

California Department of Transportation

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(619) 985-1587 | FAX (619) 688-4299 TTY 711
www.dot.ca.gov



June 15, 2026

11-IMP-86

PM 19.076

Brawley Gateway Mixed Use Master Plan
MND/SCH#2026050041

Mr. Cristhian Barajas
Development Services Director
City of Brawley
205 South Imperial Avenue
Brawley, CA 92227

Dear Mr. Barajas:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mitigated Negative Declaration (MND) for the Brawley Gateway Mixed Use Master Plan, located near State Route 86 (SR-86). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Brawley (City) in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections

between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

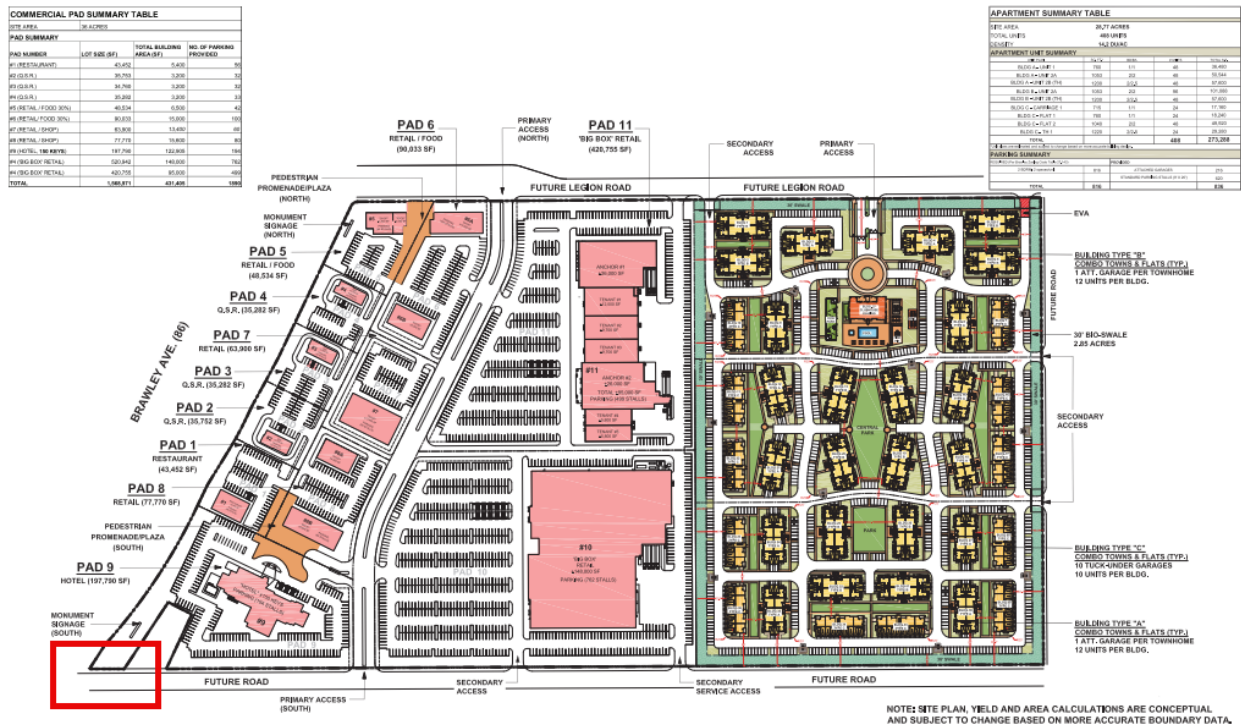
Traffic Engineering and Analysis

1. Table 2 – ITE Trip Generation Rates on page 8 of the Transportation Impact Study (TIS). Under the Shopping Plaza land use category, the total PM peak was calculated to 502 trips ($85 \text{ KSF} \times 5.91 = 502 \text{ trips}$). Please verify and revise.
2. Exhibit 4 (Project Trip Distribution for Commercial) has 4% at SR-86/Legion Road Intersection #5 and SR-86/Future Road Intersection #9. Please clarify if the 40% is correct. If not, please revise.
3. Exhibit 7 - Project Trip Assignment (Total). The total project trips at SR-86/Legion Road Intersection #5 do not appear to be correctly calculated for the 40% and 60% trips distributions. For example, during the AM Peak hour, outbound trips are calculated as $251 \times 60\% = 151$ and $251 \times 40\% = 100$ trips. During the PM peak hour, outbound trips are calculated as $611 \times 60\% = 367$ and $611 \times 40\% = 244$ trips. Please recheck the calculations and revise the data in both the report and the Synchro model.
4. Same comment for Exhibits 5 and 6.
5. Exhibit 10 – SR-86/Future Road Intersection #9 shows a proposed signal and road connection to SR-86. If the Future Road will be connected to SR-86, provide an ISOAP analysis for review. If the Future Road will not be connected to SR-86, please remove the roadway connection from the report and Synchro files, reanalyze and revise the report to reflect the latest proposed conditions. S. Brawley Avenue is also known as SR-86 and is Caltrans' R/W.
6. Existing condition at SR-86/Western Avenue/Malan Street (Intersection #3) for northbound approach consists of one left, one through and one shared through/right lane. Please update Exhibit 10 accordingly.
7. Page 32 (33 of 251) first paragraph: The text states Exhibit 14 shows the Opening Year 2024. However, Exhibit 14 appears to show the Opening Year 2028. Please verify.
8. Page 35: The paragraph below Table 12 states, "It may be noted that a new traffic signal is assumed at S Brawley Avenue and Future Road (Study Int#9) and Project Driveway #1 & Future Legion Road (Study Int. #6)...". ISOAP analysis will need to be submitted for review for Intersection #9 if the project has the roadway connection from SR-86 as stated.
9. Provide preliminary site plans for the future Legion Road, particularly for the intersection near SR-86 and Legion Road.

