CITY OF BRAWLEY
FINAL
SERVICE AREA PLAN

Prepared for:

City of Brawley
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and

Local Agency Formation Commission
Imperial County
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Acronyms

AB	Assembly Bill
AC	asbestos cement
ADT	average daily traffic
BEIF	Border Environment Infrastructure Funding
BESD	Brawley Elementary School District
BUHSD	Brawley Union High School District
Caltrans	California Department of Transportation
CFD	Community Facilities District
CFDs	Community Facility Districts
CI	cast iron
CIP	Capital Improvement Program
DIF Study	Development Impact Fee Justification Study
FTE	full-time employee
FY	fiscal year
I-	Interstate
IID	Imperial Irrigation District
ISO	Insurance Services Office, Commercial Risk Services, Inc.
kV	kilovolt
KWh	kilowatt hours
LAFCO	Local Agency Formation Commission
LAMBS	Literacy and Mobile Book Services
LOS	level of service
LVA/IV	Literacy Volunteers of America/Imperial Valley
MG	million gallons
MGD	million gallons per day
MW	megawatts
PVC	polyvinyl chloride
RWQCB	Regional Water Quality Control Board
SAP	Service Area Plan
SCAG	Southern California Association of Governments
sf	square feet
SOI	Sphere of Influence
SR-	State Route
WTP	Water Treatment Plant
WWTP	wastewater treatment plant

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Service Area Plan (SAP) is intended to demonstrate the City of Brawley's (City's) intent and ability to provide adequate services within the City limits, including the Sphere of Influence (SOI) boundaries, as defined by the Imperial Valley Local Agency Formation Commission, at the time of annexation. This document outlines the City's existing public services and facilities, estimates their current and future anticipated demand, and describes how necessary facilities and services will or may be developed and extended to meet demands. Future growth is evaluated over a 20-year period (2010–2030) using United States Census data from 2010 and future population projections until 2030 from the City's General Plan. The City of Brawley's 2008 General Plan guides the City's growth and provides buildout estimates both within the City limits and the SOI.

As the third largest city in Imperial County, Brawley's 2010 population was reported to be 24,953 (United States Census Bureau 2010). The California Department of Finance estimates that the 2017 population is 26,928. Existing development within the City includes a variety of residential, commercial, and industrial land uses, as well as public services such as schools, parks, and other administrative City facilities. Areas within the Brawley SOI are primarily farmland or vacant land; however, General Plan land use designations in the SOI include some industrial, public facility, and residential land uses.

The following is a brief summary of the facilities, existing adequacy and needs, and future demand for the public services and facilities areas examined in this SAP. Also, facilities' needs, costs, and financing methods are shown in Table 1-1. It should be noted that the following discussion is substantially abbreviated from that contained in the rest of the document and is not meant to replace the comprehensive discussion provided in Sections 2 through 5 of this SAP.

Table 1.1 Summary of Facility Needs

Facilities' Needs through 2030[1]	Costs (2010 DIF Study[2])	Fiscal Year 2016/2017 Budget	Financing Methods
Fire Protection			
• New Fire Station and Substations (47,964 square feet [sf]) • Fire Engines (3) • Utility Vehicle (3) • Ladder Truck (1) • Rescue Vehicle (1) • Staff Vehicle (1) • Command Vehicle (1) • Full-time Fire Fighters (48)	$12,951,000	$2,869,001	• Development Impact Fees (57.94%) • Other (42.06%) General Fund, General Taxes, Motor Vehicle License Fee, Benefit Assessment, Exactions, Mello-Roos Community Facilities Assessments, Special Tax For Fire Services, Grants
Law Enforcement			
• Police Station (8,305 sf) • Marked Patrol Car (11) • Sworn Officers (57) • Non-Sworn Officers (28) • Portable Vehicle Radio (9) • Portable Officer Radio (41)	$13,854,148	$5,915,508	• Development Impact Fees (56.81%) • Other (43.19%) General Taxes, Mello-Roos Community Facilities Tax, Special Tax For Police Services, Development Impact Fees, Exactions

Facilities' Needs through 2030[1]	Costs (2010 DIF Study[2])	Fiscal Year 2016/2017 Budget	Financing Methods
Library			
• Library (5,514 sf) • Satellite Library (3,491 sf) • 48,946 books • Library Staff (21) • Literacy Space (2,979 sf) • Computer Science Space (4,468 sf)	$8,359,516	$626,001	• Development Impact Fees (100.00%)
Parks and Recreation			
• Community Center (23,028 sf) • Mini Park (6.52–21.52 acres) • Developed Parkland (70.33 acres)	$30,870,932	$1,587,504	• Development Impact Fees (100.00%)
Circulation			
• Roadway projects involving construction, resurfacing, extending, rehabilitating, and widening along 32 roadway segments.	$78,619,000	$4,540,000	• Development Impact Fees (93.16%) • Other (6.84%) Gas Tax, Assessment Districts, Redevelopment Funds, Development Impact Fees, Community Development Block Grants, Exactions
Wastewater			
• Projects identified in the 2013 Wastewater Master Plan.	$35,872,344	$2,398,911	• Development Impact Fees (37.14%) • Other (62.86%) User Fees (Sewer Availability Fees), New Development
Water			
• Projects identified in the 2012 Water Master Plan.	$139,740,000	$7,814,703	Financing methods in include Development Impact Fees, Assessment Districts, Bonds and Grants.

[1] Facilities' needs are based on a projected population of 59,564 residents within the Brawley City limits and SOI and the City's population-based standards for facilities. Needs may differ from those identified in the DIF Study due to correspondence with City staff and updated population projections for Brawley since 2010.
[2] DIF Study = Development Impact Fee Justification Study
N/A = not applicable

1.2 PUBLIC SERVICES AND FACILITIES

1.2.1 Administrative Facilities

Administrative facilities are centrally (and primarily) located in the City Hall Complex, which provides office space for many of the administrative functions for the City. Many City departments have offices in sites other than the City Hall Complex. Existing facilities include Public Works Building, Development Services Building, City Hall Complex, Lions Center, Fire Station No. 2 and Brawley Police Department. The square footage of both the City Council Chambers and the City Hall Complex are above the City's population-based standards, and the Public Works/Engineering Building is below the City's standard. Future recommendations for administrative facilities include periodic review of facilities through the preparation of annual reports to identify staffing and budgetary needs as City growth continues to increase the demand of facilities and staff.

1.2.2 Flood Control/Drainage Facilities

The study area lies within the established jurisdictional boundaries of Imperial County and the Imperial Irrigation District (IID) and is not designated by the National Flood Insurance Program as being in a flood plain. The IID maintains hundreds of irrigation drainage structures, which collect surface water runoff and subsurface drainage from thousands of miles of agriculture drains and channels. The City's drainage system is located within its urban area, and the City is responsible for planning, construction, and maintenance of its system. Approximately half of the City's drainage system is currently combined with the City's sewer system.

Most of the flat irrigated valley, with its low-lying canal/drain systems, is subject to minor, shallow flooding and ponding. In addition, approximately half of the City's drainage system is currently combined with the City's sewer system, which has caused the wastewater treatment plant to overload during rainstorm events. Future development within the SOI may be required to construct grass-lined detention basins, curbs and gutters, catch basins, and underground storm drains, and may be required to relocate and underground the existing canals and drains. Funding may be obtained from impact fees, assessment districts, development bonds, and Mello Roos Districts. Funding responsibilities for project-related facilities would remain with the developers and secured prior to construction.

Through 2030, it is recommended that the City continue to require that new development projects address potential drainage issues and provide adequate facilities to convey storm flow. If developments would drain into facilities of the City's system, the developer would be required to consult with the Department of Public Works to assure that improvements are engineered and constructed to City standards. The City may choose to construct storm drain improvements linking the study area to other developed areas in the City and may include storm drains, open channels, detention basins, and outlets to IID facilities.

1.2.3 Fire Facilities

The City of Brawley provides fire suppression, fire protection, and emergency medical services within the current City limits to both residential and commercial structures and to both citizens and employees in Brawley. Currently, Imperial County contracts with the City to provide personnel for fire suppression in the unincorporated area surrounding the City. The existing

facilities include a main fire station and substation, four fire engines, two utility vehicles, one ladder truck, one rescue vehicle, and a command vehicle. There are currently 18 fire department staff and several call-paid reserves.

The current fire insurance classification for the City of Brawley continues to be appropriate; however, the ratio of firefighters per 1,000 population is less than the recommended level. The services provided by Imperial County to provide personnel for fire suppression in the unincorporated area surrounding the City are not adequate to service the SOI. The following facilities are below the City's performance standards: main fire station, fire substation, fire engine, ladder truck, rescue vehicle, utility vehicle, staff vehicle, and command vehicle.

Through the year 2030, the City's future fire department demands will require an increase in facilities by a total of 47,964 additional square feet allocated between a new fire station and substations. In addition, two fire engines, two utility vehicles, one ladder truck, one rescue vehicle, one staff vehicle, and one command vehicle will be needed to meet standards for the projected 2030 population. Lastly, based on a 2030 population of 59,564 residents, a total of 60 full-time firefighters will be needed by the year 2030. It is recommended that the City pursue additional finances to fund additional, personnel, equipment, and vehicles of the Fire Department and to hire additional full-time firefighters to meet the City's population-based standard of 1 firefighter per 1,000 population.

1.2.4 Law Enforcement Facilities

The Brawley Police Department is the primary law enforcement agency serving residents of Brawley within City boundaries. The Brawley Police Department operates out of one police station located within the Civic Center. Sworn officers patrol the City and respond to reports of crime, requests for law enforcement services and emergencies. Non-sworn personnel are responsible for graffiti abatement, general labor, a number of administrative tasks and provide dispatch services for the Brawley, Westmorland and Calipatria Police and Fire Departments. Existing facilities include: a police station, 15 marked patrol cars, 17 police vehicle mobile radios, 1 police motorcycle radio, and 49 portable officer radios. The Brawley Police Department has 33 sworn officers, down from 35 following the loss of grant funds, and 14 fulltime and 3 part-time non-sworn personnel.

The Brawley Police Department has an average response time to priority calls within the City limits of 7 minutes. Patrol staffing levels consist of one supervisor and four officers most days and nights; however, staffing shortages frequently lower the number of on-duty sworn officers to a supervisor and two officers at times. Population-based standards indicate the current staffing levels for sworn officers and non-sworn personnel are currently deficient. The number of marked patrol cars, sworn officers, portable vehicle radios, and patrol cars are not adequate to meet the City's population-based standards.

The demand for future facilities to meet the projected population-based needs in 2030 is significant. The current footprint of the police department does not allow for future growth at a rate that correlates with the projected population of 59,654 in 2030. Thought should be given to relocating the police department to another city-owned site with sufficient room for growth capable of accommodating the necessary increases in fleet and employee parking. City standards would necessitate a 32,105 square-foot police facility to accommodate for the increase in population and police services.

Police staffing allocations and deployment requirements is a complex endeavor which requires consideration of an extensive series of factors and a sizeable body of reliable, current information. The ratio of full time officers per 1,000 residents varies depending on a number of factors aside from population. Based on the formula outlined in Table 4.4-1 Performance Standards – Law Enforcement Facilities the police department staffing should include 89 full time officers and 44 non-sworn personnel by the year 2030. This represents an increase of 56 sworn officers and 30 non-sworn personnel. Additional marked patrol vehicles and unmarked vehicles would be required to

service the community, which carry the accompanying requirement for additional equipment needs.

As development occurs within the City and through annexation, project applicants will be required to evaluate their project's fiscal impact on existing and future public safety services. Lastly, it is recommended that the City obtain additional personnel and facilities to meet the existing and future deficit identified according to the population-based standard for police services and facilities, and to continue the periodic review of number of calls and response times to determine the adequacy of existing service and any need for improvement or additional resources.

1.2.5 Library Facilities

The City of Brawley owns and operates a 6,515-square-foot library facility in Plaza Park near City Hall that serves the entire population of the City of Brawley from one facility. Facilities at this branch include 59,637 books and currently include three full-time and five part-time employees. The Del Rio Branch Library, 2400 sq.ft is at 1501 I Street and is co-located on the ICOE Del Rio School Site. None of the City's standards for library facilities and required staffing levels are currently being met.

Through the year 2030, the City's future demand for library facilities includes an additional 5,514 square feet of public library space, 2,979 square feet of literacy space, and 4,468 square feet of computer center space. With the expansion from 56,832 to 126,054 books, the City will meet its population-based standard of 2 volumes per capita by 2030. A total of 21 additional full-time staff will be needed by the year 2030.

The City of Brawley should periodically review the facilities and personnel of the library system through the preparation of annual reports to identify staffing and budgetary concerns as City growth continues to increase the demand on library facilities and staff. Also, the City should continue to utilize General Fund revenue as the primary source for financing library services, review the allocation of General Fund finances in light of the State recommendation that local libraries receive 5% of local general fund resources, collect fees established in the DIF Study to meet the library facilities' demands for future development, apply for all possible library funding opportunities from the State, and accept donations of money and/or supplies as a means of augmenting library services while conserving allocated finances.

A 32-foot Literacy and Mobile Book Services Recreational Vehicle travels throughout Imperial County. LAMBS is grant-funded through First Five Imperial and targets children aged 0-5, their parents & care givers.

1.2.6 Parks and Recreation Facilities

The Department of Parks, Recreation, and Community Services is made up of four divisions: Parks, Recreation, Senior Citizens, and Grounds and Facility Maintenance. The City also provides local recreation programs and services for children, adults, and seniors at City facilities and in conjunction with the local school districts. Existing facilities include 0.78 acre of Mini- Parks, 31.44 acres of Neighborhood Parks, 90.55 acres of Community Parks, and five Community Center facilities totaling approximately 60,600 square feet. There are currently 9 full-time employees and numerous part-time employees in the department.

Existing developed parkland acres and maintenance staffing levels are adequate for Community Centers, Neighborhood Parks, Community Parks, and Developed Parkland; however, Mini Parks do not meet the population-based standards per the 2010 Census population for Brawley. Based on the City's population-based standards with the projected population for 2030, an additional 23,028 square feet of Community Center facilities is needed. Also, between 6.52 and 21.52 acres of additional Mini Parks and 70.33 acres of additional Developed Parkland would be needed by 2030.

In addition to development impact fees, the City will encourage and, where appropriate, require the

inclusion of recreation facilities and open space within future residential, industrial, and commercial developments. The City will require the dedication of parkland, payment of an in lieu fee, or a combination of both as a condition of new residential development pursuant to the Quimby Act and will continue the use of assessment districts and Adopt-A-Park program to obtain and maintain parkland. Lastly, the City will continue to require all new subdivisions to fund the development and maintenance of parks through assessment districts and will continue to pursue joint-use opportunities with the Brawley School District and the Brawley Union High School District

1.2.7 Circulation Facilities

The City of Brawley owns and maintains local public streets within the City, and Imperial County owns and maintains local public roads in the unincorporated area. State Routes are owned and maintained by the State within both the City and unincorporated areas. The circulation system within the City is oriented in a north/south and east/west grid system. The City's roadway types include Expressway, Prime Arterial, Minor Arterial, Collector, Local Collector, Residential, Industrial Collector, and Industrial Local roadways.

The City's circulation facilities are generally found to operate at acceptable levels. Extension of roadways and creation of additional roadways will be needed as development occurs within the City limits and the SOI. As residential, commercial, and industrial development continue within the City boundaries and SOI, the City will need to continue to upgrade and improve existing roadways and create new roadways in order to maintain a service level that is in keeping with the goals established in the City's Circulation Plan.

The City of Brawley will continue to implement circulation system improvement projects included in the DIF Study as needed by projected future development within the City and maintain a level of service (LOS) C as a threshold standard to monitor the performance of community roadways. The City will require the preparation of a traffic analysis for major development proposals to identify potential impacts on the City circulation system and identify necessary physical improvements to maintain LOS C, both for new onsite streets as well as existing offsite streets that will be impacted by project traffic. As traffic volumes approach or exceed LOS C, the City will design improvements to increase the capacity restriping, restricting on-street parking, improving signal timing, widening intersections, and taking other appropriate measures. The City will also take actions to decrease the demand for vehicular transportation, such as promoting transit service, bicycle, pedestrian, and equestrian facilities.

1.2.8 Wastewater Facilities

The City of Brawley provides wastewater collection, treatment and disposal services from residential, commercial, and industrial uses, and the City Public Works Department plans, constructs, and maintains the sewage system, which includes a collection network of pipes and a wastewater treatment plant (WWTP). The City's wastewater collection system is a gravity flow system, approximately half of which is a combined sanitary and storm sewer system.

Currently, the City manages an existing sewer system that includes a 5.9-Million Gallon Per Day (MGD) WWTP, three sewage pump stations, approximately 2.1 miles of forcemain, 77 miles of gravity sewer pipeline, and approximately 1,440 manholes. The combined system is located approximately between the borders of River Drive to the north, Best avenue to the east, Malan Street to the south, and the western-most boundary, which abuts the New River. There are hundreds of inlets throughout this area to collect stormwater runoff and discharge it to the sewer system.

In addition to the sewer/combined system, the City also manages a separate storm drain system. This system consists of approximately 17 miles of gravity pipeline, hundreds of inlets, 6 to 8 detention basins, three stormwater pump stations, and approximately 300 fee of forcemain. In addition, the City has recently acquired the Bryant Drain from IID and will be undergrounding

a portion of it. Most of the older portion of the system discharge to the New River at various locations, while the newer systems discharge to individual detention basins sized for the 100-year storm. Much of the runoff collected in these basins evaporates and infiltrates into the ground, while a small pump stations pumps runoff to the nearest gravity storm system. It is recommended that the City implement improvement projects in the upcoming 2013 Wastewater Master Plan and the DIF Study as funds become available and as deemed necessary by the Director of the Department of Public Works. The City must also ensure that the City's WWTP operation is in compliance with discharge requirements of the California Regional Water Quality Control Board (RWQCB) Colorado River Basin Region 7.

1.2.9 Water Facilities

Currently, the City of Brawley (City) manages an existing water system that includes two (2) raw water storage reservoirs, a water treatment plant (WTP), two (2) clearwell storage tanks, a distribution water pump station located at the WTP, one treated water storage tank with booster pump station, and approximately 100 miles of 2-inch to 36-inch water pipeline. The City consists of one pressure zone and serves approximately 5,900 potable water service connections.

The City purchases Colorado River water from the Imperial Irrigation District (IID) via the All American Canal system and, ultimately, is supplied to the Water Treatment Plant via the 19 MGD capacity Mansfield Canal. Raw water is treated at the City's 15 MGD capacity Water Treatment Plant, which can be modified or expanded to accommodate future growth. The WTP's power supply is backed up with a 1,000 kW diesel generator that has adequate capacity and fuel to run the entire plant for 60 days.

