation Commission (ICTC) to realign State Route 115. Among other benefits, the realignment would reduce the risk associated with transportation of hazardous materials along Fifth Street. In addition, the realignment would reduce the overall volume of truck traffic passing through Holtville, reducing vehicular traffic hazards.

Responsible Agency/Department: City Manager, ICTC, Caltrans

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 2.1, 2.3, 3.4

Safety Program 10: Emergency Plan and Public Safety Education

Continue to implement and periodically update the Holtville Emergency Plan. Coordinate with the Police and Fire Departments, civic organizations, and the Holtville Unified School District to educate all residents and businesses to take appropriate action to safeguard life and property during and immediately after emergencies. In addition, promote awareness of various hazards within the community, especially those associated with earthquakes, fires, flooding, hazardous materials, and criminal activity.

Responsible Agency/Department: City Emergency Services Coordinator, City Manager, Police

Department, Fire Department, Holtville Unified School District

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 2.1, 2.6, 3.1, 3.2, 3.4

Safety Program 11: Public Safety Building

Secure funding for the new Public Safety Building to will consolidate police and fire services that operate out of a single centrally located building.

Responsible Agency/Department: City Emergency Services Coordinator, City Manager, Police

Department, Fire Department, and Imperial County Sheriff Department

Funding Source: General Fund, Development Impact Fees, Imperial County

Time Frame: Ongoing

Related Policies: 3.1, 3.5, 3.6

Safety Program 12: Easements for Wildlife Habitat Protection

To protect wildlife and its habitat from the threat from natural hazards (such as flooding along the Alamo River) cannot be easily mitigated, maintain these areas as open space in order to avoid wildlife safety hazards.

Responsible Agency/Department: California Wildlife Conservation Board, City Manager

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 4.1, 4.2, 4.3, 4.4

Safety Program 13: Wildlife Hazards Protection

To protect and educate citizens to more safely avoid wildlife hazards (such as rattle snakes, bees, and coyotes) install warning signage and manage trail use during hazardous events (major storms, flooding, and fire).

Responsible Agency/Department: California Wildlife Conservation Board, City Manager

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 1.5, 4.2, 4.3, 4.4, 4.5 

NOISE

Introduction

Noise levels within the community of Holtville affect the quality of life of people living and working in the City. The most significant noise levels within the community are associated with roadways. High noise levels associated with transportation and other activities can create stress and irritation. The Noise Element addresses the physiological, psychological and economic effects of noise by providing effective strategies to reduce excessive noise and limit community exposure to loud noise sources.

Purpose of the Noise Element

The purpose of the Noise Element is to identify and appraise existing noise problems in the community, and to provide guidance to avoid noise and land use incompatibility problems in the future. This Element addresses noise sources in the community and identifies ways to reduce existing and potential noise impacts. In particular, the Noise Element contains policies and programs to achieve and maintain noise levels compatible with various types of land uses. These policies and programs emphasize the need to control noise through land use regulation, as well as enforcement of City ordinances related to noise.

Scope and Content of the Noise Element

The State of California recognizes the relationship between noise and noise sensitive uses and has adopted State Guidelines for Noise Elements. This Noise Element satisfies the requirements of State planning law and is a mandated component of the General Plan. Government Code Section 65302(f) establishes the required components of the Noise Element. The Element also complies with California Health and Safety Code Section 56050.1 guidelines for Noise Elements.

Future noise conditions from short and long-term growth are quantified and identified as noise exposure contours. This noise information serves as the basis for: developing guidelines for identifying compatible land uses; identifying the proper distribution of land uses on the General Plan Land Use Policy Map; and establishing proper development standards.

Related Plans and Programs

There are a number of existing plans and programs that directly relate to the goals of the Noise Element. These plans and programs have been enacted through state and local legislation and are administered by agencies with powers to enforce state and local laws.

California Environmental Quality Act Guidelines

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for thorough environmental analysis of projects that might affect the environment. Excessive noise is considered an environmental impact under CEQA. The provisions of the law and environmental review procedures are described in the CEQA Statutes and the CEQA Guidelines. Implementation of CEQA ensures that during the decision making stage of development, City officials and the general public will be able to assess the noise impacts associated with public and private development projects. This General Plan establishes noise standards to help facilitate the assessment of these noise impacts.

California Noise Insulation Standards (Title 24)

The California Commission of Housing and Community Development officially adopted noise standards in 1974. In 1988, the Building Standards Commission approved revisions to the standards (Title 24, Part 2, California Code of Regulations). As revised, Title 24 establishes an interior noise standard of 45 dBA for

residential space (CNEL or Ldn). Acoustical studies must be prepared for residential structures that are to be located within noise contours of 60 dBA or greater from freeways, major streets, thoroughfares, rail lines, rapid transit lines or industrial noise sources. The studies must demonstrate that the building is designed to reduce interior noise to 45 dBA or lower. These standards are incorporated by reference into this General Plan.