10. Please follow Caltrans Director's Policy 36 (DP-36) on Road User Safety, and Director's Policy 37 (DP-37) on Complete Streets. Projects within Caltrans Right-of-Way (R/W) shall provide comfortable, convenient, and connected complete streets facilities for people walking, biking and taking transit. A sidewalk along SR-86 and Legion Road may be installed, similar to the gas station and the development north of Legion Road, to provide sidewalk continuity and to comply with DP-37 complete street.
11. Section 9.2 Local Mobility Assessment (Level of Service Summary), paragraph 2 states: "Under the Opening Year 2028.....It may be noted that a new traffic signal is assumed at S Brawley Avenue & Future Road (Study Int #9)...". Please submit an ISOAP analysis for any new intersections or modifications to existing intersections and local street interchanges on the State Highway System.
12. Please provide the peak-hour 95th-percentile queue table with queue lengths for all movements on all legs for intersections within Caltrans' R/W.
13. Synchro files: There is a long gap with no roadway/link between SR-86/Western Avenue/ Malan Street Intersection #3 and SR-86/Wildcat Drive Intersection #4. Currently, traffic disappears midway between these two nodes when simulated/calibrated in SimTraffic because the link between them may not be fully connected in Synchro. Please revise the file so that traffic can travel continuously from Intersection #3 to Intersection #4. LOS and queue length results will not be accurate when links do not connect from one node to the next. The same issue appears in the Opening Year (OY) 2028 and OY 2028 + Project files.
14. Simtraffic calibration for the peak-hour queue should be set up with Seeding time of 15 minutes and Recording period of 60 minutes for all conditions.
15. For SR-86/Legion Road Intersection #5, for all conditions, please modify the timing and phasing settings in Synchro for both AM and PM peak hours as follows:
 - a) Phase 4 Recall Mode changed to None
 - b) Phase 3 Minimum Split changed to 16.7
 - c) Phase 1 Total Split/Maximum Split changed to 31.7
 - d) Phase 2 Total Split/Maximum Split changed to 78.5
 - e) Phase 3 Total Split changed to 41.7
 - f) Phase 5 Total Split changed to 32.7
 - g) Phase 6 Total Split changed to 80.5
 - h) Phase 2 Leading Detectors changed to 405 feet and added Detectors at 200 feet
 - i) Phase 3 Leading Detectors changed to 140 feet
 - j) Phase 4 Leading Detectors changed to 140 feet

- k) Phase 6 Leading Detectors changed to 405 feet and added Detectors at 200 feet

Exhibit 1 from the Traffic Memo Update technical appendix dated April 22, 2025 it shows the Future Road connecting from S. Brawley Avenue (SR-86) as southern access for primary access and secondary access for the commercial western side of the development. If no future access from S. Brawley Avenue (SR-86) for the southern Future Road is being proposed, please correct the exhibit. If proposed access for the southern Future Road is proposed an ISOAP analysis is required.



Source: W Design & Architects, 03/09/2025

As identified in the technical appendix titled "YK Americas – Brawley Mixed Use_Peer Review_08-20-2025", it states:

We concur with the recommendation to install a traffic signal at the following intersections as mitigation for poor operations under stop control conditions.