The City currently has 40 MG of raw water storage and 6 MG of treated water storage located at the Water Treatment Plant. In addition, they have a 3 MG treated water storage tank located near the Airport. Currently, treated water is pumped to the City's single pressure zone via five (5) 4,000 gpm pumps located at the WTP. In addition, there are three (3) 1,600 gpm booster pump station that supplies water from the Airport tank. All residential customers now have water meters along with many of the business/commercial customers.

Going forward, the City will require water meters on all new construction and development and consider implementing a program to install meters on all existing water services. Once adopted, the implementation of the improvement projects recommended in the updated Water Master Plan and the DIF Study will be a priority as funds become available and as deemed necessary by the Director of the Department of Public Works. Also, the City will continue to periodically review the water rate and financing structure to assure adequate funding for the implementation of new projects and the maintenance of existing facilities, as well as require that system improvements conducted by the City or a private developer shall be designed to conform to relevant Federal, State, and local regulations. Finally, the City will continue to promote water conservation by requiring all new developments to install low-flow showers and toilets and may implement a low-flow replacement program for showers and toilets in existing facilities.

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2.0 INTRODUCTION

2.1 BACKGROUND ON THE CITY OF BRAWLEY

The City of Brawley is located in the Imperial Valley of Imperial County, California, approximately 13 miles north of Interstate (I-) 8 and the City of El Centro. Regional access to Brawley is provided by State Route (SR-) 86 and SR-111, which extend north from I-8 and pass through the City to connect with I-10 near the City of Coachella in Riverside County. SR-78 is Main Street within the City and extends from San Diego County to connect with I-10 near the City of Blythe in eastern Riverside County. The City and its Sphere of Influence (SOI) are not adjacent to any other cities or areas of urban development, and the nearest such communities are the cities of Westmorland approximately 6 miles to the northwest, Imperial approximately 6 miles to the south, and Calipatria approximately 8 miles to the north. There are residential, commercial, and industrial land uses in the City, as well as public services such as schools, parks, and City facilities. The current City and SOI boundaries, depicted on Figure 2.1, consist of approximately 4,902 and 5,943 acres, respectively, for a combined total of approximately 10,845 acres.

The City provides an array of services including flood control, fire protection, emergency medical care, law enforcement, library services, recreation and parks, maintenance of local roadways, wastewater collection, treatment and disposal, water treatment and distribution, and all City Hall services within the incorporated limits. These services will be provided to areas within the SOI after they are annexed. The City already provides water and wastewater treatment to some areas in the SOI.

The City's General Plan provides a structure for development and planning within the City and the City's SOI. To guide planning within the area, the Land Use Element includes ten major land use designations: Agriculture, Rural Residential, Low-Density Residential, Medium-Density Residential, Commercial, Light Industrial/Business Park, Industrial, Public Facilities, Open Space, and Special Study Areas. Master planning for City services is an ongoing process and is intended to define facilities required to serve ultimate future development in accordance with the City's current General Plan. This Service Area Plan (SAP) is based on the recommended facilities and cost estimates from the water master plan and wastewater master plans.

2.2 PURPOSE OF THE SERVICE AREA PLAN

This SAP has been prepared for the City in accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, which requires that such a plan identifying the existing and projected demand for public facilities and services be prepared by all incorporated cities and special districts within the State. The 2000 legislation is specifically implemented by the Imperial County Local Agency Formation Commission (LAFCO), whose policy states that a SAP must be implemented by a city within its jurisdiction prior to any formal annexation of land into that city's boundaries.

The City witnessed a substantial increase in land development activity between 2000 and 2010. After several years of recession, growth is once again picking up. In response, the City has initiated studies and programs to plan for infrastructure and service improvements necessary to accommodate new development. These studies and programs are described below.

Development Impact Fee Justification Study

A Development Impact Fee Justification Study (DIF Study; David Taussig & Associates 2010) was prepared to enable the City to update its development impact fees and ensure that all new development pays its "fair share" of the cost of new facilities required to meet the increased demand for such facilities. The study ensures that the increased development impact fees comply with the requirements of Assembly Bill (AB) 1600 (Government Code Section 66000 et seq.) that there be a nexus between the amount of the fee and the public facility impact of the developments on which the fees are imposed. The updated DIF Study is dated September 20, 2010.

Fiscal Impact Studies

The recent land development proposals received by the City have generally involved larger developments, including specific plans for annexation of previously unincorporated property that represent substantial population growth and demands for increased City, as well as County, services. In response, the City requires Fiscal Impact Studies to determine whether revenue from an increase in property tax and other sources would offset the cost to the City and County of providing an increased level of public services.

Community Facilities Districts

In partial compensation for the increased cost of providing services and in accordance with the Mello-Roos Community Facilities Act of 1982, the City has required the formation of a Community Facilities District (CFD) for larger new developments in order to cover the annual cost of increased City services. This has included the costs for maintenance of parks, pathways, and open space; for increased police and fire protection services; and for other services unique to the property within the CFD. These costs are a special tax on developed property that is assessed on a per-dwelling-unit or per-acre basis for both residential and non-residential developed properties, and they are collected annually. Typically, the CFDs enable a 2% per year increase in the maximum special tax.

Public Facility Master Plans

The Public Facility Master Plan(s) will be updated as needed and are dependent upon the amount of new development and not upon the adoption of the draft Development Impact Fee Study and/or impact fees.

2.3 ORGANIZATION AND USE OF THE SERVICE AREA PLAN

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 approximately 20-year planning horizon is used to forecast growth, and the estimated demands and provision to meet demands are based on population projections until 2030. The population projections used in this document between the years 2010 and 2030 were taken from housing and population projections included in the DIF Study, prepared and submitted to the City by David Taussig and Associates, and the City's General Plan. The 2010 population was taken from the 2010 Census and the most recent numbers are provided by the California Department of Finance.

City Boundary
City Sphere Of Influence

Source: Imperial County Assessor's Office, July 2007.

Andre Rd
Del Rio Rd
Best Rd
HWY 111
Kalin Rd
Brandt Rd
Western Rd
2nd St
N 8th St
Eastern Ave
Villa Rd
Dietrich Rd
HWY 86
Main St
Webster Rd
Imperial Ave
HWY 111
HWY 86
Mead Road
Calle Estrella
Dogwood Rd
De Moulin Rd

N

0 0.5 1
Miles

K:\San Diego\projects\City of Brawley\00819.11 Service Area Plan\mapdoc\Fig02_1_SOI_Boundary.mxd 11/16/2012 19542

Figure 2.1
Sphere of Influence Boundary
City of Brawley Service Area Plan

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This document is organized into the following six chapters that satisfy the requirements set forth in the LAFCO guidelines.

Chapter 1.0 EXECUTIVE SUMMARY: Provides a brief summary of the SAP, highlighting key information regarding demand and financing.

Chapter 2.0 INTRODUCTION: Outlines the purpose and intent of the SAP and presents the layout of the SAP to help the reader use the document. This chapter describes the background of the City and he planning documents that enabled the preparation of the SAP.

Chapter 3.0 GROWTH PROJECTIONS: Provides general information about projected population, current and future land use trends in the City and the City's projected SOI, and the implications of these trends for the development of City services and facilities.

Chapter 4.0 FACILITIES AND SERVICES: Details the current and planned facilities and services, their current and projected adequacy, measures to ensure adequacy, and how such measures will be achieved and financed. An analysis of the following facilities and services are provided:

- Administration
- Flood Control/Drainage
- Fire
- Law Enforcement
- Library
- Parks and Recreation
- Circulation
- Wastewater
- Water

Analysis for each public service and facilities area in the SAP is based on the standards developed by LAFCO. Each subchapter of Chapter 4 contains the following sections:

- **Performance Standard:** A description of any standards or goals that have been adopted by the City to review the adequacy of services within existing and future timeframes.
- **Facility Planning and Adequacy Analysis:** An inventory of the existing facilities, the adequacy of the facilities when compared to existing demands, the anticipated demand for facilities pursuant to growth of the City, and the phasing of the demand for facilities.
- **Financing:** An explanation and identification of how services and facilities are currently being funded and how future services and facilities may be funded.
- **Recommendation:** A series of recommendations to ensure that adequate facilities will be provided and that proper levels of service will be maintained.

Figures are provided within the various sections of Chapter 4 showing City maps and the relationship of existing and planned facilities to anticipated growth within City boundaries and the SOI.

Chapter 5.0 FINANCING: Identifies all of the potential funding mechanisms for public services and facilities provision that are available to the City.

3.0 GROWTH AND PHASING PROJECTIONS

3.1 EXISTING LAND USE

The City includes a variety of residential, commercial, and industrial land uses, as well as public services such as schools, parks, and City facilities. Vacant land designated for residential use primarily exists in the southwestern part of the City, with smaller areas designated for residential use in the north.

The City's SOI boundary, according to the City's General Plan, consists of approximately 5,666 acres outside the existing boundaries of the City. The SOI boundary is depicted on Figure 2.1 and is generally defined as follows:

- On the north by Baughman Road and Ward Road
- On the west by Kalin Road
- On the south by De Moulin Drive
- On the east between County Road 8055 and Dietrich Road

Uses outside the City limits are primarily farmland or vacant land. Occasional commercial uses such as farm equipment and services, and farm residences also occur within the SOI. Agricultural operations include field crops such as alfalfa, bermudagrass, and sudangrass; vegetable and melon crops such as lettuce, carrots, onions, and broccoli; and grazing land. Other land uses in the existing SOI include a golf course (Del Rio Country Club) and the City's wastewater treatment plant; both are located north of the City near SR-111. A small residential area, known as the Poe Colonia near SR-78/86 at Cady Road, is located west of the City.[1]

3.2 PLANNED LAND USE

Planned land uses in the City are governed by the provisions of the City of Brawley Zoning Ordinance and are guided by the land use plan, and the goals and policies presented in the City's General Plan. By implementing the land use plan and the goals and policies of the General Plan Land Use Element, the City dictates what type of land uses are allowed throughout specific areas within its boundaries. The General Plan Land Use Element lists the following land use designations: Agriculture, Rural Residential, Low-Density Residential, Medium-Density Residential, Commercial, Light Industrial/Business Park, Industrial, Public Facilities, Open Space, and Special Study Areas. Land use designations within the City and proposed SOI boundaries per the City's General Plan are shown in Figure 3.1.

Through the implementation of the General Plan and the application of the land use designations, the City is able to foresee where and to what extent growth would occur within its boundaries and the proposed SOI boundaries. Generally speaking, the City's land use policy encourages infill development within the boundaries of existing developed areas and/or vacant lands instead of new development of agricultural lands in order to best utilize existing facilities and services.

[1] A *colonia* is defined by State and Federal housing guidelines as a residential area within 150 miles of the U.S./Mexico border that has a concentration of low-income households and lacks a permanent potable water supply and sewage system. The State provides block grant funds to assist local communities in providing public services to colonias. Accordingly, the City has extended sewer and water lines to serve the Poe Colonia.

This SAP anticipates that future growth and the increased demand for public services will occur almost entirely within the area designated for urban land uses depicted on Figure 3.1. Much of the City's proposed SOI is designated Agricultural in the Brawley General Plan, but a variety of other land use designations are also found in the proposed SOI including the following: Low Density Residential, Medium Density Residential, Public Facilities, Commercial, Open Space, Industrial, and Light Industrial. It is assumed that all of the land within the City's proposed SOI will one day be annexed into the City proper. The General Plan does not provide a specific schedule for the annexation of land to the City.

Eight special study areas, as shown in Figure 3.2, are also identified in the General Plan: (1) Luckey Ranch, (2) Rancho-Porter, (3) Villages of Sonata, (4) La Paloma, (5) East Village District III, (6) Civic Center District I, (7) West Village District II, and (8) Gateway. The City will consider the preparation of Specific Plans for these areas to ensure appropriate development in these areas. Special study areas within the City may include City-approved master planned developments, known as Approved Specific Plans; areas that include proposed large-scale master planned developments that have not been approved, known as Proposed Specific Plans; and areas that are intended to promote a mixture of commercial and residential uses in central Brawley, known as the Downtown Overlay Districts. The Downtown Specific Plan was adopted after the 2008 General Plan in 2010 and may add up to 150 new residential units or 420[2] additional residents beyond the buildout projections of the General Plan for 2030.

3.3 PROJECTED POPULATION INCREASE

Between 2000 and 2010, the population in the City of Brawley increased by 2,901 persons (13.2 percent) for a total of 24,953 in 2010. During this same decade, the Imperial County population grew by about 22 percent, by comparison. The 2010 population of 24,953 was taken from the 2010 Census. The California Department of Finance estimates that the population of Brawley is 26,928 as of January 1, 2017.

The planning period for this Service Area Plan will include growth projections between 2010 through 2030. Population projections used in the Service Area Plan are derived from the City's 2008 General Plan, dated September 2008. Based on the City's General Plan, the expected average household size is 3.74 for single family residential and 2.80 for multi-family residential. The results of the 2030 projections are presented in Table 3.3.1. The estimated 34,611 new residents expected by 2030, an increase of about 139 percent, results in a year 2030 population estimate of 59,564 for the Brawley Planning Area.

Table 3.3-1 Population Growth Projections City of Brawley, 2010–2030

Residential Land Use	Expected Residents	Expected Housing Units	Average Household Size
Residential Single Family	21,432	5,735	3.74
Residential Multi-Family	13,179	4,702	2.80
Residential Total	34,611	10,437	3.32

Source: DIF Study, September 2010

[2] Assuming 2.80 persons per multi-family household from the 2008 General Plan, 150 new residential units would support an estimated 486 residents.

City Boundary
City Sphere Of Influence
Special Study Areas
Transportation Corridor*

Land Use

A - Agriculture
BP - Light Industrial/Business Park
C - Commercial
I - Industrial
LR - Low Density Residential
MR - Medium Density Residential
RR - Rural Residential
OS - Open Space
PF - Public Facilities

Proposed Specific Plans

1 Villages of Sonata
2 Rancho-Porter

Approved Specific Plans

1 Luckey Ranch
2 La Paloma
3 Gateway

Downtown Overlay Districts

1 Civic Center / District I
2 West Village / District II
3 East Village / District III

* Transportation Corridors are depicted in their approximate locations.

Source: City of Brawley Planning Department, 2007.

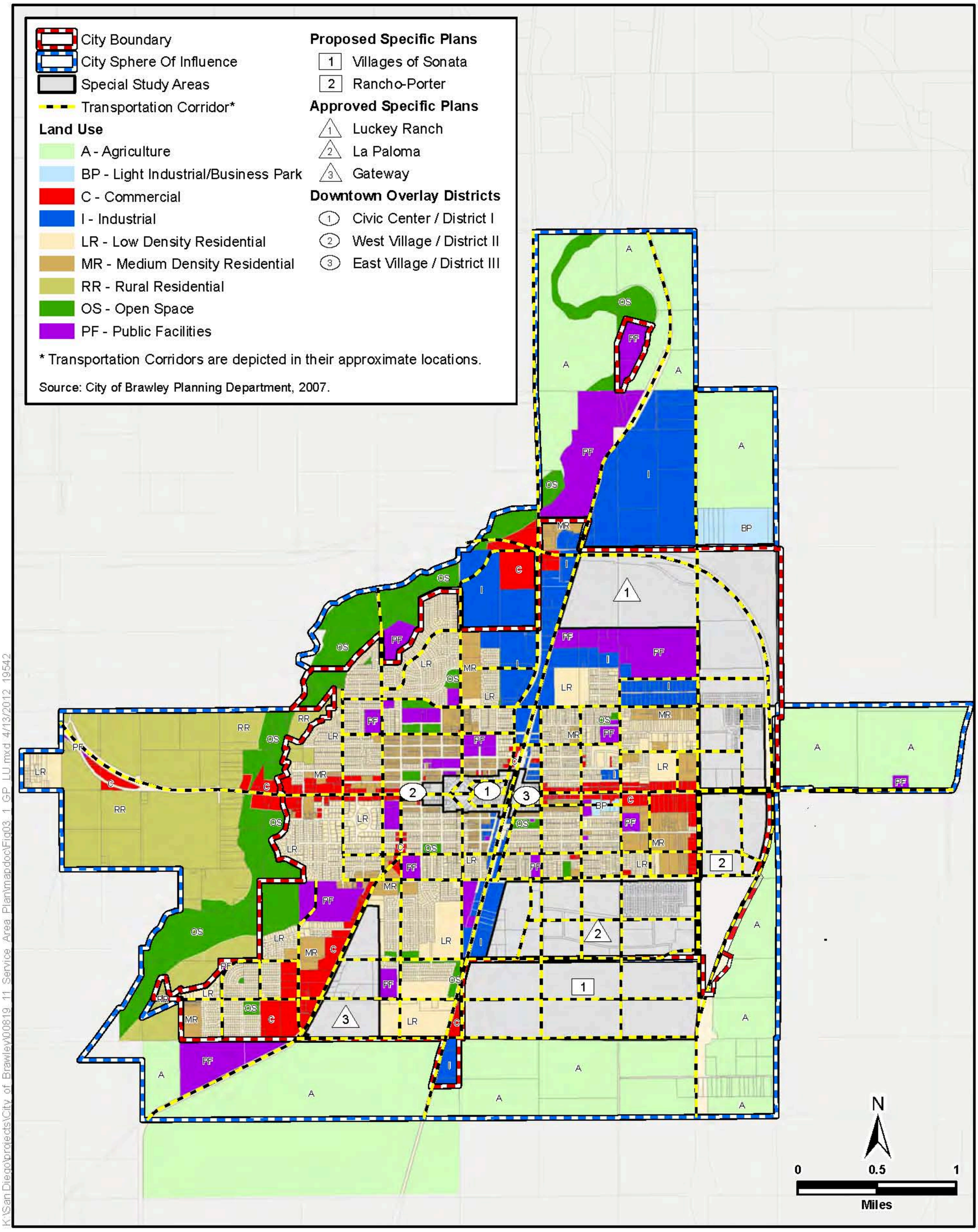

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Figure 3.1
General Plan Land Uses
City of Brawley Service Area Plan

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City's Boundary
City's Sphere Of Influence

Land Use

- A - Agriculture
- BP - Light Industrial/Business Park
- C - Commercial
- I - Industrial
- LR - Low Density Residential
- RR - Rural Residential
- MR - Medium Density Residential
- OS - Open Space
- PF - Public Facilities

Source: City of Brawley Planning Department, 2007.