Imperial County Noise Element

The county's Noise Element (2015) is a mandatory component pursuant to the State Government Code, Section 65302. The State guidelines, Section 65302(f), specify the content of the Noise Element, which includes the requirement to analyze, to the extent practicable, the current and projected noise levels. Policies established in the Noise Element is applicable to lands that are owned or zoned by the County; lands regulated by the State or Federal government are preempted from local land use policy. Long-term exposure to high noise levels can affect psychological and physiological health. The Noise Element of the Imperial County General Plan provides a program for incorporating noise issues into the land use planning process, with a goal of minimizing adverse noise impacts to receptors which are sensitive to noise.

City of Holtville Zoning Ordinance

The Zoning Ordinance is the primary implementation tool for the Land Use Element, but also contains noise regulations. Together, the Zoning Ordinance and Zoning Map identify specific types of land use, intensity of use, and development and performance standards applicable to specific areas and parcels of land within the City. Standards contained in the Noise Element are consistent with and reflect standards outlined in the Zoning Ordinance.

Relationship to Other General Plan Elements

Policies and plans in the Noise Element are designed to protect existing and planned land uses from significant noise impacts. To do this, the Element identifies potential noise sources and establishes programs to avoid or mitigate noise impacts from community development. Concurrently, the Land Use Element contains policies to ensure that environmental conditions, including noise, are considered in all land use decisions. Planning for future residential and other sensitive land uses on the Land Use Policy Map is designed to avoid new noise sensitive development in areas (e.g., industrial areas) where noise impacts cannot be reduced or mitigated to acceptable levels.

The Noise Element is linked to the transportation policies in the Circulation Element. Transportation noise is largely responsible for excessive noise levels in certain locations within Holtville. The projected noise contours identified in this element directly correspond to the Circulation Plan and the projected traffic generated from the proposed land uses. Both the Noise and Circulation Elements contain policies and programs to minimize the effects of transportation noise on existing and planned land uses. Noise exposure is a key consideration when locating and designing new roadways.

The Noise Element also relates to the Conservation/Open Space Element. Excessive noise can diminish enjoyment of parks and other designated open space. Because of this, noise levels are considered in the planning of new recreational and open space areas. Additionally, open space areas can be used to separate and buffer noise sensitive land uses from noise producers.

Issues, goals and policies

Human activities in the community create noise levels that can affect overall quality of life. The goals and policies of the Noise Element are designed to protect the community from excessive noise. The major issue related to noise addressed in the Noise Element is ensuring compatibility of land uses with the potential for noise generated from various uses.

Noise/Land Use Compatibility

Certain areas within Holtville may be subject to high noise levels associated with transportation and/or stationary sources such as trucks, packing sheds, and agricultural coolers. Consideration of the sources and recipients of noise early in the land use planning and development process can be an effective method of minimizing the impact of noise on people in the community. Areas already impacted by noise need to have noise reduced through rehabilitative improvements. Enforcement of noise standards and implementation of a "good neighbor" program that educates residents and businesses of City noise standards will also help reduce nuisance noises associated with non-transportation related sources.

Noise Goal 1: Minimize the effects of transportation-related and stationary source noise through proper land use and circulation system planning, development techniques, and enforcement of noise standards.

Policy 1.1: Use noise/land use compatibility standards as a guide for future planning and development decisions.

Policy 1.2: Require noise control measures, such as berms, walls, and sound attenuating construction in areas where new or infill development is impacted by noise.

Policy 1.3: When necessary, provide buffer areas between noise sources and sensitive receptors.

Policy 1.4: Enforce the construction and stationary noise limits established by the City.

Policy 1.5: Educate residents and businesses about noise restrictions and acceptable noise levels within the City.

Policy 1.6: Support efforts by Caltrans and the ICTC to realign State Route 115 to reduce noise along Fifth Street.

Noise Plan

Like most urbanized areas, Holtville experiences associated with transportation and other activities. The City must seek ways to safeguard its population from excessive noise levels. The goals and policies identified in the previous section establish an agenda to reduce overall noise levels within the City. This Noise Plan defines the City's approach to achieve the agenda and generally outlines the action programs. The Noise Element Implementation Program] is an extension of the Noise Plan and contains specific programs that the City undertakes to protect community well-being.