- o *S. Brawley Avenue & Future Road (Study Intersection #9)*
- o *Project Driveway #1 & Future Legion Road (Study Intersection #6)*

Since S. Brawley Avenue is also known as SR-86 and is Caltrans' R/W, the ISOAP analysis will be required for any proposed intersection changes or driveway connections.

Please refer to the ISOAP guidance for additional information:

<https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/isoap/20240910-isoap-process-info-guide--a11y.pdf>.

Please identify in Section XVII Transportation and Traffic Discussion of the *Initial Study and Mitigated Negative Declaration* page 26 the specific mitigation for MM-TRAF-1 mitigation measures identified generally as "Implement required roadway, signals, and access improvements." Please list out mitigation proposed within this environmental document in this section. Please include transportation mitigation locations (example: "Traffic Signal located at SR-86 and Future Road") along with mitigation type, such as roadway, signal and access improvement.

Vehicle Miles Traveled (VMT)

Caltrans encourages the City to work towards meeting State goals of Greenhouse Gas Emissions (GHG) and VMT reductions through Transportation Demand Management (TDM) strategies to reach 15% below the regional average VMT/Per Capita, VMT/Employee and decrease total VMT.

We encourage the City to utilize strategies that will help the City achieve conformance with State GHG emission and VMT reduction goals. Potential measures to reduce VMT include, but are not limited to:

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.
- Incorporate affordable housing into the project.
- Incorporate neighborhood electric vehicle network.
- Orient the project toward transit, bicycle, and pedestrian facilities.
- Improve pedestrian or bicycle networks or transit services.
- Provide traffic calming measures and strategies.
- Provide bicycle parking.
- Limit or eliminate parking supply.
- Implement or provide access to a commute reduction program.
- Provide car sharing, bike sharing, and ride-sharing programs.

- Provide transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing telework options.
- Providing incentives or subsidies that increase the use of modes other than single-occupancy vehicles.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

Planning R/W

On all plans, indicate Caltrans' R/W lines. It's important to clearly delineate Caltrans' R/W limits by calling them out on your plans so we can identify any impacts to Caltrans State facilities. You can access Caltrans' R/W lines/maps by following the link to the Caltrans public website below.

<https://experience.arcgis.com/experience/04ae3745190047c5adf8f33714af9e3a>

Hydrology and Drainage Studies

- Please provide a contour grading plan, hydraulics studies, drainage, and grading plans to Caltrans for review.
- Please provide a hydraulics and hydrology study that shows both pre- and post-developments flow rates. Show drainage configurations and patterns.
- Please provide drainage plans and details. Include retention/detention basin details of inlets & outlets.
- On all plans, show Caltrans' R/W and State Route 86 alignment.
- Early coordination with Caltrans Hydraulics Branch is recommended.
- Caltrans generally does not allow development projects to impact hydraulics within the State's R/W. Any modification to the existing Caltrans drainage and/or increase in runoff to State facilities will not be allowed.

Design

The applicant should follow all the standards listed in the HDM. Based on the scope of work for this project, the applicant should look closely at HDM Chapters 100, 200, 300, and 400.

Please review and address Caltrans' redline comments on the "SR-86 Design Manager_Redline Comments.pdf" document. Please see the document attached for reference.

- The applicant should look at Caltrans Chapter 400 "Intersections at Grade" for work done at the intersections of S Brawley Ave (SR-86) / Legion Rd (intersection #5 of Traffic Analysis Update Memorandum), and S Brawley Avenue / Future Road (intersection #9 of Traffic Analysis Update Memorandum). Standards recommended checking include:
 - Index 403.6 "Turning Traffic"
 - Index 403.7 "Refuge Areas" / Index 405.4 "Traffic islands"
 - Topic 404 "Design Vehicles"
 - Topic 405 "Intersection Design Standards"
 - Topic "406" Ramp Intersection Capacity Analysis"
- There is Caltrans Project ID 1124000038 (EA 11-43209), currently in Project Initiation Document (PID) phase, in close proximity to the Brawley Gateway Mixed Use Master Plan Development. The 11-43209 project is a SHOPP asset management project along SR-86 from postmile (PM) 17.998 to PM R31.84. This is a pavement preservation, traffic signal replacement, bicycle and pedestrian infrastructure improvements, and ADA curb ramps. This project proposes replacing traffic signals at the following locations:
 - 1st St / Main St (PM 20.628)
 - Main St / Rio Vista Ave (PM 20.997)
- Project 11-43209 also proposes new ADA curb ramps and a crosswalk on the east side (east leg) of the intersection of S Brawley Ave (SR-86) and W Legion Rd. Tentative timelines of this project is to achieve Ready to List (RTL) milestone on 4/30/2029, Approve Construction Contract on 11/15/2029, and Construction Contract Acceptance on 7/11/2031.
- There is also the Caltrans Project ID 1124000037 (ES 11-43208), in close proximity to the Brawley Gateway Mixed Use Master Plan Development. This is also a SHOPP asset management project along SR-86 from PM 12.323 to PM 18.000.