West Village District II
Civic Center District I
East Village District III
Inset 'A'
See Inset 'A'
Luckey Ranch
La Paloma
Rancho-Porter
Gateway
Villages of Sonata

0 0.5 1
Miles

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Figure 3.2
Special Study Areas
City of Brawley Service Area Plan

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3.4 BUILDOUT PROJECTIONS

Based on recent census data and growth studies, population growth within the City of Brawley and its SOI over the 20-year planning period could reach 59,564 residents by 2030. Although the General Plan Land Use Element (2008) estimates the buildout population of the Brawley Planning Area to be approximately 60,542, this number is probably too optimistic considering that development is not as aggressive as it was the last decade. Also, official 2010 census data has since been released, confirming that the City did not experience growth at the anticipated rate. With an anticipated growth of 34,611 new residents within the City limits and SOI over the 20-year planning period, the 2030 population is expected to be slightly less than projected in the 2008 General Plan, with 59,564 residents.

As discussed above, the City is projected to increase by 34,611 new residents (a 139% increase over the 2010 population) by the year 2030. In the absence of other up-to-date publications that show population projections, this SAP has analyzed future demand for City services according to the projected population figures discussed above and included in the DIF Study. As the SAP is periodically updated, the City will have the opportunity to alter the population projections considered in such analysis should additional projections become available.

Causes of growth typically involve a complex and varied relationship among several factors including the national economy, new local employment opportunities, natural population increase, public policies, and the local environment. All of these can influence the rate and extent of growth, although economic and employment opportunities are generally considered the most important factors. Future regional growth may be greatly influenced by opportunities resulting from enhancement of the NAFTA between the U.S., Mexico, and Canada and by construction of Mexico/U.S. border crossings.

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4.0 PUBLIC FACILITIES AND SERVICES

The following sections provide a detailed account of the various public services and facilities that are developed, maintained, and operated by the City. The sections cover facilities and services for the City's administration, flood control/drainage, fire, law enforcement, library, parks and recreation, circulation, wastewater and water. For each of these facilities areas, an inventory of existing facilities is given and performance standards are identified (where applicable) to gauge the effectiveness and adequacy of the existing facilities.

Demands for future facilities are discussed relative to the projected growth outlined in Chapter 3, "Growth and Phasing Projections," above. Where applicable, plans for future facilities are discussed. Discussion is presented regarding the current funding methods for each facility's area and the prospective sources of funding that could be used in the future. Finally, recommendations are presented that would aid the City in ensuring future adequacy and efficiency.

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4.1 ADMINISTRATIVE FACILITIES

A majority of the City's administrative facilities are centrally located in the City Hall Complex.

4.1.1 Performance Standards

Performance standards for administrative facilities are defined in terms of square feet per 1,000 population. The performance standards for the City of Brawley administrative facilities are shown below in Table 4.1-1.

Table 4.1-1 Performance Standards – Administrative Facilities

Administrative Facility	Standard (square feet per 1,000 population)
Council Chambers	94
City Hall	173
Public Works/Engineering Building	469

4.1.2 Facility Planning and Adequacy Analysis

Inventory of Existing Facilities

Existing administrative facilities are located at 1505 Jones Street, 205 South Imperial Avenue, 351 Main Street, 400 Main Street, 180 South Western Avenue, and 383 Main Street. The City Administration Building includes office space for the City Manager, City Clerk, and Personnel & Risk Management. The City Hall complex includes the Development Services Department, Finance Department, and Main Branch Library building. The City Hall Complex also provides space for public access counters (such as for building permits, payment of fees and taxes, etc.). The Brawley Council Chambers and Administrative Building are located at 383 Main Street.

Administrative personnel are supplemented periodically as needed by contract personnel. Administrative personnel are responsible for public meeting agenda preparation, , grant coordination, planning, building, public works, finance, and public safety functions. Table 4.1-2 shows a summary of the existing administrative facilities.[1]

[1] A 2,000-square-foot Building Inspection/Community Development Building is also a component of the City's Administrative Facilities; however, there are no population-based standards for this type of building and it is not evaluated for adequacy.

Table 4.1-2 Existing Administrative Facilities

Administrative Facility	Location	Size (square feet)
Council Chamber	383 Main Street	4,000
City Hall Complex	400 Main Street	7,364
Public Works/ Engineering Building	180 South Western Avenue	10,343

Adequacy of Existing Facilities

To determine the adequacy of existing facilities, the 2010 Census population of 24,953 residents was used to determine the population-based performance standard requirement for each administrative facility. As shown below in Table 4.1-3, about 11,703 square feet of Public Works/Engineering Building space is needed to serve the existing population; however, the City currently provides 10,343 square feet of space, which is below the City's standard. Existing development devoted to the Council Chamber and City Hall Complex is above the City's standard and is adequate to serve the existing population.

Table 4.1-3 Adequacy of Existing Administrative Facilities

Administrative Facility	Requirement per Standard[1]	Existing Space[1]	Above/Below Standard
Council Chamber	2,531	4,000	Above
City Hall Complex	4,658	7,364	Above
Public Works/ Engineering Building	12,629	10,343	Below

[1] Square feet based on population of 26,928 from Department of Finance 2017 Estimate.

Future Demand for Facilities

As discussed in the DIF Study, in order to serve future development through the year 2030 the City identified the need for a City Hall Expansion (2,500 square feet) and a Public Works/Engineering Building (20,000 square feet) to serve existing and future development through 2030. The Public Works/Engineering Building is a new facility that would replace the existing Public Works/Engineering Building Table 4.1-4 shows the future requirement for administrative facilities per the City's standards to serve future development within the City through the year 2030.

Table 4.1-4 Adequacy of Future Administrative Facilities

Administrative Facility	Requirement per City Standard (2030)[1]	Existing	Additional Resources from DIF	Existing + Additional Resources	Above/Below Standard
Council Chamber	5,599	4,000	--	4,000	Below
City Hall Complex	10,305	7,364	2,500	9,864	Below
Public Works/ Engineering Building	27,936	10,343	20,000	30,343	Above

[1] Requirement based on projected 2030 population of 59,564.

Opportunities for Shared Facilities

Creating a centrally located area to house various administrative facilities will allow for a more efficient operation of administrative services.

Phasing

The City's plans for expansion include the addition of 2,500 square feet at the City Hall Complex and a new Public Works/Engineering Building.

4.1.3 Funding

Current Funding

Although the City Hall Complex expansion and the Public Works/Engineering Building are both unfunded in the CIP, the DIF Study indicates that development fees would finance approximately 50.5% of the costs associated with the future demand within the City for administrative facilities as a result of development within the City through the year 2030. The remaining 49.5% of the costs of facilities within the City will be funded through other sources, including $27,156 in existing AB 1600 general government fund monies.

Sources for administrative facilities and services include development impact fees, grants, and general fund monies. The first priority is to utilize grants, when available, and development impact fees. General fund monies, such as property taxes, sales taxes, business license fees, utility taxes, and transient occupancy taxes, may be used as a second priority to development impact fees and grants. The current utility tax will sunset in 2023.

Cost Avoidance Opportunities

Creating a single, centrally located area to house various administrative facilities may help avoid any duplicative costs currently incurred as a result of the administrative facilities being located in more than one location.

Future Funding Sources/Recommended Funding

The City will continue to collect fees stipulated in the DIF Study and other sources of revenue for administrative facilities and services, including general taxes.

4.1.4 Recommendations

In order for the City to provide to its residents adequate administrative services and to assure that future demands for facilities are properly identified and addressed, the City will implement the following measures.

- Continue to periodically review the administrative facilities of the City through the preparation of annual reports. Such review will identify staffing and budgetary concerns as City growth continues to increase the demand on facilities and staff.
- Consider sharing additional facilities as the City's administration facilities expand.

4.2 FLOOD CONTROL/DRAINAGE FACILITIES

Flood control refers to planning, design, construction, and maintenance of flood control facilities to safely convey drainage, whether natural or human-made, through a development area to an existing watercourse downstream. The study area lies within the established jurisdictional boundaries of Imperial County and the Imperial Irrigation District (IID). The City of Brawley is not within a flood plain, as designated by the National Flood Insurance Program.

4.2.1 Performance Standards

The City's standards are similar to those utilized by the County. During the review of proposed development projects, the City will assess drainage conditions of the project site and require the construction of necessary drainage infrastructure. The City will require developers to construct all drainage facilities within each project as a condition of approval. The City will also assess the potential of a project to adversely affect offsite drainage and require mitigation measures where needed. The City will follow a regular maintenance schedule for the drainage facilities once they are approved and accepted. Consideration will be given to development phasing to assure that drainage facilities are installed in an orderly manner to prevent flooding upstream or downstream of the project.

In order to provide storm runoff protection for downstream properties, drainage improvements will detail appropriate portions of this flow, releasing runoff in accordance with IID standards. The IID allows a single 12-inch discharge pipe for every 160 acres drained. Prior to the approval of each final subdivision map, grading plan, or implementing permit, a drainage study will be conducted by a Registered Civil Engineer and submitted for review and approval by the City of Brawley and IID.

4.2.2 Facility Planning and Adequacy Analysis

Inventory of Existing Facilities

Local drainage patterns within the valley have been altered through agricultural activities. The water used to irrigate virtually the entire Imperial Valley originates from the Colorado River. The IID maintains hundreds of irrigation drainage structures, which collect surface water runoff and subsurface drainage from some thousands of miles of agriculture drains and channels that flow into the New River and Alamo River, which ultimately drain into the Salton Sea. The canals and laterals are often open and unprotected.

The City's drainage system is located within its urban area, and the City is responsible for planning, construction, and maintenance of its system. Approximately half of the City's drainage system is currently combined with the City's sewer system. The areas of the drainage system that are combined with the City's sewer system are generally located in older sections of the City.

Adequacy of Existing Facilities

Most of the flat irrigated valley, with its low-lying canal/drain systems, is subject to minor, shallow flooding and ponding due to the lack of local topographic relief, occasional intense storm events, and low soil infiltration rates that produce rapid runoff flows. The combination of the City's drainage system with the City's sewer system has caused the wastewater treatment plant to overload during rain storm events. The City of Brawley desires to separate the storm

drain system from the sanitary sewer to avoid occurrences of insufficiently treated outfalls at the wastewater treatment plant and to direct the conveyance of the storm drainage to a safe outlet. The IID limits the outfall capacity of its drainage system in order to reduce downstream flooding potential from combined agricultural and storm runoff until IID can complete the process of preparing a Preliminary Master Drainage Plan.

Future Demand for Facilities

Future development proposals within the City's SOI may be required to construct grass or rock-lined detention basins to retain storm water generated by the 100-year/24-hour storm until after offsite peak flows have passed the project area. Storm runoff will be discharged through appropriately sized outfall structures into existing drains upon IID approval. Basins may be located within development projects or other maintained open spaces, including airport buffer zones. Other improvements will include curbs and gutters to convey surface flows in an orderly and easily maintained manner, and catch basins and underground storm drains to convey flows as the street capacities are exceeded. Future developments may be required to relocate and underground the existing canals and drains within their project areas to the satisfaction of the IID.

Opportunities for Shared Facilities

The La Paloma Specific Plan includes retention basins, which may be used as a park.

Phasing

The City will require developers to construct all drainage facilities once they are approved and accepted. Consideration will be given to development phasing to assure that drainage facilities are installed in an orderly manner to prevent flooding upstream or downstream of the project.

As new development occurs, the City will require the developers within the area to plan, fund, and install all public drainage improvements associated with the project. The City may choose to construct storm drain improvements linking the study area to other developed areas in the City. These improvements may include storm drains, open channels, detention basins, and outlets to IID facilities. The City assumes responsibility for installation and maintenance of those facilities.

The City will require drainage facilities to be installed as development proceeds in newly annexed areas. The changes in service level within the newly annexed areas will include the following:

- Street improvements will include curb and gutter to convey surface flows in an orderly and easily maintained manner.
- Catch basins and underground storm drains will be installed to convey flows as the street capacities are exceeded.
- Detention basins will be constructed to control the developed run-off, help mitigate downstream drainage problems, and replenish ground water supplies where possible.

To maintain low flood hazards, the City will continue to discourage development in the New River flood channel (see Figure 4.2.1). As indicated on the Land Use Policy Map in the General Plan Land Use Element and in the Open Space/Recreation Element, the New River channel is

generally designated as Open Space (see Figure 4.2.2). Development of the land under the Open Space designation will be limited to passive and active recreational uses. To keep flood hazards minimal, the development intensity allowed under the Open Space category is very low and no residential uses are allowed.

4.2.3 Funding

Current Funding

Funding may be obtained from impact fees, assessment districts, development bonds, Mello Roos Districts, or other techniques for capital improvement financing. The City may also exercise some flexibility in determining alternative financing mechanisms for projects that benefit the community. The City may reduce or waive particular development impact fees or use bonding to fund infrastructure improvements within new developments. Staffing and maintenance costs for expanded flood control services will be financed by the City similar to the manner in which these services are presently funded.

Cost Avoidance Opportunities

There are no cost avoidance opportunities.

Future Funding Sources/Recommended Funding

Funding responsibilities for project-related facilities will remain with developers and will be secured prior to construction.

4.2.4 Recommendations

In order for the City to assure adequate flood control/drainage facilities within its boundaries as development continues within the City boundaries and within the SOI, the City will implement the following measures.

- Continue to require that new development projects address potential drainage issues and provide adequate facilities to convey storm flow. If a development proposal would result in drainage into the City's system, the City would require that the developer consult with the Department of Public Works to assure that improvements are engineered and constructed to City standards.

The City may choose to construct storm drain improvements linking the study area to other developed areas in the City. These improvements may include storm drains, open channels, detention basins, and outlets to IID facilities.

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City's Boundary
City's Sphere Of Influence
Flood Zone

Source: Imperial County Assessor's Office, July 2007; FEMA, 2008.

HWY 86
Main St
Western Ave
2nd St
HWY 111
Eastern Ave
Imperial Ave
HWY 86
Dogwood Rd

N
0 0.5 1
Miles

K:\San Diego\projects\City of Brawley\00819.11 Service Area Plan\mapdoc\Fig04_2_1 Flood Zones.mxd 4/5/2012 19542

Figure 4.2.1
Flood Zone
City of Brawley Service Area Plan

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City's Boundary
City's Sphere Of Influence
Designated Open Space

Source: City of Brawley General Plan, 2008.

HWY 86
Main St
Western Ave
2nd St
HWY 111
Eastern Ave
Imperial Ave
HWY 86
Dogwood Rd

N
0 0.5 1
Miles

K:\San Diego\projects\City of Brawley\00819 11 Service Area Plan\mapdoc\Fig04 2 2 Open Space.mxd 4/5/2012 19542

Figure 4.2.2
Designated Open Space
City of Brawley Service Area Plan

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4.3 FIRE FACILITIES

The City of Brawley provides fire suppression, fire protection, and emergency medical services within its city limits. Fire suppression involves use of personnel and equipment to respond to fires and emergencies. Fire prevention is accomplished through a pro-active program of inspections, code enforcement, and public education. Also, the City participates in a "call-paid" firefighters system, which is an on-call system of part-time firefighters. Emergency medical services entails pre-hospital medical care provided to victims of accidents or sudden illness. Currently, Imperial County contracts with the City to provide manpower for fire suppression in the SOI, and the County provides fire engines for this contractual service. The sum of residents and employees within the Brawley city limits is considered the service population for the Brawley Fire Department facilities.

4.3.1 Performance Standards

Performance standards for fire services are defined in terms of response times of department personnel to fire and medical emergency calls. The adopted response time for daylight and nighttime personnel is 5 minutes or less. As a result, a 1.5-mile maximum response distance for emergency calls has been established. All apparatus will respond with at least two personnel for minor incidences and four personnel (at a minimum) for incidences of greater emergency concern.

The performance standard for staffing is 1 firefighter per 1,000 population. Within an existing population of approximately 26,928, ideal staffing would provide a total of 27 full-time firefighters. Minimum recommended shift-staffing levels should provide 5 personnel per shift. Table 4.3-1 shows the performance standards for Fire Department facilities.

Table 4.3-1 Performance Standards – Fire Facilities

Fire Facility	Standard per 1,000 population
Main Fire Station	504 square feet
Fire Substation	807 square feet
Firefighter	1 firefighter
Fire Engine	0.141 engine
Ladder Truck	0.047 truck
Rescue Vehicle	0.047 vehicle
Utility Vehicle	0.094 vehicle
Staff Vehicle	0.046 vehicle
Command Vehicle	0.046 vehicle

4.3.2 Facility Planning and Adequacy Analysis

Inventory of Existing Facilities and Staff

The City of Brawley Fire Department maintains two fire stations within the City. The Main Fire Station (Station #1) is located just west of the railroad at 815 Main Street. The 10,119-square-foot station on Main Street occupies a 29,520-square-foot site. In addition to engine storage and staff quarters, Fire Department administration is handled out of Fire Station #1. The

Department's Fire Substation (Station #2), is located east of the railroad at 1505 Jones Street and consists of approximately 8,500 square feet. The City Fire Department maintains a 24-hour coverage. Station 1 has a crew of 4 firefighters, three full time firefighters and one call-paid firefighter. Station 2 has a crew of three full time firefighters. with a three-man shift at each station consisting of two full-time and one call-paid firefighters. Firefighting trucks and vehicles are shared between both stations, although specific facilities are housed at one primary station. Table 4.3-2 provides a summary of the existing Fire Department's facilities.

Table 4.3-2 Existing Fire Facilities

Fire Facility	Main Fire Station (Station #1)	Fire Substation (Station #2)
Fire Station	10,119 square feet	8,500 square feet
Firefighter (Full-Time)[1]	4	3
Fire Engine	3	1
Ladder Truck	0	1
Rescue Vehicle	1	0
Utility Vehicle	1	1
Staff Vehicle	1	0
Command Vehicle	0	1

[1] The City maintains one Fire Chief and several call-paid reserves, both of which contribute to the provision of fire suppression services; however, there are established service requirement standards that apply to full-time firefighters and their adequacy is not evaluated. Fire Station #1 is staffed with three full-time and one call-paid firefighters each shift, and Fire Station #2 is staffed with three full-time firefighters.

According to Fire Department staff, mutual aid agreements have been established with all cities in the County to address incidents requiring equipment/personnel beyond the City Fire Department's capacity to respond. These agreements result in dispatch of the closest unit available to respond upon request for services. The primary agency providing assistance is the City of Calipatria, which is located approximately 10 miles north. Estimated response time from Calipatria station is approximately 15 minutes.

Adequacy of Existing Facilities and Staff

The Insurance Services Office, Commercial Risk Services, Inc. (ISO) evaluates each fire district nationwide and rates the district according to its firefighting services, water availability, and other factors relevant to fire protection and requires minimum water pressure standards. In addition, a National Fire Protection Association provides recommendations for the siting of stations. As a result, a 1.5-mile maximum response distance for emergency calls has been established. Within the City's boundary, the ISO rating is 4 (Luckey Ranch Draft EIR 1999). The rating system utilizes a 0–10 scale; areas of lower fire risk received the lowest rating. Per a letter dated October 20, 2004, from the ISO Community Outreach Program, the current fire insurance classification for the City of Brawley continues to be appropriate.