Noise/Land Use Compatibility

Noise in the community is the cumulative effect of noise from transportation activities and stationary sources. Transportation noise refers to noise from automobile use, trucking, airport operations, and rail operations. Non-transportation noise typically refers to noise from stationary sources such as commercial establishments, machinery, air conditioning systems, compressors, residential and recreational uses, and landscape maintenance equipment. Regardless of the type of noise, noise levels are highest near the source and decrease with distance.

Noise is problematic when noise sensitive land uses are affected. Noise sensitive land uses (i.e., activities that are interrupted by noise) include residences, schools, hospitals, religious meetings, and recreation areas. Most noise impacts can be avoided when noise sources, sensitive land uses, and information about the future noise environment are considered in land use planning and development decisions.

Noise Standards and Land Use Compatibility

To ensure that noise producers do not adversely affect sensitive receptors, the Land Use Element establishes distinct land use designations, providing for a separation of incompatible uses. In addition, the City's Zoning Ordinance contains noise restrictions to address excessive noise generated from stationary sources.

Table N-1 presents general guidelines for noise and land use compatibility within urbanized areas. All development project proponents are required to demonstrate that the noise standards will be met prior to human occupation of a building. If noise generated by a proposed project is anticipated to fall within Zone A or Zone B, the project is considered compatible with the noise environment deemed acceptable for that land use. Zone A implies that no mitigation will be needed. Zone B implies that minor mitigation may be required to meet the City's and Title 24 noise standards.

If the noise level falls within Zone C, substantial mitigation is likely needed to meet City noise standards. Substantial mitigation may involve construction of noise barriers and substantial building sound insulation. Projects in Zone C can be successfully mitigated; however, project proponents with a project in Zone C must demonstrate that the noise standards can be met prior to issuance of a building permit. If noise levels fall in Zone D, projects are considered clearly incompatible with the noise environment and are not approved.

**TABLE N-1
NOISE/LAND USE COMPATIBILITY MATRIX**

Land Use	Community Noise Exposure (Ldn or CNEL)						
	50	55	60	65	70	75	80+
Residential	Green	Green	Yellow	Yellow	Orange	Red	Red
	Green	Green	Yellow	Yellow	Orange	Red	Red
	Green	Green	Yellow	Yellow	Orange	Red	Red
	Green	Green	Yellow	Yellow	Orange	Red	Red
Transient Lodging – Motel, Hotel	Green	Green	Yellow	Yellow	Yellow	Orange	Red
	Green	Green	Yellow	Yellow	Yellow	Orange	Red
	Green	Green	Yellow	Yellow	Yellow	Orange	Red
	Green	Green	Yellow	Yellow	Yellow	Orange	Red
Schools, Libraries, Churches, Hospitals, Nursing Homes	Green	Green	Yellow	Yellow	Orange	Orange	Red
	Green	Green	Yellow	Yellow	Orange	Orange	Red
	Green	Green	Yellow	Yellow	Orange	Orange	Red
	Green	Green	Yellow	Yellow	Orange	Orange	Red
Auditoriums, Concert Halls, Amphitheaters	Orange	Orange	Orange	Orange	Red	Red	Red
	Orange	Orange	Orange	Orange	Red	Red	Red
Sports Arena, Outdoor Spectator Sports	Orange	Orange	Orange	Orange	Orange	Red	Red
	Orange	Orange	Orange	Orange	Orange	Red	Red
Playgrounds, Parks	Green	Green	Green	Green	Orange	Orange	Red
	Green	Green	Green	Green	Orange	Orange	Red
	Green	Green	Green	Green	Orange	Orange	Red
Golf Course, Riding Stables, Water Recreation, Cemeteries	Green	Green	Green	Green	Orange	Orange	Red
	Green	Green	Green	Green	Orange	Orange	Red
	Green	Green	Green	Green	Orange	Orange	Red
Office Buildings, Business Commercial, and Professional	Green	Green	Yellow	Yellow	Yellow	Orange	Orange
	Green	Green	Yellow	Yellow	Yellow	Orange	Orange
	Green	Green	Yellow	Yellow	Yellow	Orange	Orange
Industrial, Manufacturing, Utilities, Agriculture	Green	Green	Green	Green	Yellow	Yellow	Orange
	Green	Green	Green	Green	Yellow	Yellow	Orange
	Green	Green	Green	Green	Yellow	Yellow	Orange

Source: Modified by CBA from 1998 State of California General Plan Guidelines



ZONE A – Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.



ZONE B – Conditionally Acceptable: New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.



ZONE C- Normally Unacceptable: New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation feature included in the design.