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation network. Caltrans supports

improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the City, is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

Hauling/Traffic Control Plan

Caltrans has discretionary authority with respect to highways under its jurisdiction and may, upon application and if good cause appears, issue a special permit to operate or move a vehicle or combination of vehicles or special mobile equipment of a size or weight of vehicle or load exceeding the maximum limitations specified in the California Vehicle Code. The Caltrans Transportation Permits Issuance Branch is responsible for the issuance of these special transportation permits for oversize/overweight vehicles on the State Highway network. Additional information is provided online at: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

A Traffic Control Plan is to be submitted to Caltrans District 11, including the areas between SR-86/Rockwood Canal and SR-86/S Brawley Ave, at least 30 days prior to the start of any construction. Traffic shall not be unreasonably delayed. The plan shall also outline suggested detours to use during closures, including routes and signage.

Potential impacts to the highway facilities (SR-86) and traveling public from the detour, demolition and other construction activities should be discussed and addressed before work begins.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-86.

Glare

The proximity of the project site to SR-86 raises some concerns regarding potential glare that could pose a potential risk to motorists traveling on SR-86. General information was provided to Caltrans describing the reflective characteristics of these types of facilities, which is described as minimal. The project's potential glare characteristics should be considered as part of the City's Permit approval. Caltrans would want to ensure that all lighting, including reflected sunlight and reflected night lighting, within this project should be placed and/or shielded so as not to be hazardous to vehicles traveling on SR-86.

California Code, Vehicle Code - VEH § 21466.5. Current as of January 01, 2023

No person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway. A light source shall be considered vision impairing when its brilliance exceeds the values listed below.

The brightness reading of an objectionable light source shall be measured with a 1 1/2 -degree photoelectric brightness meter placed at the driver's point of view. The maximum measured brightness of the light source within 10 degrees from the driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's line of sight and the light source.

The provisions of this section shall not apply to railroads as defined in Section 229 of the Public Utilities Code.

Environmental

The existing large palm trees located at the City limits function as a "Welcome to Brawley" gateway feature for travelers on SR-86. The presence of palms in the desert is highly desirable due to their stature, green color, and shade, and would be challenging to replace. Caltrans suggests the master plan please consider preserving all palms in place as a landscape buffer between SR-86 and the proposed parking lots and buildings.

This location lies within the AB 617 North Imperial designated community, which includes the City of Brawley and surrounding areas. Because of this designation, projects must address heightened air-quality and community-exposure considerations, including robust fugitive-dust controls and any applicable compliance measures under the Community Air Protection Program. Please ensure these considerations are appropriately reflected in environmental documentation

As this Plan currently proposes work on Caltrans' R/W, please consider the following:

For potential, subsequent approvals, such as encroachment permits, this project must specifically identify and assess potential impacts caused by the project and/or impacts from mitigation efforts that occur within or indirectly affect Caltrans' R/W that includes, but is not limited to impacts to, the natural environment, infrastructure (highways/roadways/on- and off-ramps) and appurtenant features (lighting/signs/guardrail/slopes). Caltrans will need to review the analysis for any work identified in Caltrans' R/W and any additional mitigation measures needed for encroachment approval.

- The current cultural study does not clearly cover Caltrans' R/W. Should this project apply for an encroachment permit in the future, a separate cultural study for any part of the project within Caltrans' R/W will be necessary.
- Should any soil disturbance occur inside Caltrans' R/W, the potential presence of Aerially Deposited Lead (ADL) must be considered. The potential applicant should ensure that any grading near or within the right of way incorporates appropriate ADL screening and soil-management precautions consistent with Caltrans hazardous-materials procedures.

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a

portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the Environmental Document that Caltrans will use for our subsequent environmental compliance.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's Final Environmental Document.