As shown below in Table 4.3-3, current fire suppression facilities are below the City's adopted population-based standards, which indicate that existing fire protection resources are underserved within the City. Also, the Fire Department's current staffing level does not meet the City's performance standard of 1 firefighter per 1,000 population. The City should ideally have 27 firefighters to service its existing population of 26,928, but currently only maintains 18 firefighters. The services provided by Imperial County to provide manpower for fire suppression

in the unincorporated area surrounding the City are adequate to service the SOI, and the City provides firefighters to Imperial County per the mutual aid agreement. The adequacy of existing facilities and staff is presented below in Table 4.3-3 and is based on the City's 2017 Department of Finance estimated population of 26,928 residents.

Table 4.3-3 Adequacy of Existing Fire Facilities and Staff

		Existing	
Fire Facility	**Requirement Per City Standard[1]**		**Above/Below Standard**
Main Fire Station	13,571 square feet	10,119 square feet	Below
Fire Substation	21,730 square feet	8,500 square feet	Below
Firefighter (Full-Time)	27	18	Below
Fire Engine	3.80	4	Above
Ladder Truck	1.27	1	Below
Rescue Vehicle	1.27	1	Below
Utility Vehicle	2.53	2	Below
Staff Vehicle	1.24	1	Below
Command Vehicle	1.24	1	Below

[1] Requirement based on population of 26,928 from the 2017 Department of Finance Estimates.

Future Demand for Facilities and Staff

Increased development within the City and SOI boundaries will continue to increase the need for fire protection services, including personnel and equipment. Current plans suggest that the majority of both residential and employment growth will occur in peripheral growth areas east of the railroad tracks and outside the 1.5-mile service radius of the existing fire stations. Service to development within the radius may be interrupted by delays and blockages on the railroad tracks; however, fire protection coverage east of the tracks is served by the Fire Substation (Fire Station #2). According to Chief Peraza, additional facilities to serve future development through the year 2030 should include two additional fire substations ranging in size between 7,000 and 8,000 square feet each, and includes fire apparatus floor, living quarters, and offices. Each station should be staffed with three or four firefighters. Table 4.3-4 shows the future required fire facilities and staffing levels to serve future development within the City and SOI through the year 2030, which are projected to be below the City's population-based standards.

Table 4.3-4 Adequacy of Future Fire Facilities

Fire Facility	Requirement per City Standard (2030)[1]	Existing	Additional Resources from DIF	Existing + Additional Resources	Above/Below Standard
Main Fire Station (Replacement)	30,020 sf	10,119 sf	21,484 sf	21,484 sf[2]	Below
Fire Substation	48,068 sf	8,500 sf	26,480 sf[3]	34,980 sf	Below
Firefighter (Full-Time)	60	18	0	18	Below
Fire Engine	8.40	4	2	6	Below
Ladder Truck	2.80	1	1	2	Below
Rescue Vehicle	2.80	1	1	2	Below
Utility Vehicle	5.60	2	1	3	Below
Staff Vehicle	2.74	0	2	2	Below
Command Vehicle	2.74	1	0	1	Below

[1] Requirement based on projected 2030 population of 59,564.

[2] The 21,484-square-foot Main Fire Station would replace the existing Main Fire Station (Station #1).
[3] Includes two 7,500 square foot substation needs indicated by Chief Peraza in addition to 11,480 sf identified in the DIF Study.

Opportunities for Shared Facilities

Mutual aid agreements have been established with cities in the County to address incidents requiring equipment/personnel beyond the City Fire Department's capacity to respond. There are no opportunities to share facilities with any of the jurisdictions that maintain mutual aid agreements with the City.

Phasing

As noted above, the CIP identifies future improvements between FY 2011/2012 and 2020/2021 related to fire protection services, which specifies anticipated projects for each fiscal year. The City has informal plans for a new main fire station located at the intersection of Cesar Chavez and Malan Streets behind Hidalgo School.

4.3.3 Funding

Current Funding

The City's Fire Department receives funding from General Fund and Development Impact Fees. Additional sources of revenue for fire protection services include Mello-Roos community facilities tax, special tax for fire services, and grants.

Per Capita Costs

For FY2016/2017, the Brawley City Council approved an operating budget of $2,869,001 for fire facilities, which includes funding for supplies and materials, services, and employee

compensation. Considering a City population of 26,928 from the 2017 Department of Finance estimate, the current per capita operating cost is approximately $106.54.

Future Funding Costs

Projecting the $106.54 per capita fire facilities operating cost over the planning period for the SAP, the fire facilities operating cost would require approximately $6,345,948 by 2030 to support the projected population of 59,564 residents. This projection is in FY 2016/2017 dollars and does not account for inflation.

Cost Avoidance Opportunities

There are no opportunities to reduce costs.

Recommended Funding/Future Funding Sources

Development impact fees are expected to finance 57.94% of the fire facilities demands discussed in the DIF Study for future development within the City through 2030. The remaining 42.06% of the fire facilities also discussed in the DIF Study will be funded through other sources. Additional sources of revenue for fire protection facilities may include general taxes (i.e., property, sales, use, business license, utility users, transient occupancy, etc.), motor vehicle license fee, benefit assessment, and exactions. Staffing and maintenance costs for expanded fire protection and emergency response services will be financed by the City general fund, similar to the manner in which these services are presently funded by the City. Additional sources of revenue for fire protection services include Mello-Roos community facilities tax, special tax for fire services, and grants.

The City believes future development will increase sales and property taxes, and therefore help to pay for previous and existing inadequacies in its firefighting capacity. Increases in sales and property taxes will also help provide for future facilities and operations. In addition to increased sales and property taxes from future development, Community Facility Districts (CFDs) may be used for new developments. CFDs can provide funding for fire facilities and operations.

4.3.4 Recommendations

In order for the City to assure adequate fire and emergency response service within its boundaries as development continues within the City boundaries and within the proposed SOI, the City will implement the following measures.

- Pursue additional finances to fund additional, personnel, equipment, and vehicles of the Fire Department.
- Hire additional full time firefighters to meet the City's ideal standard of 1 firefighter per 1,000 population.

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4.4 LAW ENFORCEMENT FACILITIES

The Brawley Police Department provides law enforcement and investigation services within the city limits, and the Imperial County Sheriff provides law enforcement in the City's SOI, in addition to custodial services (County jail facilities) for city and non-city areas. The California Highway Patrol provides traffic law enforcement on State Routes and unincorporated County roads. Mutual aid agreements exist with other Imperial Valley municipalities, which can provide assistance during an emergency.

4.4.1 Performance Standards

Performance standards for police services are defined in terms of response times of department personnel to law enforcement and emergency calls. The average response time for all calls is within 7 minutes or less. Minimum staffing for existing coverage is four sworn officers at all times of the day and night.

The performance standard for staffing is 1.5 sworn officers per 1,000 population and 1 non-sworn employee for every 2 sworn officers. Within an existing population of approximately 26,928, ideal staffing would provide a total of 40 sworn officers and 20 non-sworn officers. Table 4.4-1 provides the performance standards for Police Department facilities from the 2010 DIF Study.

Table 4.4-1 Performance Standards – Law Enforcement Facilities

Law Enforcement Facility	Standard (per 1,000 population)
Police Station	519 square feet
Marked Patrol Car	0.685 car
Sworn Officer	1.5 officers
Portable Vehicle Radio	1 per vehicle
Portable Officer Radio	1 per officer

Note: One non-sworn officer is required for every 2 sworn officers

4.4.2 Facility Planning and Adequacy Analysis

Inventory of Existing Facilities and Staff

The existing police station on Main Street near the intersection of Main and 3rd Streets encompasses 13,800 square feet. In 2013, the construction of a new 2,000 square foot Emergency Operations Center (EOC) was completed and integrated with the existing building. The Brawley Police Department has 33 general fund sworn officer postitions, 14 non-sworn officer and 3 temporary non-sworn emplyee positions.

The Patrol Division works a 6-day, 12-hour shifts and 1-day, 8 hour shift each pay period to provide 24-hour coverage. Parking and maintenance of Police Department vehicles is provided at the main lot adjacent to the police station and at a nearby secondary lot located west of the station.

Mutual aid agreements exist with other Imperial Valley municipalities. According to City staff, the City maintains an agreement with the Office of Emergency Services for 911 service calls as needed. In addition, Imperial County's Sheriff's Department provides the City of Brawley SWAT services as needed through its Homicide Task Force Agreement. Table 4.4-2 provides a detailed list of the police department's existing facilities and personnel.

Table 4.4-2 Existing Law Enforcement Facilities

Law Enforcement Facility/Equipment	Amount/Size
Police Station	13,800 square feet
Marked Patrol Car	15
Marked Transport Van	1
Marked Motorcycle	1
Marked Utility Truck	1
Police Vehicle Mobile Radio	17
Portable Officer Radio	49

Sworn Officers	Amount
Chief of Police	1
Commander	2
Sergeant	4
Detective Sergeant	1
Detective	2
Narcotics Officer	2
School Resource Officer	1
Police Officer	*21*
Total Sworn Officers	33
Non-Sworn Officers	17

Adequacy of Existing Facilities and Staff

The Brawley Police Department currently responds to emergency calls within the City limits within 7 minutes or less for all other calls for service. The department maintains this performance level by providing dispatch services from the Police Station for all of the officers working in the field on a continual basis. This frequently results in response times listed above. The adequacy of existing facilities and staff, based on the Department of Finance estimated population from the 2017 report of 26,928, is presented below in Table 4.4-3.

Table 4.4-3 Adequacy of Existing Law Enforcement Facilities

Law Enforcement Facility	Requirement per City Standard[1]	Existing	Above/Below Standard
Police Station	13,975 square feet	11,800 square feet	Below
Marked Patrol Car	18	15	Below
Sworn Officer	40	33	Below
Non-Sworn Officer	20	17	Below
Portable Vehicle Radio	18	17	Standard
Portable Officer Radio	40	49	Above

[1] Requirement based on the 2017 Department of Finance estimated population of 26,928.

Future Demand for Facilities and Staff

The City will require additional staff and facilities to provide adequate services to the City as the population increases through internal growth and annexation of the City's SOI. Based on the City's 2030 population of 59,564, Table 4.4-4 shows the adequacy of existing plus planned law enforcement facilities that will be needed for the City to provide adequate law enforcement and police protection services per their performance standards.

Table 4.4-4 Adequacy of Future Law Enforcement Facilities

Law Enforcement Facility	Requirement per City Standard (2030)[1]	Existing	Additional Resources from DIF	Existing + Additional Resources	Above/Below Standard
Police Station	32,105 sf	11,800 sf	12,000 sf	23,800	Below
Marked Patrol Car	26	15	8	22	Below
Sworn Officer	90	33	0	35	Below
Non-Sworn Officer	45	17	0	17	Below
Portable Vehicle Radio	26	17	8	26	Standard
Portable Officer Radio	90	49	14	62	Below

[1] Requirement based on projected 2030 population of 59,564.

As shown above, the overall size of the police stations in Brawley would not meet the population-based performance standard based on the projected population in 2030 with implementation of the improvements identified in the City's DIF Study. There are early plans for a new police station identified in the CIP; however, specifics are unknown at this time regarding costs and location. While below the current population-based standard, the Brawley Police Department estimates that the size of the existing police station will be inadequate by 2018.

Although additional resources for marked patrol cars, sworn and non-sworn officers, portable vehicle radios, and portable officer radios are not identified in the DIF Study, the City's CIP includes funding for police vehicles from the City's General Fund at a rate of four new vehicles per year. The CIP includes portable vehicle and officer radios in FY 2013/2014; however, these improvements are currently unfunded.

Additional resources will be needed in addition to what is identified in the DIF Study in order to maintain City standards; also, as additional growth and/or areas within the SOI are annexed, the City would have to add sufficient resources to the police department to respond to increased demand. The requirements for facilities, personnel, equipment, etc., depend on the actual development timeline for each annexation area in the SOI. As the City grows and expands through annexation, development project applicants will be required to evaluate their project's fiscal impact on existing and future public safety services.

Opportunities for Shared Facilities

The City's narcotics operations are conducted via a County-wide task force and operate from a shared facility in the City of Imperial.

Phasing

As noted above, the CIP identifies future improvements between FY 2011/2012 and 2020/2021 related to police protection services, which specifies anticipated projects for each fiscal year.

4.4.3 Funding

Future Funding

As development occurs within the City and through annexation, development project applicants will be required to evaluate their project's fiscal impact on existing and future public safety services. Mitigation for these fiscal impacts will be determined on a case-by-case basis and may include general taxes (i.e., property, sales, use, business license, utility users, transient occupancy, etc.), Mello-Roos community facilities assessments, special tax for police services, and development impact fees and exactions.

The fees established in the DIF Study are expected to finance 56.81% of the police facilities identified for future development within the City through 2030, while the remaining 43.19% of the net costs of facilities will be funded through other sources. The current development impact fee assumes that existing space in the police station could be renovated to accommodate new police officers and equipment needed to serve some of the projected future growth.

The City believes future development will increase sales and property taxes, and therefore help to pay for previous and existing inadequacies in its law enforcement capacity. Also, increases in sales and property taxes will help provide for future facilities and operations. In addition to increased sales and property taxes from future development, CFDs may be used for new developments. CFDs can provide funding for law enforcement facilities and operations.

Per Capita Costs

For FY 2016/2017, the Brawley City Council approved an operating budget of $5,915,508 for police protection services. Considering a City population of 26,928 from the 2017 Dept. of Finance estimate, the current per capita operating cost is approximately $221.91.

Future Funding Costs

Projecting the $221.91 per capita police operating cost over the planning period for the SAP, the police operating cost would require approximately $13,217,847 by 2030 to support the projected population of 59,564 residents. This projection is in FY 2016/2017 dollars and does not account for inflation.

4.4.4 Recommendations

In order for the City to assure adequate law enforcement service within its boundaries as development continues within the City boundaries and within the SOI, the City will implement the following measures.

- Obtain additional personnel and facilities to meet the existing and future deficit identified according to the performance standard for services and facilities.
- Continue the periodic review of number of calls and response times to determine the adequacy of existing service and any need for improvement or additional resources.

4.5 LIBRARY FACILITIES

The City of Brawley owns and operates a City library facility in Plaza Park near City Hall that serves the entire population of the City of Brawley from one facility. Services provided by the library include: circulation of library materials to all patrons; reference service, including telephone reference service; audio visual services, including recorded books and DVD's; Spanish language books; book reservations; inter-library loan service; and special children's programming including school class visits, story hours, movies, and craft programs. A branch facility located at 1501 I Street offers the same service with the addition of adult literacy programs.

4.5.1 Performance Standard

Performance standards for library services are defined in terms of square feet and employees per 1,000 population, and library book standards were established at a per capita ratio of two books per resident. Performance standards for Library facilities are shown below in Table 4.5-1.

Table 4.5-1 Performance Standards – Library Facilities

Library Facility	Standard (per 1,000 population)
Public Library Building	327 square feet
Satellite Library Branch	58.6 square feet
Literacy Space	0.05 square foot
Computer Center Space	0.075 square foot
Full-Time Employee[1]	0.5 employee
Library Books	2,938 books (2 per capita)

[1] For populations of 10,000–25,000 the standard is one full-time employee (FTE) per 2,000 population. One-third of the FTE should be professional and two-thirds should be support.

4.5.2 Facility Planning and Adequacy Analysis

Inventory of Existing Facilities

The City of Brawley owns and operates a 6,515-square-foot City library facility located at 400 Main Street and the Del Rio Branch Library located at 1501 I Street. The Brawley Public Library currently has 3 full-time employees and 5 part-time employees for an aggregate of 5.5 FTE. Of the 3 full-time FTE, 1 is professional and 2 are support. The 5 part-time support staff includes only support personnel. Table 4.5-2 provides a detailed list of the existing Library facilities detailed in the 2010 DIF Study.

Table 4.5-2 Existing Library Facilities

Library Facility/Equipment	Amount/Size
Brawley Public Library	6,515 sf
Del Rio Branch Public Library	2,400 sf
LAMBS[1] Vehicle (Bookmobile)	1
Library Books	59,637 (total in both branches)
Library Employees	**Amount**
Full-Time	4[2]
Part-Time	5
Total Employees	**9**

[1] Literacy and Mobile Book Services

[2] Of the 4 full-time staff, 2 are professional and 2 are support.

The Literacy and Mobile Book Services (LAMBS) vehicle only targets children aged 0–5 and their parents and caregivers, and does not offer general services. The services and materials are limited to pre-literacy and parenting funded through two grants. There are three full-time people who are paid from grants. The vehicle travels throughout all of Imperial County and include visits to Ocotillo, Winterhaven, Calexico, and Salton City. Less than 10% of its program time is within Brawley's borders. The general fund is not used at all for this service.

Adequacy of Existing Facilities and Staff

As shown below in Table 4.5-3, current library facilities are below the City's adopted population-based standards, which indicates that existing resources are underserved within the City. The adequacy of existing facilities and staff is presented below in Table 4.5-3 and is based on the City's 2017 population from Department of Finance estimate of 26,928 residents.

Table 4.5-3 Adequacy of Existing Library Facilities and Staff

Library Facility	Requirement per City Standard[1]	Existing	Above/Below Standard
Public Library Building	8,805 sf	6,515 sf	Below
Satellite Library Building	1,178 sf	2,400 sf	Above
Library Books	79,114 books	56,832 books	Below
Library Staff	13 staff	8 staff	Below
Literacy Space	1,248 sf	--	Below
Computer Center Space	1,872 sf	--	Below

[1] Requirement based on population of 26,928 from the 2017 Department of Finance Estimate.

Future Demand for Facilities and Staff

Increased development within the City boundaries and the SOI will present an increased demand on the personnel, services, and facilities of the public library. As growth continues, the

City will be presented with the need for expansion of the library system. Expansion of the resident population will also present the need for additional books, computers, and reader seats.

Based on the City's 2030 population of 59,564, Table 4.5-4 indicates the amount of full time employees and library facilities the City will need.

Table 4.5-4 Adequacy of Future Library Facilities

Library Facility	Requirement per City Standard (2030)[1]	Additional Resources from DIF	Existing + Additional Resources	Above/Below Standard
Public Library Building	19,477 sf	7,448 sf	13,963 sf	Below
Satellite Library Building	3,491 sf	--	--	Below
Library Books	119,128	69,222	126,054	Above
Library Staff	30	--	8 staff	Below
Literacy Space	2,979 sf	--	--	Below
Computer Center Space	4,468 sf	--	--	Below

1. Requirement based on projected 2030 population of 59,564.

Opportunities for Shared Facilities

A joint-use facility agreement with the Imperial County Office of Education is in place housing a community center/library facility at their Del Rio alternative school. It includes 2,400 square feet of library space.

Phasing

There is a plan to expand the current library space by about 4,000 to 5,000 square feet.