ZONE D – Clearly Unacceptable: New construction or development clearly should not be undertaken

Noise Contours and Noise Impact Areas

The noise environment for the community can be described with noise contours based on the major noise sources. Noise contours define areas of equal noise exposure. Future noise contours have been estimated with information about existing and projected land use development and transportation activity. These contours have been prepared to assist in the distribution of land uses and the establishment of development standards.

Table N-2 lists the projected noise contours and associated Noise Impact Areas based on existing and future traffic patterns within Holtville. The noise contours are expressed by the number of feet from the roadway segment centerline and are used as a guide for land use and development decisions. Contours of 60 dBA or greater define noise impacted areas. When noise sensitive land uses are proposed within these contours, an acoustical analysis must be prepared. For the project to be approved, the analysis must demonstrate that the project is designed to attenuate the noise to meet the City noise standards. If the project is not designed to meet the noise standards, mitigation measures must be recommended in the analysis. If the analysis demonstrates that the noise standards can be met with implementation of mitigation measures, the project can be approved with the mitigation measures, which shall be required as conditions of project approval.

**TABLE N-2
NOISE IMPACT AREAS**

Road	Segment	Existing Noise Contours (Feet)		Future (2035) Noise Contours (Feet)	
		CNEL 60	CNEL 65	CNEL 60	CNEL 65
SR 115	West of Fourth	125	64	176	86
	Cedar to Holt	196	95	277	132
	Holt to Walnut	200	97	283	134
	Grape to Towland	97	52	134	68
Thiesen Road	11 th Street to West of Melon	34	26	40	29
Bonds Corner Road	South of Fourth	54	34	73	42
Orchard Road	South of Fourth	91	49	125	64
Towland Road	SR 115 to Ninth	34	26	40	29
Holt Avenue	North of Eleventh	66	39	91	49
Ninth Street	Walnut to Towland	37	27	46	31

Source: Holtville Service Area Plan and CBA.

Development along roadway segments most significantly impacted by noise is along State Route 115. The estimated future (2020) CNEL 60 noise contours extend more than 250 feet from the centerline of SR 115 along the Cedar to Holt and Holt to Walnut segments. The CNEL 65 contours are reduced considerably along these segments. As shown in **Figure LU-1**, in the Land Use Element, the land uses surrounding these segments are commercial and industrial uses. Small portions of Holt Park are also located within the noise impact area. According to **Table N-1**, the uses impacted by the CNEL 60 and CNEL 65 noise contours are compatible with the level of noise generated along these segments of roadway.

The City is coordinating with Caltrans and the Imperial County Transportation Commission (ICTCA) to realign SR-115 to bypass Holtville. The realignment of SR-115 will reduce transportation related noise on Fifth Street, effectively reducing the CNEL 60 and CNEL 65 noise contours and associated noise impact areas.

Safety Element

Construction Standards

The provisions of the State Noise Insulation Standards (Title 24, Part 2, California Code of Regulations) are enforced in Holtville. Title 24 specifies that combined indoor noise for multi-family living spaces shall not exceed 45 dBA CNEL. This standard must be implemented when the outdoor noise level exceeds 60 dBA CNEL. Title 24 requires that the same standard be applied to all new hotels, motels, apartments and multi-family projects. The City also applies the same standard to new single-family development.

Noise Control at Reception Sites

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, the City has little direct control over noise produced by transportation sources because State noise regulations preempt local regulations. Because the City cannot control noise at the source, City noise programs focus on reducing the impact of transportation noise reception sites.

During the planning stages of the development process, potential impacts from transportation noise will be identified and mitigation measures will be required as needed to meet City noise standards. Site planning, landscaping, topography and the design and construction of noise buffers are the most common method of alleviating vehicular traffic noise impacts. Setbacks and buffers can also be used to achieve noise reduction.

Noise attenuating barriers are commonly incorporated into projects and can be extremely effective in reducing noise levels. The effectiveness of the barrier depends on: 1) the relative height and materials of the barrier; 2) the noise source; 3) the affected area; and 4) the horizontal distance between the barrier and the affected area.

Although noise barriers can be extremely effective, the aesthetic effect of barriers on neighborhoods must be considered during the preliminary stages of the development process. Potentially significant aesthetics impacts associated with noise barriers must be addressed and mitigated through landscaping or other project design measures in all new public and private projects.

Noise Control at the Source

The California Vehicle Code contains noise regulations pertaining to the operation of all vehicles on public roads. These noise standards for cars, trucks and motorcycles are enforced through the Holtville Police Department. The City also regulates traffic flow and enforces speed limits to reduce traffic noise.