Broadband

Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of VMT and decreases the amount of greenhouse gas (GHG) emissions and other pollutants. The availability of affordable and reliable, high-speed broadband is a key component in supporting travel demand management and reaching the state's transportation and climate action goals.

Mitigation

Caltrans endeavors that any direct and cumulative impacts to the State Highway network be eliminated or reduced to a level of insignificance pursuant to the CEQA and National Environmental Policy Act (NEPA) standards.

Right-of-Way

There are no other Caltrans easements outside of our R/W. This area is access controlled. Caltrans' R/W is 95' in this portion of SR-86.

Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Projects with the following:

- require a Caltrans Encroachment Permit
- have completed the Caltrans Local Development Review (LDR) process
- have an approved environmental document

need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Charlie Lecourtois, LDR Coordinator, at (619) 985-4766 or by e-mail sent to Charlie.lecourtoisdot.ca.gov.

Sincerely,

Kimberly D. Dodson

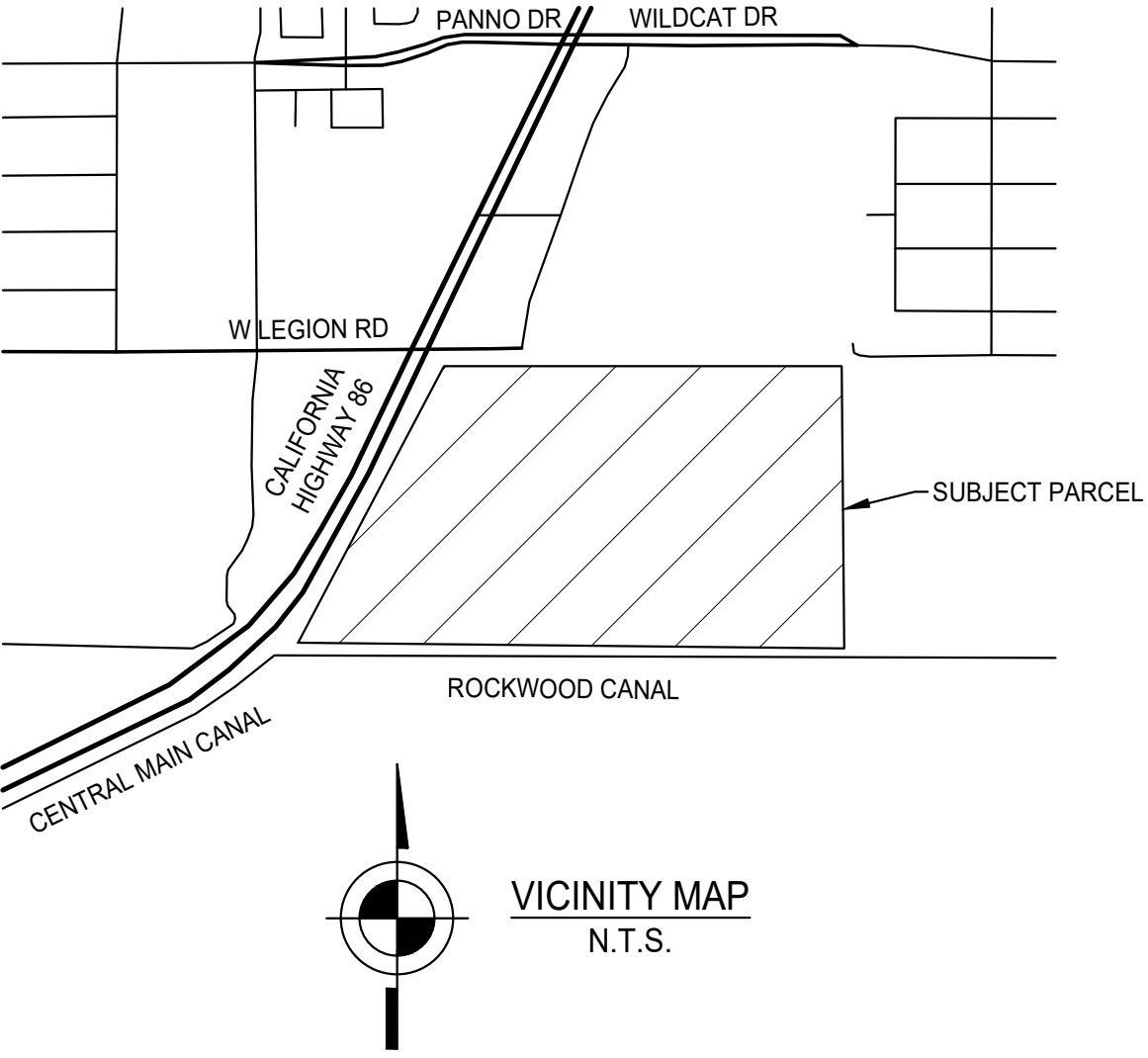
KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review