4.5.3 Funding

Per Capita Costs

For FY 2016/2017, the Brawley City Council approved an operating budget of $626,001 for library services. Considering a City population of 26,928 from the 2017 Department of Finance estimates, the current per capita operating cost is approximately $23.25.

Future Funding Costs

Projecting the $23.25 per capita library operating cost over the planning period for the SAP, the library operating cost would require approximately $1,384,863 by 2030 to support the projected population of 59,564 residents. This projection is in FY 2016/2017 dollars, and does not account for inflation.

Cost Avoidance Opportunities:

There are no cost avoidance opportunities.

Recommended Funding/Future Funding Sources

The General Fund will continue to be the primary source of library services but will not fund facilities. To augment the provision of General Fund dollars from the City, the library may apply for all possible funding opportunities from the State, and will accept any donations of money or materials. The fees established in the DIF Study are expected to finance 100% of the library facilities demands for future development within the City through 2030.

4.5.4 Recommendations

In order for the City to provide its residents with adequate library services and to assure that the library system is sufficiently expanded to accommodate growth within the City and the boundaries of the SOI, the City will implement the following measures.

- Periodically review the facilities and personnel of the library system through the preparation of annual reports. Such review will identify staffing and budgetary concerns as City growth continues to increase the demand on library facilities and staff.
- Continue to utilize General Fund revenue as the primary source of financing library services. Review the allocation of General Fund finances in light of the State recommendation that local libraries receive 5% of local general fund resources.
- Collect fees established in the DIF Study to meet the library facilities demands for future development.
- Apply for all possible library funding opportunities from the State.
- Accept donations of money and/or supplies as a means of augmenting library services while conserving allocated finances.

4.6 PARKS AND RECREATION FACILITIES

The Department of Parks, Recreation, and Community Services is made up of four divisions: Parks, Recreation, Senior Citizens, and Grounds and Facility Maintenance. The City also provides local recreation programs and services for children, adults, and seniors at City facilities and in conjunction with the local school districts.

4.6.1 Performance Standards

Performance standards for parks and recreational are identified based on the type of park or recreational amenity. The overall standard for developed parkland in the City is 5 acres per 1,000 population. Table 4.6-1 shows the performance standards for Parks and Recreation facilities.

Table 4.6-1 Performance Standards – Parks and Recreation Facilities

Parks and Recreation Facility	Standard (per 1,000 population)
Community Center	1,404 square feet
Mini Park	0.2–0.50 acres
Neighborhood Park	1.0–1.5 acres
Community Park	2.0–3.0 acres
Developed Parkland[1]	5.0 acres

[1] The developed parkland standard applies on an overall basis and includes mini parks, neighborhood parks, and community parks.

Note: Maintenance Staff standards require one employee per 10 acres of developed parkland.

To ensure that adequate parks and recreational areas exist in Brawley to meet the needs of residents and visitors, the City will continue to use a park classification system and related park standards based on population. The park classifications per the City's Open Space/Recreation Element of the 2008 General Plan and the City's 5-Year Plan (2012–2017) are discussed below. The established park standards for the individual park classifications (mini-park, neighborhood park, and community park) below are guidelines for development and are subject to change.

Mini-Park: A mini-park is a specialized facility that serves a concentrated or limited population or a specific group such as tots or senior citizens. Mini-parks are typically located within neighborhoods and in close proximity to apartments or multifamily dwellings. Mini-parks should have a service radius of less than a quarter mile and be less than 2 acres in size. The standard for mini-parks is 0.25 to 0.5 acres per 1,000 population.

Neighborhood Park: A neighborhood park is an area for intense recreational activities, providing playing fields, courts, playgrounds, and passive use areas for walking, jogging, and picnicking. Such parks are easily accessible to neighborhood populations and are geographically centered with safe bicycle and pedestrian access. They may be developed as shared-use school/park facilities. A neighborhood park should serve a population of 5,000 and should be 2 to 15 acres in size. The standard for neighborhood parks is 1.0 to 1.5 acres per 1,000 population.

Community Park: Community Parks are areas of diverse environmental quality. A community park may include areas suited for recreational facilities such as athletic complexes and large

swimming pools. Such parks may be natural areas used for outdoor recreation such as walking, viewing, and picnicking. They may be a combination of the above types depending on the site and the needs of the community. Community parks serve several neighborhoods within a 1- to 2-mile radius and should cover 15 acres or larger. The standard for community parks is 2 to 3 acres per 1,000 population according to parks and recreation staff.

4.6.2 Facility Planning and Adequacy Analysis

Inventory of Existing Facilities and Staff

The department has 9 full-time employees and numerous part-time employees. There are currently a total of 125.77 acres of developed parkland in the City, as listed below in Table 4.6-2a and shown on Figure 4.6.1.

Table 4.6-2a Existing Parks and Recreation Facilities

Park		Acres (Developed)
Mini Parks		
Ridge Park		1.63
Kissee Park		0.34
Kelley Park		0.63
Citrus View Park		0.65
Malan Park Landscape		0.53
	Mini Parks Subtotal	*3.78*
Neighborhood Parks		
Abe Gonzales Park		4.42
Alyce Gereaux Park		3.88
Guadalupe Park		3.59
Hinojosa Park		6.52
Meserve Park		4.42
Parkside Park		0.00[1]
Plaza Park		3.18
Thorton Park		5.43
	Neighborhood Parks Subtotal	*31.44*
Community Parks		
Cattle Call and Rotary		56.00[1]
Del Rio		3.00
Elks Youth		0.21
Lions Center Complex		8.91
Lions Center Expansion		6.20
Pat Williams Park		15.71[1]
Senior Center		0.52
	Community Parks Subtotal	*90.55*
Total		**125.77**

[1] The acreage value represents developed parkland. Undeveloped parkland values are: 6.44 acres (Parkside Park); 4.00 acres (Cattle Call and Rotary), and 10.00 acres (Pat Williams Park). Undeveloped and developed park acreage in Brawley equals 146.21 acres.

Source: Sustainability Workshop, City of Brawley Parks and Recreation Department (2012)

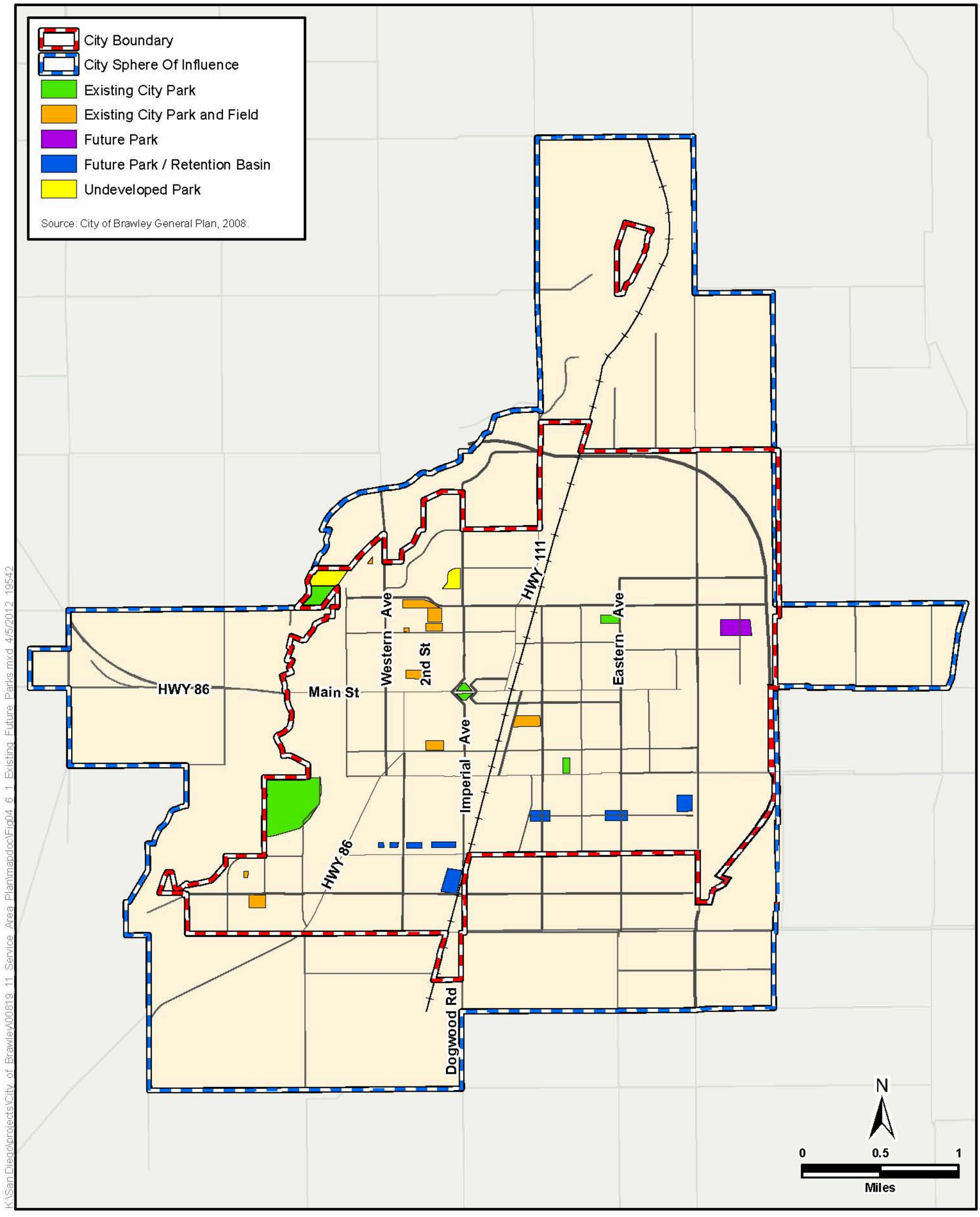

Figure 4.6.1
Existing and Future Parks
City of Brawley Service Area Plan

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As shown below in Table 4.6-2b, according to City staff, the square footage of the City's community center facilities includes the following:

Table 4.6-2b Existing Community Center Facilities

Community Center Facility	Size (square feet)
Lions Recreation Center[1]	20,000
Lions Pool[1]	12,000
Brawley Teen Center[1]	5,000
Blake David Skate Park[1]	18,600
Brawley Senior Center[1]	5,000
Del Rio Community Room[2]	2,400
Total	**60,600**

Source: [1]Sustainability Workshop, City of Brawley Parks and Recreation Department (2012)
[2]Marjo Mello, Interim Parks and Recreation Director

Adequacy of Existing Facilities and Staff

To determine the adequacy of existing facilities, the 2017 DOF population of 26,928 residents was used to determine the population-based performance standard requirement for each parks and recreation facilities. As shown below in Table 4.6-3, all of the existing parks and recreational facilities are above the City's standard and are adequate to serve the existing population, except for Mini Parks, which are about 2.47 acres below the population-based standard of 0.2-0.5 acres per 1,000 residents.

Table 4.6-3 Adequacy of Existing Parks and Recreation Facilities

Parks and Recreation Facility	Requirement per City Standard[1]	Existing	Above/Below Standard
Community Center	37,806 square feet	60,600 square feet	Above Mini
Park	6.73 acres	3.78 acres	Below
Neighborhood Park	26.9 acres	33.44 acres	Above
Community Park	53.8 acres	90.55 acres	Above
Developed Parkland	87.43 acres	127.77 acres	Above

[1] Requirement based on population of 26,928 from the 2017 Department of Finance Estimate.

Future Demand for Facilities and Staff

Projected population growth within the City will result in an increased demand for facilities and services. The City will extend recreation programming and services to annexed areas in the same manner as they are provided within the existing City. If the need for additional parks arises for future annexations, each development would be required to dedicate and/or construct parks to serve each particular area per the City performance standards. Table 4.6-4 provides an overview of the parks and recreation facilities needed to serve future development within the City and SOI through the year 2030. As shown, parks and recreation are projected to be below the City's population-based standards for community centers, mini parks, and developed parkland, but would meet the City's standards for neighborhood and community parks.

Table 4.6-4 Adequacy of Future Parks and Recreation Facilities

Parks and Recreation Facility	Requirement per City Standard (2030)[1]	Existing	Additional Resources from City's 5-Year Plan (2012–2017)	Existing + Additional Resources	Above/Below Standard
Community Center	83,628 sf	60,600 sf	None	60,600 sf	Below
Mini Park	15–30 acres	3.78 acres	4.70 acres	8.48 acres	Below
Neighborhood Park	60–89 acres	31.44 acres	36.20 acres	67.64 acres	Above
Community Park	119–179 acres	90.55 acres	61.00 acres	151.55 acres	Above
Developed Parkland	298 acres	125.77 acres	101.9 acres	227.67 acres	Below

[1] Requirement based on projected 2030 population of 59,564.

Opportunities for Shared Facilities

Joint use opportunities may exist with the Brawley School District and the Brawley Union High School District. Public school grounds, which typically contain play equipment, turfed areas, sports facilities, and gymnasiums, often act as de facto parks. Where possible, future neighborhood and community parks will be located adjacent to public schools and share amenities.

Phasing

Several methods will be used to provide new parks and recreation facilities as the City's population grows. The City will encourage and, where appropriate, require the inclusion of recreation facilities and open space within future residential, industrial, and commercial developments. As new development projects are proposed in Brawley, the City will assess the impact of new development on the existing parks and recreation system. The City will then require the dedication of parkland, payment of an in lieu fee, or a combination of both as a condition of new residential development pursuant to the Quimby Act.

The final location, size, type, and ultimate number of park sites will be determined based upon the approved number of dwelling units at the time of subdivision approval, following annexation of lands within the SOI.

4.6.3 Funding

Current Funding

Several methods are used to provide new parks and recreation facilities as the City population grows. The City will encourage and, where appropriate, require the inclusion of recreation facilities and open space within future residential, industrial, and commercial developments. As new development projects are proposed in Brawley, the City will assess the impact of new development on the existing park and recreation system. The City will then require the dedication of parkland, payment of an in lieu fee, or a combination of both as a condition of new residential development pursuant to the Quimby Act. In addition, the new Development Impact Fee would allocate $3,333 per new single-family residence and $2,500 per new multi-family residence for park improvements. The City will also continue the use of assessment districts and Adopt-A-Park program to obtain and maintain parkland. The City will continue to require all new subdivisions to fund the development and maintenance of parks through assessment districts.

Per Capita Costs

For FY 2016/2017, the Brawley City Council approved an operating budget of $1,587,504 for parks, recreation, and senior citizen services. Considering a City population of 26,928 from the Department of Finance 2017 estimate, the current per capita operating cost is approximately $58.95.

Future Funding Costs

Projecting the $58.95 per capita parks and recreation operating cost over the planning period for the SAP, the parks and recreation operating cost would require approximately $3,511,298 by 2030 to support the projected population of 59,564 residents. This projection is in FY 2016/2017 dollars and does not account for inflation.

Cost Avoidance Opportunities:

There are no cost avoidance opportunities.

Recommended Funding/Future Funding Sources

Development Impact Fees are expected to finance 100% of park and recreation facility demands for future development within the City through 2030. Large-scale new developments may be required to create assessment districts to improve and maintain parkland. Other future funding sources will also include current funding mechanisms. In addition, Quimby fees can be used for parks and recreation facilities in lieu of parkland acquisition.

4.6.4 Recommendations

In order for the City to provide its residents with adequate parkland that is efficiently managed and maintained as growth continues within the City and within the boundaries of the SOI, the City will implement the following measures.

- Pursue joint-use opportunities with the Brawley School District and the Brawley Union High School District.
- Continue to adhere to the existing parkland standard.

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4.7 CIRCULATION FACILITIES

The City of Brawley owns and maintains local public streets within the City while Imperial County owns and maintains local public roads in unincorporated Imperial County. State Routes throughout the County and City are owned and maintained by the state of California (the California Department of Transportation, Caltrans).

4.7.1 Performance Standard

Construction standards and maintenance of street improvements differ considerably between the City of Brawley and Imperial County. For example, the City requires developers to construct, at a minimum, street and parkway improvements to City public street standards adjacent to any new development, regardless of the size of the development. New subdivisions are required to construct interior residential and collector streets to City standards at the developer's expense. Typically, developers of subdivisions must construct all roadways within their project, including perimeter streets to be improved with sidewalks, curbs and gutters, one parking lane, and one travel lane.

The Infrastructure Plan of the City's General Plan includes a classification of street types and performance standards to maintain stable traffic flow without significant delays. This is accomplished through a roadway classification system and level of service performance criteria described below. The Circulation Plan, as shown in the City's General Plan, is depicted on Figure 4.7.1.

Roadway Classification System:

The roadway system in Brawley is defined using a classification system, which identifies a hierarchy of roadway types as shown on Figure 4.7.2. The categories of the classification system differentiate the size, function, and capacity of roadways. There are eight basic categories in the hierarchy: Expressway, Prime Arterial, Minor Arterial, Collector, Local Collector, Residential, Industrial Collector, and Industrial Local. These sections represent desirable standards, but variations of right-of-way width and special road improvements will occur. These categories are described below:

- **Expressway:** A six-lane divided roadway intended to serve regional and intra-county traffic with a minimum right-of-way width of 210 feet consisting of three travel lanes in each direction, a 56-foot median, and shoulders along both sides of the travel way. No on-street parking is allowed on Expressways and the minimum intersection spacing is 1 mile.
- **Prime Arterial:** A four- to six-lane divided roadway with a minimum right-of-way width of 136 feet. Prime Arterials feature raised and landscaped medians, highly restricted access, provisions for public transit lanes, including but not limited to bus lanes, train lanes, or other mass transit type means and no parking. Prime Arterials form an important component of the city and regional transportation system.
- **Minor Arterial:** These roadways provide intra-county and sub-regional service. Access and parking may be allowed, but closely restricted in such a manner as to ensure proper function of this roadway. Typical standards include the provision for four and six travel lanes with raised and landscaped medians for added safety and efficiency by providing

protected left-turn lanes at selected locations. Some may also contain provisions for public transit lanes or other mass transit type means. Minimum right-of-way is 102 feet.