Sensitive receptors must also be protected from excessive noise generated by non-transportation sources, such as commercial and industrial centers, agricultural activities, restaurants and bars, religious institutions and civic centers. Other noise sources commonly referred to as nuisance noises also contribute to the overall noise environment. Noise generated by new development is effectively controlled through the site design review process, compliance with CEQA, and compliance with City noise standards contained in the Noise Element of the General Plan and the Zoning Ordinance. During the preliminary stages of the development process, potential noise impact must be identified and mitigation measures identified.

Business Activity Noise

When reviewing a proposed industrial, commercial or public project, noise generation and potential impacts to surrounding development are considered in accordance with CEQA. An acoustical analysis is required for projects that will potentially generate noise affecting sensitive receptors. Where significant impacts are identified, mitigation measures are required. Common mitigation measures that could be applied when reviewing projects include acoustically treated:

1) agricultural coolers; 2) packing sheds 3) furnaces; 4) fans; 5) motors; 6) compressors; and 7) valves and pumps. The City may also require limited delivery hours and hours of operation in order to minimize impacts to adjacent residential users or other sensitive receptors.

In addition, all City departments must comply with state and federal OSHA standards. Any new equipment or vehicle purchased by the City will comply with local, state and federal noise standards.

Nuisance Noise

Several noise sources can contribute to the overall noise environment in the community, including: barking dogs, loud audio equipment, defective or modified auto and motorcycle mufflers and activities at parks and civic, community or religious institutions. The City has adopted a program to review and update its noise ordinance to address nuisance noises. In addition, existing nuisance noises is addressed through implementation of a "good neighbor" program that educates residents and businesses about noise regulations. Under this program, fliers are distributed to local businesses and residents through the mail to make residents aware of existing noise restrictions as well as changes in noise regulations.

Noise Ordinance

The City has adopted a program to develop a Noise Ordinance that will be designed to address business activity and nuisance noise. The ordinance will establish specific interior and exterior standards for noise levels within various types of land uses as well as AM/PM standards. Enforcement of the ordinance ensures that adjacent properties are not exposed to excessive noise from stationary sources or nuisances. Enforcing the ordinance includes requiring proposed development projects to demonstrate compliance with the ordinance. The ordinance will be reviewed periodically for adequacy and amended as needed to address community needs and development patterns.

Implementation Programs

The following implementation programs provide actions to implement the adopted policies and plans identified in this Element. These programs as a series of actions, procedures, and techniques that includes a description of the responsible agency/department, funding source, time frame, and related policies.

Noise Program 1: Noise/Land Use Compatibility

Utilize the noise/land use compatibility standards described in **Table N-1** when reviewing new development proposals. For sensitive land uses proposed within Noise Impact areas identified within the Noise Plan, or in close proximity to commercial or industrial uses, acoustical analysis reports should be prepared by a qualified acoustical engineer pursuant to CEQA. To meet the standards, where necessary, the City will require mitigation measures such as building orientation, acoustical barriers, and conformance with California Noise Insulation Standards (Title 24 of the California Administrative Code).

Responsible Agency/Department: City Manager

Funding Source: General Fund, Development Impact Fees

Time Frame: Ongoing

Related Policies: 1.1, 1.2, 1.3

Noise Program 2: Noise Insulation Standards

Enforce the State Noise Insulation Standards (Title 24, Part 2, California Code of Regulations) in all new development.

Responsible Agency/Department: City Manager, Building Official

Funding Source: Building Fees

Time Frame: Ongoing

Related Policies: 1.2

Noise Program 3: Noise Ordinance

Develop and periodically review and update the noise ordinance to address specific noise issues including transportation, business, and nuisance related noise.

Responsible Agency/Department: City Manager

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 1.2, 1.3, 1.4

Noise Program 4: Good Neighbor Program

Develop a program to educate residents and businesses about existing noise restrictions and inform them of changes in noise regulations. This can be accomplished by distributing a flier containing pertinent information to residents and businesses via mail. In addition, the City will post information concerning noise restrictions and regulations on the City's web-site.

Responsible Agency/Department: City Manager

Funding Source: General Fund

Time Frame: Ongoing

Related Policies: 1.5

Noise Program 5: SR-115 Realignment

Continue to support efforts by Caltrans and the ICTC to realign State Route 115. Among other benefits, the realignment would reduce the noise impact along Fifth Street; currently the roadway most impacted by transportation related noise. After the realignment, the City will revise the noise contours contained in **Table N-1** of this element and related discussion.

Responsible Agency/Department: City Manager, ICTC, Caltrans

Funding Source: General Fund

Time Frame: Until project is completed

Related Policies: 1.6 