Attachment: SR-86 Design Manager_Redline Comments.pdf

TENTATIVE MAP
BRAWLEY COMMERCIAL AND RESIDENTIAL DEVELOPMENT
CITY OF BRAWLEY, COUNTY OF IMPERIAL, STATE OF
CALIFORNIA

PROJECT INFORMATION

PROPERTY INFORMATION	
PROPERTY OWNERS:	STEPHEN C. CHURCH REVOCABLE TRUST
ENGINEER	MICHAEL INCLEDON INCLEDON CONSULTING GROUP 1570 CORPORATE DRIVE, SUITE A COSTA MESA, CA 92626 RCE #52390
ASSESSORS ID NUMBERS	048-440-001-000
LEGAL DESCRIPTIONS	LOT 16 OF "BRAWLEY GATEWAY UNIT 1", IN THE CITY OF BRAWLEY, COUNTY OF IMPERIAL, STATE OF CALIFORNIA, ACCORDING TO MAP ON FILE BOOK 24 PAGE 77 OF FINAL MAP, IN THE OFFICE OF THE COUNTY RECORDER OF IMPERIAL COUNTY. EXCEPTING THEREFROM ALL WATER ON OR UNDER SAID LAND AS EXCEPTED IUN THE DEED FROM SECURITY FIRST NATIONAL BANK OF LOS ANGELES, TRUSTEE TO BRUCE CHURCH, INC., OF EL CENTRO, DATED MARCH 2, 1950 AND RECORDED MARCH 8, 1950 IN BOOK 773 AT PAGE 309 OF OFFICIAL RECORDS.
EXISTING ZONING	M-1 - LIGHT MANUFACTURING C-2 - MEDIUM COMMERCIAL C-P - SERVICE AND PROFESSIONAL
PROPOSED ZONING	XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX
EXISTING LAND USE	AGRICULTURAL
PROPOSED LAND USE	MULTI FAMILY RESIDENTIAL GENERAL COMMERCIAL
EXISTING TREES	THERE ARE EXISTING PALM TREES ON THE SITE
EXISTING STRUCTURES	THERE ARE NO EXISTING STRUCTURES ON THE SITE
DATE MAP PREPARED	MARCH, 2025
FLOOD ZONE	ZONE X, ACCORDING TO FEMA FLOOD MAP NO. 06025C1375C
TOTAL AREA, RES. AND COMM.	66.29 AC