- **Collector**: These roadways are designed for intra-county travel as a link between the long haul facilities and the collector/local facilities. Although a Collector frequently provides direct access to abutting properties, that is not its primary purpose. Typical design features include provision for four travel lanes without a raised median, and some may also contain provisions for public transit lanes or other mass transit type means. Minimum right-of-way is 84 feet. Parking is generally not permitted.
- **Local Collector**: These roadways are designed to connect local streets with the adjacent Collectors or arterial street system. Design standards include provision for two travel lanes and parking, except in specific locations where parking is removed to provide a turn lane at intersections. Local Collector streets frequently provide direct access to abutting properties, although that should be avoided where feasible. Minimum right-of-way is 70 feet.
- **Residential**: This street type also includes residential cul de sac and loop streets and is designed to provide direct access to abutting properties and to give access from neighborhoods to the Local Street and Collector Street system. This classification should be discontinuous in alignment to discourage through trips. Typical design standards include provision for two travel lanes, parking on both sides, and direct driveway access. Minimum right-of-way is 60 feet.
- **Industrial Collector**: The main function of this classification is to provide for efficient movement of goods for regional, subregional, and intra-county travel services. Access and parking may be allowed, but closely restricted in such a manner as to ensure safe and proper function of industrial traffic on this roadway. Typical design standards include provisions for up to four travel lanes and parking on both sides. Minimum right-of-way is 96 feet.
- **Industrial Local:** This classification is designed to connect industrial properties and areas with the adjacent Industrial Collector, Residential, Collector, or arterial system. Design standards include provisions for two travel lanes, of a minimum of 13-fot width each, and parking. Industrial streets frequently provide direct access to abutting industrial sites and parking of industrial-sized vehicles. Minimum right-of-way is 64 feet.

Performance Criteria:

"Performance Criteria" are used to evaluate the ability of the circulation system to serve existing and planned land uses. Performance criteria facilitate the comparison of future traffic volumes and future circulation system capacity and the assessment of the adequacy of the circulation system. Performance criteria establishes a desired level of service (LOS) and a technical component that specifies how traffic forecast data can be used to measure the achievement of the criteria. Levels of service range from A to E and are defined in Table 4.7.1 (General Plan/Infrastructure Element Table I-2). Table 4.7.2 (General Plan/Infrastructure Element Table I-3) shows the maximum Average Daily Traffic (ADT) accommodated by LOS A through E for the four roadway categories described above.

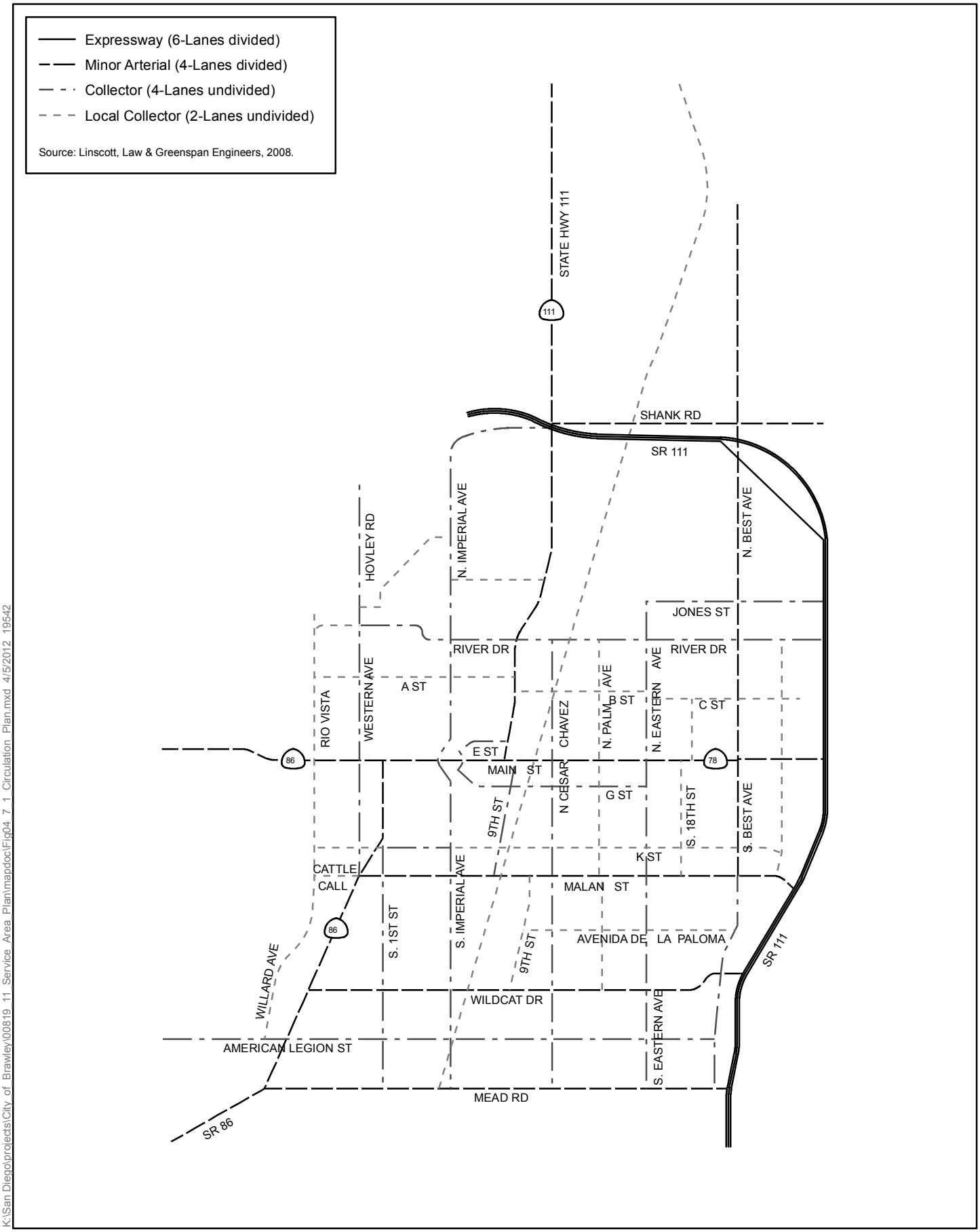

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Figure 4.7.1
Circulation Plan
City of Brawley Service Area Plan

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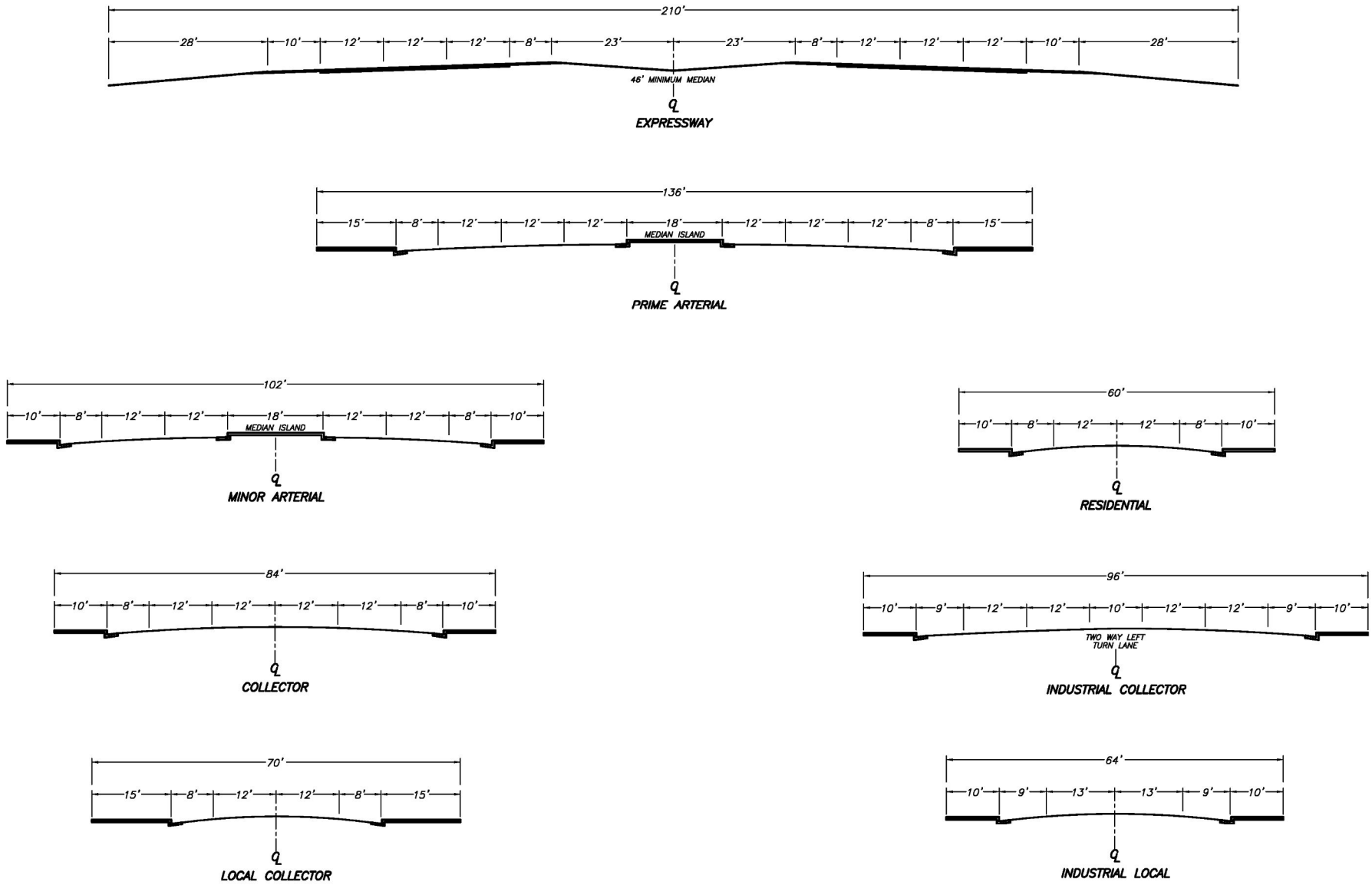

Source: Linscott, Law & Greenspan Engineers, 2008.

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Figure 4.7.2
Typical Roadway Cross-Sections
City of Brawley Service Area Plan

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Table 4.7-1 Level of Service for Brawley Circulation Performance Criteria

Level of Service	Description
A	Represents free flow. Individual drivers have a high degree of freedom to select their travel speeds and are generally unaffected by other vehicles in the traffic system.
B	Represents stable flow, but individual drivers are somewhat affected by other vehicles in determining travel speeds.
C	Represents stable flow, but the selection of the speeds of individual drivers is significantly affected by other vehicles.
D	Represents a condition of high-density, stable traffic flow in which speed and freedom of movement are severely restricted by the presence of other vehicles. At signalized intersections, some vehicles may occasionally have to wait for more than one green light in order to pass through the intersection.
E	Represents operating conditions at or near capacity. Individual vehicles have little freedom to maneuver within the traffic stream, and any minor disruptions can cause a breakdown in the flow of traffic. At signalized intersections, vehicles regularly wait for more than one green light to clear the intersection.
F	Represents breakdown conditions. At this level of service, speeds are low, delay is high, and there are more vehicles entering the roadway than can be accommodated.

Source: City of Brawley, General Plan 2008.

Table 4.7-2 ADT Level of Service Volumes by Roadway Types

	Maximum Average Daily Traffic by Level of Service				
Roadway Type	**LOS A**	**LOS B**	**LOS C**	**LOS D**	**LOS E**
Expressway	30,000	42,000	60,000	70,000	80,000
Prime Arterial	22,200	37,000	44,600	50,000	57,000
Minor Arterial	14,800	24,700	29,600	33,400	37,000
Collector	13,700	22,800	27,400	30,800	34,200
Local Collector	1,900	4,100	7,100	10,900	16,200
Residential	[1]	[1]	<1,500	[1]	[1]
Residential Cul-de-Sac or Loop Street	[1]	[1]	<200	[1]	[1]
Industrial Collector	5,000	10,000	14,000	17,000	20,000
Industrial Local	2,500	5,000	7,000	8,500	10,000

Source: City of Brawley, General Plan 2008

[1] Levels of service are not applied to residential streets because 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.

The City of Brawley has established LOS C as a threshold standard to monitor the performance of community roadways. If the ADT on a particular roadway is greater than the traffic levels established for LOS C, the City will determine that the performance of the roadway is unacceptable. When roadway performance is unacceptable, improvements to the roadway will be required to increase the capacity to accommodate greater ADT levels.

4.7.2 Facility Planning and Adequacy Analysis

Inventory of Existing Facilities

The circulation system within the City is oriented in a north/south and east/west grid system. The City's roadway types include Expressways, Prime Arterials, Minor Arterials, Collectors, Local Collectors, Residential, Industrial Collectors, and Industrial Locals. The City operates and maintains signalized and unsignalized intersections that control the flow of traffic in their circulation system.

The major regional roadway facilities located within City limits include three State Routes: SR-78, SR-86, and SR-111 operated by the State through Caltrans. SR-111 passes through the southeastern, and northern areas of the City and provides access to areas north and south. SR-86 transects the City to the southwest of the City limits. SR-78 runs in an east/west direction transecting the center of the City. The State Routes represent important regional circulation roadways that affect land use within the City. The City is partially responsible for the relinquished portion for maintaining these highways, upkeep and adequate circulation on such facilities affects traffic throughout the City-operated system.

Main Street is presently the most heavily traveled roadway in Brawley. Brawley also experiences substantial truck traffic within the urbanized area due to the City's location at the intersection of SR-78, SR-86, and SR-111. The agricultural sector of Imperial Valley generates a large number of local and regional truck trips.

Ownership and maintenance of local public streets within the City is the responsibility of the City of Brawley Department of Public Works, which has one road maintenance yard located west of SR-111 within the City limits. The City also follows a regular maintenance schedule, which would be applied to streets in the City and annexed areas.

Within the unincorporated area of the SOI, ownership and maintenance of local public roads is the responsibility of Imperial County. Road improvements are installed and inspected according to standards developed by the County Public Works Department. The County does not maintain dedicated local roads on a regular schedule. If the condition of a particular road becomes a non-emergency safety concern, the Public Works Department must first allocate the funds for the repair in the budget for the following fiscal year. In emergency situations, the Brawley road maintenance yard within the City's limits would be assigned to conduct repairs and/or cleanup.

Adequacy of Existing Facilities

The City's circulation facilities are generally found to operate at acceptable levels. The following projects have identified that all roadways and intersections will operate at a LOS C or better with mitigation: Final Environmental Impact Report for the Luckey Ranch Annexation to the City of Brawley (November 1999), Final Environmental Impact Report and Initial Study for SDSU Imperial Valley Master Plan Project (July 2003), and Final Environmental Impact Statement/Report for the State Routes 78/111 Brawley Bypass; these projects have been approved and are at various stages of development.

Many of the roads depicted on the Circulation Plan, Figure 4.7.1, do not currently meet the standards of the roadway designations, and some of the identified components of the circulation system are not yet constructed. Extension of roadways and creation of additional roadways will be needed as development occurs within the City limits and the SOI.

Future Demand for Facilities

As residential, commercial, and industrial development continue within the City boundaries and SOI, the City will need to continue to upgrade and improve existing roadways and create new roadways in order to maintain a service level that is in keeping with the goals established in the City's Circulation Plan. Existing roads will not be able to accommodate the additional traffic generated by development within the SOI. It is assumed that some level of Circulation Plan improvements will be provided in association with private and public projects, including the SR-78/111 to be constructed by Caltrans and those associated with private development throughout the City.

The City of Brawley Capital Improvement Program, FY 11/12 – FY 20/21 identifies the following future demand for circulation facilities (see Table 4.7.3) to serve future development in the City through FY 2020/2021.

Table 4.7-3 Projected Circulation Projects – City of Brawley, 2011–2021

Circulation Facility	Upgrade Type
18th Street	Construction
Best Avenue	Rehabilitation
Dogwood Road	Construction
East B Street	Extension
East D Street	Resurfacing
East Duarte Road	Construction
East H Street	Resurfacing
East K Street	Extension
East Magnolia Street	Construction
East River Drive	Construction
Legion Street	Resurfacing
Main Street	Resurfacing
Malan Street	Extension
Mead Road	Road Construction, Overpass Construction
North 1st Street	Resurfacing
North 8th Street	Rehabilitation
North Imperial Avenue	Resurfacing
North Palm Avenue	Construction
Panno Street	Roadway Extension, Rehabilitation
Rio Vista Avenue	Widening

Circulation Facility	Upgrade Type
River Drive	Overpass
River Street	Asphalt Rehabilitation
Shank Road	Rehabilitation
South 8th Street	Resurfacing
South Imperial Avenue	Resurfacing
Western Avenue	Curb, Gutter, and Sidewalk Improvement
Wildcat Drive	Road Construction, Bridge Construction
Wilson Street	Construction

Source: City of Brawley Capital Improvement Program, FY 11/12 – FY 20/21.

Opportunities for Shared Facilities

In order to maintain the best possible circulation within City limits, throughout the SOI, and within the County and the greater region as a whole, the City will continue to cooperate with the Caltrans, the Southern California Association of Governments (SCAG), and the County to monitor the operation of the regional system and the implementation of necessary improvements. The City will also continue to cooperate with the County and the Imperial Valley Transit Authority to ensure that adequate bus service is available for elderly and disabled persons.

The City will review and comment on environmental documents from the County and nearby cities for new development projects. The City will focus particularly on potential regional transportation impacts and request measures to mitigate traffic impacts on the City and SOI where applicable.

Phasing

Planning and improving local public roads will be the responsibility of the City. The City will require that consideration be given to phasing development to assure that street improvements proceed in an orderly manner from existing improvements into and throughout new development areas.

It is assumed that some level of Circulation Plan improvements will be provided in association with private and public projects, including the SR-78/111 to be constructed by Caltrans and those associated with private development throughout the City. As the City develops and traffic levels increase, the City will construct roadway improvements to implement the Circulation Plan. The City has had discussions with Caltrans regarding taking jurisdiction over sections of SR-86 and SR-78. All projects with impacts on Caltrans roadways, including SR-86, SR-78, and SR-111 will require review and coordination with Caltrans.

To ensure adequate transportation management in future years, the City will implement several programs in addition to the Circulation Plan. The City will require the preparation of a traffic analysis for major development proposals to identify potential impacts on the City's circulation system and identify necessary physical improvements to maintain LOS C, both for new onsite streets as well as existing offsite streets that will be impacted by project traffic. As traffic volumes approach or exceed LOS C, the City will design improvements to increase the

capacity: restriping, restricting on-street parking, improving signal timing, widening intersections, and taking other appropriate measures. The City will also take actions to decrease the demand for vehicular transportation, such as promoting transit service, bicycle, pedestrian, and equestrian facilities.

4.7.3 Funding

Per Capita Costs

For FY 2016/2017, the Brawley City Council approved an operating budget of $4,540,000 for transportation services. Considering a City population of 26,928, the current per capita operating cost is approximately $168.60.

Future Funding Costs

Projecting the $168.60 per capita transportation operating cost over the planning period for the SAP, the transportation operating cost would require approximately $10,042,490 by 2030 to support the projected population of 59,564 residents. This projection is in FY 2016/2017 dollars and does not account for inflation. Per the City's CIP, transportation operating costs are projected to total $104,486,933 over a 10-year period between FY 2011/2012 and FY 2020/2021.

Cost Avoidance Opportunities

There are no opportunities to reduce costs.

Recommended Funding/Future Funding Sources

Development impact fees are expected to finance 93.16% of the circulation facilities demands discussed in the DIF Study for future development within the City through 2030. The remaining 6.84% of the circulation facilities discussed in the DIF Study will be funded through other sources. Fair share traffic impact fees as established by the City for equitable funding of transportation improvements off site or under Caltrans authority shall be paid by the project proponent as specified by the Conditions of Approval for the future developments within the SOI. Traffic impact fees commensurate with traffic generated from future project development shall be paid by the project proponent to the satisfaction of the City Engineer as specified in the Conditions of Approval.

Possible funding sources include assessment districts, redevelopment funds, Development Impact Fees, Community Development Block Grants, exactions, and similar financing methods. The City may choose to construct street improvements to rights-of-way linking the study area to other City areas, including widening, resurfacing, realignment, and landscaping. The City will ultimately assume responsibility for maintaining these improvements through Gas Tax funds and the General Fund. Other possibilities are assessment districts and related funding sources. In addition, the City uses Measure D funds for operation and maintenance of local roadways.

4.7.4 Recommendations

In order for the City to maintain adequate circulation and provide roadways that are sound and efficient throughout the City and the SOI, the City will implement the following measures.

- Implement circulation system improvement projects included in the DIF Study as needed by projected future development within the City.
- Maintain LOS C as a threshold standard to monitor the performance of community roadways.
- Require the preparation of a traffic analysis for major development proposals to identify potential impacts on the City's circulation system and identify necessary physical improvements to maintain LOS C, both for new onsite streets as well as existing offsite streets that will be impacted by project traffic.
- As traffic volumes approach or exceed LOS C, Design improvements to increase the capacity – restriping, restricting on-street parking, improving signal timing, widening intersections, and taking other appropriate measures.
- Take actions to decrease the demand for vehicular transportation, such as promoting transit service, bicycle, pedestrian, and equestrian facilities.

4.8 WASTEWATER FACILITIES

The City of Brawley provides wastewater collection, treatment, and disposal services for residential, commercial, and industrial uses. The City Public Works Department plans, constructs, and maintains the sewage system. The system includes a collection network of pipes and a wastewater treatment plant (WWTP).

The City adopted its Master Plan for the Wastewater Collection System and the Wastewater Master Plan in 2013. Existing and projected wastewater needs in this analysis are based on coordination with City staff and the CIP for FY 2011/2012. A copy of current the Wastewater Master Plan (2013) is available at the City for review.

4.8.1 Performance Standard

Performance standards for operation of the City's WWTP are based on compliance with discharge requirements of the California Regional Water Quality Control Board (RWQCB) Colorado River Basin Region 7. The City is in the process of developing an update to the existing Wastewater Master Plan, which will include a plan for the facility to meet anticipated flows through the year 2030.

Performance standards for new development are founded on providing adequate collection systems based on evaluation of the capacity needs for proposed residential and other land uses, which is specified in the Wastewater Master Plan. Wastewater average daily flows and projected daily capacity of the WWTP are shown below in Table 4.8-1 for 2010; however, future flows and capacity is unknown at this time and will be updated by the Master Plan, once adopted.

Table 4.8-1 Existing and Projected Wastewater Flow and Capacity

Year	Projected Population	Projected Average Daily Flow	Projected Daily WWTP Capacity
2017	26,928	3.83 MGD[1]	5.9 MGD
2020	39,873	5.83 MGD	5.9 MGD
2030	59,564	7.31 MGD	5.9 MGD

[1] MGD = million gallons per day

Note: 2017 Population from DOF Estimate, 2020 Population from SCAG RTP 2012, and 2030 Population is the sum of the additional population from the 2010 DIF Study by 2030 (34,611 people) plus the 2010 Census population (24,953).

4.8.2 Facility Planning and Adequacy Analysis

Inventory of Existing Facilities

The City's wastewater collection system is a gravity flow system. The majority (approximately half) of the system is a combined sanitary and storm sewer system. Figure 4.8.1 shows the location of the City's main wastewater collection lines, which are generally 10 inches and larger

in size and convey wastewater flows from south to north. Smaller lines, 6 and 8 inches in size, flow primarily east and west and are located in virtually every east–west street in the City. As indicated in the 2013 Wastewater Master Plan, the existing system includes approximately 77 miles (406,560 linear feet) of wastewater collection lines ranging from 6 to 30 inches, and 2.1 miles of force mains.

The existing WWTP is located in the northeastern portion of the City's boundary. The total design capacity of the wastewater treatment plant is 5.9MGD. The WWTP provides secondary treatment through a Biolac® activated sludge treatment system that was brought online in December 2011. The treatment system is comprised of three Biolac® activated sludge treatment units equipped with air diffusers, three secondary clarifiers, an activated sludge pumping stations, ultraviolet disinfection, and sludge processing facilities. The Discharger has converted one of the inactive primary clarifiers into a sludge thickening unit and the other inactive primary clarifier into a sludge holding tank. Wasted activated sludge is thickened in a sludge thickening unit, dewatered in a centrifuge sludge dewatering unit, and then dried using solar greenhouse sludge drying structure. The Biolac® process operates without primary treatment; therefore, no primary sludge is produced during the treatment process. All of the wastewater collectors and mains flow to the City's WWTP, which process the effluent and discharge the treated water into the New River.

The City also operates several lift stations, which primarily include the South Brawley Sewage Lift Station No. 1, the Citrus View Sewage Lift Station No. 2, and the Latigo Sewage Lift Station No. 3, which pump wastewater into nearby gravity sewers. Smaller lift stations have also been constructed privately to serve larger developments, such as the Wal-Mart and Los Olivos lift stations; however these stations are not operated by the City of Brawley. Lift Station No. 1 was designed in 1988 as part of the Southwest Brawley Sewer Improvements Project and is located south of Malan Street and east of Dogwood Road and the Union Pacific Railroad. One 10-inch force main conveys flow from Lift Station No. 1 east and north to the WWTP. Lift Station No. 2 was designed in 1989 to serve the subdivision of Citrus View and is located in the southwestern part of the City, on the east side of Richard Avenue between Ronald and Steven Streets. The Citrus View area in the City of Brawley has independent sanitary and storm sewer systems; therefore, stormwater flows are not discharged to the wastewater collection system or the lift station. Since the lift stations were constructed, development in the areas that contribute flow to the lift stations has increased the discharge into the collection system.

Adequacy of Existing Facilities

Approximately half of the municipal wastewater and drainage collection systems are combined in the City of Brawley. Consequently, drainage water is treated at the WWTP and accounts for a substantial part of the treatment plant operation load. To prevent sewage spills during unusual rain events, an overflow basin has been constructed to reduce the amount of overflow. The capacity of the sewers is adequate under normal dry weather conditions.

The capacity of the existing WWTP is 5.9 MGD, which is more than the estimated average daily flow of 3.84 MGD. According to City staff, the current WWTP treats about 65% of the maximum design capacity depending upon influent flow rates, and per the RWCQB was not in need of additional capacity to accommodate existing development. Several of the wastewater sewer lines were over capacity in 2017, which are combined with the drainage collection systems. Wastewater lines in most need of improvement are specified in the City's updated Wastewater Master Plan.

City Boundary
City Sphere Of Influence
RailRoad
Canal
Stream

Wastewater System

6 to 30 Inch Diameter Sewer Lines
Lift Station
WWTP

Source: Imperial County Assessor's Office, 2007;
USGS National Hydrography Dataset, 2011.

BEST CANAL
OAKLEY CANAL
WWTP
NEW SPRUCE CANAL
MAIN SPRUCE CANAL
SMILAX CANAL
STANLEY CANAL
WESTSIDE MAIN CANAL
SANDAL CANAL
SANDEL CANAL
MOORHEAD CANAL
MANSFIELD CANAL
BRYANT CANAL
MALEN CANAL
Lift Station #1
ROCKWOOD CANAL
Lift Station #2
CENTRAL MAIN CANAL
MALAN CANAL
LAVENDER CANAL
LILAC CANAL
N
0 0.5 1
Miles

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Figure 4.8.1
Existing Wastewater System
City of Brawley Service Area Plan

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Future Demand for Facilities

Projected average daily flows and future wastewater facility demands until the year 2030 are provided in the City's 2013 Wastewater Master Plan identifying the following wastewater improvements:

- Lift Station No. 1 & 2 Upgrades
- 8th Street Line Replacement
- Annual Manhole Rehabilitation
- Small Dump Truck Acquisition
- Sanitary Sewer Management Plan
- Backhoe Acquisition
- Vehicle Acquisition
- WWTP Expansion
- City Wide Sewer Line Replacements and Upgrades
- WWTP Tertiary Treatment Project
- Annual Sewer Video Inspections
- Adler Sewer Main Replacement
- Cattle Call Park Sewer Lift Station
- Annual sewer cleaning program
- North Imperial Storm Drain Extension
- Pat Williams Storm Drainage Extension
- Best Road Storm Drain North of Jones
- Best Road Storm Drain from Malan to Main
- Annual Storm Drain Inlet Rehabilitation
- Reconstruction of Storm Drain Inlets at Various Locations
- Rio Vista Storm Drain Improvements

Opportunities for Shared Facilities

The City does not share wastewater treatment, storage, or distribution facilities with other jurisdictions; however, the cities of Imperial and Brawley are discussing the possibility of jointly sharing sewer services to the area.

Phasing

The City is currently working on expanding its infrastructure and has continuously been working on infrastructure projects since the year 2000. As noted above, the CIP identifies future improvements between FY 2011/2012 and FY 2020/2021 related to wastewater services, and specifies anticipated projects for each fiscal year.

4.8.3 Funding

Current Funding

The City of Brawley Public Works Department charges users monthly fees for wastewater services. A substantial amount of the user fees also pay for debt financing that was required to construct existing facilities.

Per Capita Costs

For Fiscal Year 2016/2017, the Brawley City Council approved an operating budget of $3,979,521 for wastewater collection and treatment services. Considering a City population of 26,928, the current per capita operating cost is approximately $147.78.

Future Funding Costs

Projecting the $147.78 per capita parks and recreation operating cost over the planning period for the SAP, the wastewater collection and treatment services operating costs would require approximately $8,802,268 by 2030 to support the projected population of 59,564 residents. This projection is in FY 2016/2017 dollars, and does not account for inflation.

Cost Avoidance Opportunities

There are no cost avoidance opportunities.

Recommended Funding/Future Funding Sources

Development impact fees are expected to finance 37.14% of the wastewater facilities demands discussed in the DIF Study for future development within the City through 2030. The remaining 62.86% of the facilities also discussed in the DIF Study will be funded through other sources. New developments are responsible for adding or upgrading infrastructure, if needed, as discussed in the 2013 Wastewater Master Plan. Future project proponents will be responsible for the costs of the sewer infrastructure within and directly benefiting their project within the SOI. This infrastructure may include sewer laterals connected to new structures, collection mains with manholes, pump stations, and forced mains, if required, all of which collect sewage directly

from the respective study areas. Recommended funding sources include the Border Environment Infrastructure Funding (BEIF) from the Border Environment Commission.

4.8.4 Recommendations

In order for the City to assure adequate service to its wastewater customers as development continues within the City boundaries and within the SOI, the City will implement the following measures.

- Implement improvement projects in the Wastewater Master Plan and the DIF Study as funds become available and as deemed necessary by the Director of the Department of Public Works.
- Ensure that the City's WWTP operation is in compliance with discharge requirements of the RWQCB.

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4.9 WATER FACILITIES

The City of Brawley provides potable water treatment and distribution within the City limits and SOI boundaries; and the Public Works Department plans, constructs, and maintains the water system. The City purchases raw imported Colorado River water from the IID, which delivers the raw water to the City via IID-owned and operated canals—the Mansfield and Central Main Canals. Untreated water to be used for agricultural purposes is delivered to customers directly from the IID canal systems, while water to be used for domestic and industrial/commercial purposes is delivered to the City's water treatment plant, where the water is filtered and disinfected before it is pumped into the water distribution system. The City laste updated its Water Master Plan in 2012.

4.9.1 Performance Standard

Storage is required in a system to help stabilize flows and pressures, as well as to provide for emergency conditions such as fighting fires, facility repairs, etc. The minimum volume of storage available to a water distribution system typically includes both operational and contingency storage. Since the Water Master Plan is in the process of being updated, the City does not currently have established criteria. The 2012 Water Master Plan used the City of San Diego's storage criteria, which requires ground-level storage to equal 50% of the system's maximum day demand. Table 4.9.1 depicts the water system's capacity standards, which are rough projections based on City staff input.

Table 4.9-1 Water System Capacity Standards

Year	Projected Population	Average Annual Demand	Required Storage Volume	Existing Storage Volume
2017	26,928	4.84 MGD	16.1 MGD	9 MG
2020	39,873	10.6 MGD	15.9 MGD	9 MG
2030	59,564	14.3 MGD	21.4 MGD	9 MG

MG = million gallons

Note: 2010 Population from US Census, 2020 Population from SCAG RTP 2012, and 2030 Population is the sum of the additional population from the 2010 DIF Study by 2030 (34,611 people) plus the 2010 Census population (24,953).

4.9.2 Facility Planning and Adequacy Analysis

Inventory of Existing Facilities

The existing water distribution system consists of one water treatment plant, three separate storage facilities, two pump stations, and approximately 110 miles of 4- to 24-inch water mains. The existing water system is depicted on Figure 4.9.1. In 1999, the City completed construction of a new water treatment plant to alleviate capacity problems that were occurring at the old water treatment plant, which is no longer in use.

The water treatment plant includes the following:

- A 15-MGD capacity, which provides adequate space for expansion to 30 MGD and is located on Cotton Rosser Drive to the west of SR-86, approximately 0.5 miles to the south of the old water treatment plant.

The existing storage facilities include the following:

- 2-MG grade level reservoirs located at the water treatment

plant on 760 Cotton Rosser Drive3-MG grade-level steel reservoir

located just north of the airport. The existing pump stations include the

following:

- The first station is located just south of the airport.
- The 1999 Pump Station includes 6 MG of finished water storage and five equal sized pumps and is located on Cotton Rosser Drive to the west of SR-86, locatedto the south of the existing water treatment plant.

The City's water mains range in diameter from 4 to 24 inches and are constructed of either cast iron (CI), asbestos cement (AC), or polyvinyl chloride (PVC). The CI pipes are the oldest and account for roughly 39% of the water mains and were installed until the 1960s. The AC pipes account for approximately 41% of the water mains and were installed through the 1960s and 1970s. The PVC pipes account for 20% of the water mains and represent the material of choice since the 1980s.

The existing facilities as indicated by City staff include the following:

Existing Resource	Existing Amount
Water Main Improvements	110 miles
Water Treatment Plant	1
3-MG Finish Water Storage Reservoirs	3
Raw Water Reservoir	2
Pond Lining	4
Communication Radio System	2
Trucks	4
Forklift	1
Finish Water Pump Station	1
Booster Water Pump Station	1

Adequacy of Existing Facilities

The City updated their Water Master Plan in 2012. The City has experienced several failures in the existing CI pipes due to corrosion. City personnel have indicated that in some

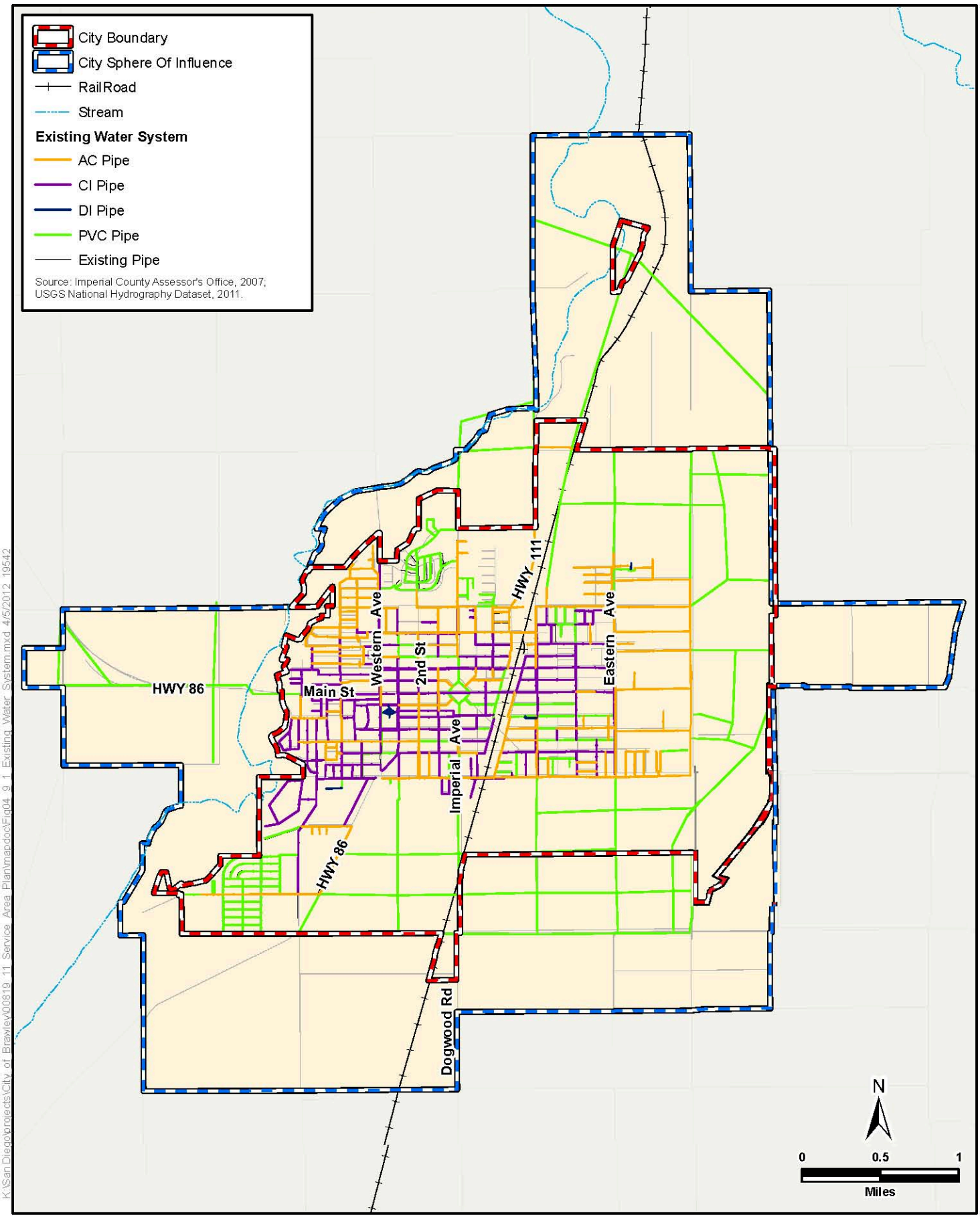

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Figure 4.9.1
Existing Water System
City of Brawley Service Area Plan

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instances where the CI pipe was removed, the pipe's interior diameter was less than half of what was originally installed. The alkaline soils in the Imperial Valley attack the pipe from the exterior and the alkaline water attacks from within. Some of the CI pipes have been in service for over 65 years, with newer CI pipes being in service for over 30 years. The pipes that have been replaced show extensive encrustation on the pipe interior due to salt build up. Due to corrosion, the capacity of the CI pipes is roughly 50% of AC or PVC pipes. This difference also equates to greater pressure loss and lower reliability for hour and fire flows. As a result, the CI pipe C-factor used for model calibration is 100, compared to C-factors for the newer AC and PVC pipe of 140 and 150, respectively.