YK AMERICA
9680 FLAIR DRIVE
EL MONTE, CA 91731
TEL: (626) 444-6668
FAX: (626) 444-6698

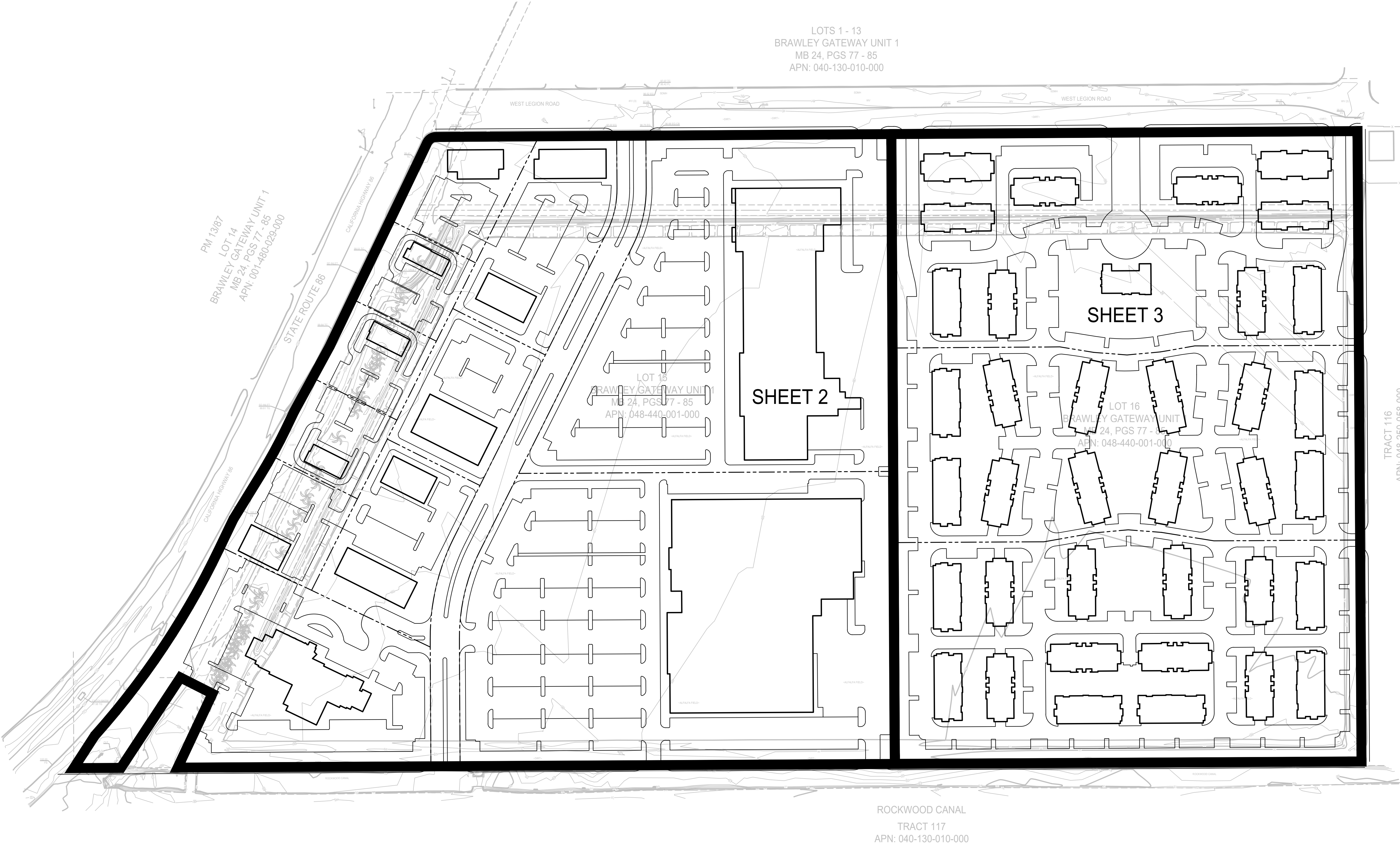
OWNER

INCLEDON
CONSULTING GROUP
Civil Engineering • Surveying • Planning
1570 Corporate Drive, Suite A, Costa Mesa, CA 92626
P: 657.622.2121 / www.ignd.com

CONSULTANT

CALIFORNIA HIGHWAY 86 & WEST
LEGION ROAD

BRAWLEY, CA 92227



LEGEND	
	PROPERTY LINE
	EASEMENT
	LOT LINE
	CENTER LINE
	STORMWATER BIORETENTION BASIN
	PLAN SHEET DEMARCATION

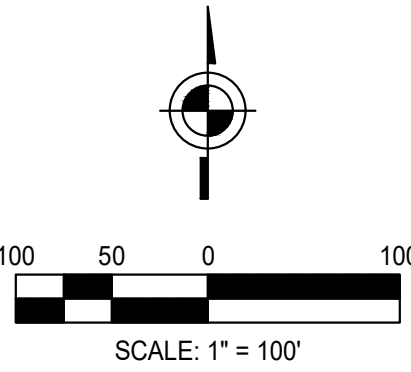
SURVEY INFORMATION

BENCHMARK

XXXXXXXXXXXXXXXXXXXX

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE EASTERLY MOST LINE OF THE EXISTING LOT 16 OF BRAWLEY GATEWAY UNIT 1, IN THE CITY OF BRAWLEY, COUNTY OF IMPERIAL, STATE OF CALIFORNIA, ACCORDING TO MAP ON FILE BOOK 24 PAGE 77 OF FINAL MAP, IN THE OFFICE OF THE COUNTY RECORDER OF IMPERIAL COUNTY, SAID BEARING BEING NORTH 00°22'01" WEST



REV.	DATE	DESCRIPTION
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TITLE SHEET