According to City staff, the City's average daily flow is 4.84 million gallons per day. The water treatment plant has a current capacity of 15 million gallons per day. The peak flow during the summer has been as high as 11.8 million gallons per day. In addition, it's expected that the average daily flow will diminish as the City implements the reading of the water meters.

The 2012 Water Master Plan explains that the existing distribution system is not capable of meeting user demands. To provide adequate pressures to meet existing user demands, the following needed improvements are listed below. The City intends to make the modifications listed below as new development occurs.

- Replacing all existing 4-, 6-, and 8-inch CI pipe with 8-inch PVC minimum. All larger diameter CI pipes should be replaced with same size PVC pipe.
- Replacing all CI pipes in a commercial or industrial zone with 12-inch PVC.
- Increasing the existing 8-inch AC pipe with 12-inch PVC in Malan Street from Eastern Avenue to Best Road and in Best Road from Malan Street to Jones Street.
- Replacing the 6-inch AC in River Drive near SR-111 and in SR-111 north of River Drive with 12-inch PVC.
- Replacing the 6-inch AC in the vicinity of the airport with 12-inch PVC.
- Replacing the 6-inch AC in the residential area of Duarte, Rubio, Jones, and Trail Streets near the airport with 12-inch PVC.

According to Table 4.9.1, the existing storage volume is adequate.

Future Demand for Facilities

Projected future water facility demands until the year 2030 will be provided in the City's updated Water Master Plan, and is anticipated for approval during FY 2012/2013. However, at the time this document was prepared, input from City staff and the CIP for Fiscal Year 2011/2012 identified the following future water improvements:

- Water Treatment Plant (WTP) Expansion
- WTP Sedimentation Basin Expansion
- Finish Water Tank Lining
- Variable Speed Drive Pumps at Airport
- Remote Pressure Sensing Units
- Commercial Water Meter Purchase

- Public Works Water Tank Removal
- Malan Water Line Phase IV
- Southwest Water Line Replacement
- Main Street Water Main Replacement
- Backhoe Acquisition
- Concrete Breaker Acquisition
- 4-inch Pump Acquisition
- Compactor Acquisition
- Welder Acquisition
- Dump Truck Acquisition
- Water Truck Acquisition
- Arrow Board Acquisition
- Message Board Acquisition
- Trencher Acquisition
- Water Master Plan
- City Wide Water Line Replacements and Upgrades
- Potable Water Storage Tanks
- Andrida Circle Water Line Replacement
- Construction of 2- by 3-MG Reservoir and Pump Station
- Annual Water Valve Replacement
- 14th Street Water Main Replacement
- Water Treatment Plant Raw Water Storage Reservoir
- WTP Pond Liner Replacement
- Variable Speed Drives at WTP
- SCADA Control of Remote Tank Station

Opportunities for Shared Facilities

There are no opportunities for shared facilities.

Phasing

According to the 2012 Water Master Plan and City staff, the design and construction of the proposed existing water system capital improvements are proposed to be phased until the year 2024. The future water system, according to the 1999 Water Master Plan, are divided into three phases, which allow for the construction of facilities at a fairly steady pace without severely taxing the City's revenues at any one time. As of 2017, Phase I was partially completed.

Phase 1 (In Process):

- Replacement of all 4-inch diameter CI pipes and a portion of the 6-inch diameter CI pipes.
- Replace the 6-inch AC pipe in Julia Road, between Junctions JU-5 with a 12-inch main.
- Improvements to the Po Colonia area.

Phase 2 (year 2015 -–2019):

- Replacement of the rest of the 8- and 12-inch CI pipes.

Phase 3 (year 2020 – 2024):

- Replacement of the rest of the existing CI pipes, replacement of existing pipes that have inadequate existing capacity, and providing the reliability/operation upgrades. The reliability upgrade includes the installation of a 24-inch pipe that parallels the existing 36-inch pipe at the 1999 Water Treatment Plant. This pipe will provide a redundant water source if the 36-inch line has to be taken out of service. It is also proposed that additional inter tie connections be made between the existing 36/24-inch pipe that extends from the 1999 WTP to the old WTP and the local distribution pipes.

4.9.3 Funding

Current Funding

The City of Brawley charges a flat rate to its customers for water use. The method that is currently used does not benefit the City, in that the rates do not correspond with the amount of water being consumed. The City has installed approximately 4,300 meters in the City for residential uses and maintains approximately 100 commercial accounts with meters; however, the City is still charging a flat rate for water use in the City.

Costs for water distribution systems within new developments are not included in the phasing plan, as these improvements are developer-driven and will be paid for by developers as

development occurs. The project proponent will be solely responsible for the costs of the water infrastructure within and directly benefiting their projects. This infrastructure may include storage facilities, pumps, water mains, and distribution pipelines, all of which supply water directly to the project site. New distribution mains may need to be constructed by the project proponent to connect the project site to the 2012 WTP. Routing of these lines will be determined by the Department of Public Works. If this or any other facility built by the project proponent will benefit other property owners, reimbursement agreements may be instituted to reimburse the project proponent, as appropriate. The proponent will also participate in the construction of other offsite water facilities, on a fair-share participation basis, as specified in the project Conditions of Approval.

User charges, property taxes, capital facility charges and capital reserve funds and interest earnings, as well as external financing are commonly used to finance water system capital improvements. User charges are applied to customers for use of service provided by the utility and generally provide most or all of a utility's revenues. Charges are collected through an established set of rate schedules based on the costs of providing the service and those policies related to financial inducements for water conservation.

Capital facility charges can be provided by new customers requesting service such as connection fees, line extension fees, etc. Based on state law, a capital facility fee can compensate the utility for the cost of a new customer's demand on the projected and available system capacity to provide service, but cannot exceed the expense that the new customer places on improving an existing system.

Per Capita Costs

For FY 2016/2017, the Brawley City Council approved an operating budget of $9,123,123 for water treatment and distribution services. Considering a City population of 26,928 from the 2017 Department of Finance estimate, the current per capita operating cost is approximately $338.80.

Future Funding Costs

Projecting the $338.80 per capita water treatment and distribution services operating cost over the planning period for the SAP, the water treatment and distribution services operating cost would require approximately $20,180,283 by 2030 to support the projected population of 59,564 residents. This projection is in FY 2016/2017 dollars, and does not account for inflation.

Cost Avoidance Opportunities

There are no cost avoidance opportunities.

Recommended Funding/Future Funding Sources

The City will pursue and grants available.

4.9.4 Recommendations

In order for the City to assure adequate service to its water customers as development continues within the City boundaries and within the SOI, the City will implement the following measures.

- Require water meters on all new construction and development and consider implementing a program to install meters on all existing water services.
- Implement improvement projects recommended in the Water Master Plan and the DIF Study, as funds become available and as deemed necessary by the Director of the Department of Public Works.
- Continue to periodically review the water rate and financing structure to assure adequate funding for the implementation of new projects and the maintenance of existing facilities.
- Require that system improvements conducted by the City or a private developer shall be designed to conform to relevant Federal, State, and local regulations.
- Promote water conservation by requiring all new developments to install low-flow showers and toilets. Consider implementing a low-flow replacement program for showers and toilets in existing facilities.

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4.10 AVAILABILITY OF SERVICES NOT PROVIDED BY THE CITY

As indicated in the previous sections, the provision of services to the population of Brawley is shared with other agencies. This section addresses the availability of services not provided by the City.

4.10.1 Schools

The Brawley planning area, which includes the City limits and the SOI, is served by the Brawley Elementary School District (BESD) and the Brawley Union High School District (BUHSD). The BESD is comprised of five schools: Miguel Hildalgo Elementary School, J.W. Oakley Primary, Phil D. Swing Elementary, Myron D. Witter Elementary, and the Barbara Worth Junior High. Total enrollment within the BESD is approximately 4,000 students, which is at capacity.
For planning purposes, the BESD utilizes an overall student generation rate of 0.594 for single-family dwelling units and an overall student generation rate of 0.417 for multi-family dwelling units. Development impact fees are $2.92 per square foot for residential projects and $0.39 per square foot for commercial projects.

The BUHSD provides education for grade 9–12 students within the planning area and includes a total of three schools: Brawley High School, Desert Valley High School, and Renaissance Community Day School. The 2017 enrollment of approximately 1,750 students at the three schools is near capacity. BUHSD uses a student generation rate of 0.268 students per single-family household and 0.167 students per multi-family household for the purposes of student planning. School impact fees are $1.07 per square foot for residential development and $0.17 per square foot for commercial projects. In addition to the above, private elementary school facilities are available to serve students from preschool through 12th grade.

School services, including new school construction, are financed through property taxes, State and local bonds, and development impact fees. Mello-Roos districts are also established in many communities where large-scale new development is occurring. The districts' voters may also impose special taxes with a two-thirds approval.

4.10.2 Electric

The City coordinates the provision of electricity and other services for new development to ensure that adequate rights-of-way, easements, and improvements are provided. As of January 2017, the IID serves an estimated 150,000 customers, in accordance with ANSI Standards Q-84, 1-1995, which establishes normal voltage ratings and operating tolerances for 60-hertz electric power systems. The IID estimate for 2010 for total energy sales was 3,218,000,000 kilowatt hours (KWh) within the IID service area. KWH consumption within the City of Brawley is expected to grow at an annual rate between 4 and 6%.

The primary source of electrical energy is provided by fossil fuels; however, energy is created from a mix of hydrological, solar, nuclear, gas, and coal. Approximately 70% is purchased from outside the region and 30% is produced locally. Peak demand was estimated at about 1,004 megawatts (MW) system-wide on August 24, 2010. IID has more than 466 MW of available capacity, or approximately 47% more than current peak demand. The IID estimates that the average residential consumer uses more than the national average of energy per year due to the need for summer air conditioning. The IID has implemented energy conservation measures to reduce consumption, but anticipated growth in the region is likely to require new facilities in

the future. IID currently obtains approximately 30% of its energy from renewable sources.

IID operates nine hydroelectric generation plants, a 180-MW steam plant, eight gas turbines, and an eight-unit diesel plant. IID electrical service facilities include a 161 kilovolt (kV) transmission line that bisects the project site from north to south and a 92 kV transmission line that runs along Shank Road adjacent to or through the northern Luckey Ranch area. All transmission lines are required to be located above ground. Future undergrounding of distribution lines is allowed. Future development within the SOI will require analysis by IID planners, and new substations and transmission lines may be required.

4.10.3 Telecommunications

AT&T (formerly SBC) provides telecommunications service to the City. The California Public Utilities Commission sets the performance standard through a series of established tariffs. The telephone company is a publicly regulated utility and is obligated to serve the community and improve facilities as needed. The exact need for telephone lines to serve the SOI cannot be determined at this time. Conservative estimates could result in the installation of two lines per residential dwelling unit and an unknown number of lines to serve commercial and industrial areas. No impacts on existing telephone services have been identified.

4.10.4 Natural Gas

The City coordinates with the natural gas supplier, Southern California Gas Company when new development occurs to ensure adequate rights-of-way and easements are provided. The City has developed policies to promote energy conservation, and new development is required to conform to State Title 24 Energy Regulations. Natural gas supply and infrastructure are well established and can be extended as development proceeds.

4.10.5 Airport Facilities

The Brawley Municipal Airport is located in the northern portion of the Imperial Valley. The history of the airport dates back to the 1930s when the City of Brawley acquired land for a municipal airpark. The existing airport covers 160 acres and is bounded by Best Road to the east, Jones Street to the south, Eastern Avenue and the Union Pacific Railroad to the west, and agricultural uses to the north. At present, the airport is classified as a B-II-Visual airport and serves general aviation and agricultural (crop dusting) operations. The airport also provides support for emergency military operations.

Services available at the airport include aircraft maintenance, aircraft storage in T-hangars and conventional hangars, permanent and transient aircraft tie-down storage, and aircraft fueling. The airport includes a single runway with dimensions of 4,500 feet by 60 feet and an existing airport hangar totaling 94,600 square feet. Police, fire protection, and other municipal services are supplied by the City. There are 62 aircraft based from the airport—56 single-engine planes, 4 multi-engine planes, and 2 helicopters—according to the Federal Aviation Administration as of February 2012. Aircraft operations were estimated to include approximately 105 operations per week during 2010.

Future growth of the City of Brawley will possibly entail additional passenger flights in and out of the area, and the addition of new industry in the City may create the need for additional cargo trips. Expansion of the airport will create additional opportunities for increased operations and

possible commuter service. The DIF Study identified the need for an 85,000 square-foot expansion of airport hangar space and a runway extension of 1,100 linear feet as a result of anticipated future development through 2030. Also, as noted in the City's CIP, is an update of the Airport Master Plan.

The fees established in the DIF Study are expected to finance 100% of the airport facility demands for future development within the City through 2030. Airport capital development is also funded in a variety of ways depending upon the nature of the development and sponsor of the particular project. The Airport Improvement Program is on a share basis, where the Federal grant pays only part of the total cost of an eligible project. The balance of funding must come from other sources, such as State grants or from the project sponsor. Airport operations are funded by the City primarily through income generated by airport concessions, rentals, and leases, and also from intergovernmental grants

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5.0 FINANCING

5.1 INTRODUCTION

The City of Brawley, like most cities in Imperial County, functions as a self-contained service provider for traditional city services such as fire and police protection, water and sewage treatment, street maintenance, parks and recreation, and libraries. The isolated nature of most Imperial County cities provides very limited opportunities for shared facilities and/or for the consolidation or reorganization of service providers.

In addition, the economic conditions in most of Imperial County, including the City of Brawley, limit the opportunity for voter approval of special taxes or assessments, including utility taxes. For example, in comparison to the Statewide median household income of $61,320, in Brawley the median household income is $41,718; and while 16.4% of California families are below the poverty level, in Brawley 25.2% of families are below the poverty level (Census 2015). The small size of the City also means slow overall growth in infrastructure funding from sources such as property tax, user fees, and development impact fees.

The City currently has a weak commercial base. As a result, many residents from the City of Brawley as well as nearby jurisdictions, commute to El Centro for their shopping needs. Therefore, the City has the potential to capture more sales tax revenue by providing additional commercial opportunities to those who might otherwise not shop in the City. As new commercial developments occur within its jurisdiction, sales tax revenue will increase and will help to pay for any previous and existing inadequacies in City facilities and services. In addition, more residential development within the City will increase property tax revenue and will also help to pay for any previous and existing inadequacies in City facilities and services.

CFDs and Impact Fees are mechanisms for future developments that will provide additional funding for City facilities and/or services. Currently, there are seven CFDs that have been formed within the City. The DIF Study was adopted in 2010. Therefore, sales and property taxes, CFDs, and impact fees are expected to implement many of the recommendations shown in this plan and provide for previous, existing, and future City facility and services needs. Audited financial statements and City budgets are available at the City of Brawley. Complete budgetary information is available for viewing at the City Finance Department.

This section of the SAP lists and describes the revenue sources and financing mechanisms that are currently utilized by the City to fund the development and operation of the various facilities and services discussed within Chapter four of this SAP. Revenue sources and financing mechanisms that are not currently used but that are being reviewed and considered by the City for future funding are also described.

5.2 EXISTING REVENUE SOURCES

The following discussion presents the sources of revenue that are currently utilized by the City to accumulate finances necessary to develop and operate the various facilities and services discussed in the SAP. The City projects revenue for future expansion of City services to come from following the primary sources.

5.2.1 Taxes

The City receives tax revenue from property taxes (landscape and lighting district), sales and use taxes (including Measure D sales tax), transient lodging tax, franchise taxes, business license tax, real property transfer tax, and utility users taxes.

5.2.2 Intergovernmental Sources

Revenue from intergovernmental sources primarily come from State and Federal transfers such as motor vehicle license fees, sales and use taxes (including gas tax), and intergovernmental grants (including community development block grants).

5.2.3 Service Charges and Impact Fees

Service charges include various fees for City services such as water, wastewater, and solid waste services, recreation, library, parking, and dial-a-ride fares. In addition, jurisdictions often charge private developers various development impact fees to assure that the demand for and physical and financial impacts on public services and facilities caused by development projects are adequately addressed. The DIF Study (David Taussig & Associates 2010) was prepared to enable the City to update its development impact fees that include fees for the following categories:

- General Government Facilities
- Library Facilities
- Park Facilities
- Airport Facilities
- Police Facilities
- Fire Facilities
- Animal Control Facilities
- Transportation Facilities
- Stormwater Facilities
- Administrative Facilities

The updated DIF Study was adopted on September 20, 2010.

5.2.4 Miscellaneous Revenue

This source of revenue results from property sales, workers compensation reimbursements, contributions, rents and royalties, loan repayments, and airport rentals and leases. Other minor sources of City revenue are licenses and permits, fines and forfeits, and interest on deposited funds.

5.3 FUTURE REVENUE SOURCES

The following discussion presents sources of revenue that the City Finance Department is considering for future use to increase available financial resources and increase the efficiency of operations.

5.3.1 Local Funding

There are eight CFDs that have been formed in the City :

1. Victoria Park (CFD No. 2005-1)
2. Gateway (CFD No. 2005-2)
3. La Paloma (CFD No. 2005-3)
4. Latigo Ranch (CFD No. 2005-4)
5. Malan Park (CFD No. 2006-1)
6. Luckey Ranch (CFD No. 2007-1)
7. Springhouse (CFD No. 2007-2)
8. Porter Ranch (CFD No. 2017-1)

5.3.2 State and Federal Funding

Various government programs are available at the State and Federal levels to assist local jurisdictions in financing public facilities and services. The City will continue to seek out such sources of revenue in the future. Most funding sources at the State level require an application requesting assistance and specifying the projects or purposes for which the funds can be used. Financial assistance from the State can include grants, low interest loans, and matching funds. At the Federal level, financial assistance includes grants and Federal matching funds for State-run assistance programs. Such State and Federal grants and other sources of revenue being considered or that may be considered by the City include Community Development Block Grants issued by the U.S. Department of Housing and Urban Development, Congestion Mitigation and Air Quality Improvement Program funding from the U.S. Department of Transportation, and Intermodal Surface Transportation Efficiency Act money from the Federal government.

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