SHEET TITLE	458.020
JOB #	3/17/2025
DATE	

PROJECT INFORMATION

PROPERTY INFORMATION

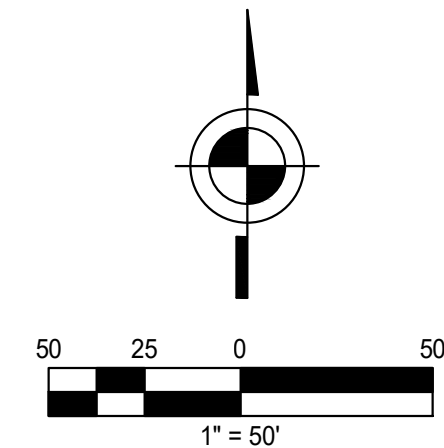
PROPERTY OWNERS:	STEPHEN C. CHURCH REVOCABLE TRUST
ENGINEER	MICHAEL INCLEDON INCLEDON CONSULTING GROUP 1570 CORPORATE DRIVE, SUITE A COSTA MESA, CA 92626 RCE #52390
ASSESSORS ID NUMBERS	048-440-001-000
LEGAL DESCRIPTIONS	LOT 16 OF "BRAWLEY GATEWAY UNIT 1", IN THE CITY OF BRAWLEY, COUNTY OF IMPERIAL, STATE OF CALIFORNIA, ACCORDING TO MAP ON FILE BOOK 24 PAGE 77 OF FINAL MAP, IN THE OFFICE OF THE COUNTY RECORDER OF IMPERIAL COUNTY. EXCEPTING THEREFROM ALL WATER ON OR UNDER SAID LAND AS EXCEPTED IUN THE DEED FROM SECURITY FIRST NATIONAL BANK OF LOS ANGELES, TRUSTEE TO BRUCE CHURCH, INC., OF EL CENTRO, DATED MARCH 2, 1950 AND RECORDED MARCH 8, 1950 IN BOOK 773 AT PAGE 309 OF OFFICIAL RECORDS.
EXISTING ZONING	M-1 - LIGHT MANUFACTURING C-2 - MEDIUM COMMERCIAL C-P - SERVICE AND PROFESSIONAL
PROPOSED ZONING	XXXXXXXXXXXXXXXXXXXX
EXISTING LAND USE	AGRICULTURAL
PROPOSED LAND USE	GENERAL COMMERCIAL
EXISTING TREES	THERE ARE EXISTING PALM TREES ON THE SITE
EXISTING STRUCTURES	THERE ARE NO EXISTING STRUCTURES ON THE SITE
DATE MAP PREPARED	MARCH, 2025
FLOOD ZONE	ZONE X, ACCORDING TO FEMA FLOOD MAP NO. 08025C1375C
TOTAL AREA	37.81 AC
MINIMUM PROPOSED LOT AREA	34,849 SF
SITE FIRE WATER DEMAND	PER CALIFORNIA FIRE CODE = XXXX GPM PEAK DAILY DEMAND = XXXX GPM PER BRAWLEY FIRE DEPARTMENT = XXX GPM DESIGN SCENARIO = XXXX GPM
SITE SEWER DEMAND	XXXX DRAINAGE FIXTURE UNITS (DFU)

LEGEND

	PROPERTY LINE
	EASEMENT
	LOT LINE
	CENTER LINE
	STORMWATER BIORETENTION BASIN

EASEMENTS & SETBACKS

- A** AN EASEMENT IN FAVOR OF CHARLES M. STAHL FOR BRIDGE AND INCIDENTAL PURPOSES, RECORDED JANUARY 1917 IN BOOK 117 OF DEEDS, PAGE 136.
- B** AN EASEMENT IN FAVOR OF THE STATE OF CALIFORNIA FOR FREEWAY AND INCIDENTAL PURPOSES, RECORDED AUGUST 14, 1948 AS INSTRUMENT NO. 30 IN BOOK 717, PAGE 88 OF OFFICIAL RECORDS, THE EFFECT OF A DOCUMENT ENTITLED "DIRECTOR'S DEED", RECORDED FEBRUARY 23, 2006 AS INSTRUMENT NO. 2006-009547 OF OFFICIAL RECORDS.
- C** AN EASEMENT IN FAVOR OF THE IMPERIAL IRRIGATION DISTRICT FOR AN IRRIGATION CANAL OR CANALS, OPEN AND/OR UNDERGROUND, TELEPHONE AND/OR ELECTRIC POWER LINE OR LINES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 1, 1963 AS INSTRUMENT NO. 141 IN BOOK 1167, PAGE 59 OF OFFICIAL RECORDS.
- D** AN EASEMENT, FOR PIPELINES AND INCIDENTAL PURPOSES, SHOWN OR DEDICATED ON THE MAP OF BRAWLEY GATEWAY UNIT 1 RECORDED FEBRUARY 28, 2006 AND ON FILE IN BOOK 24, PAGE(S) 77-85, OF FINAL MAPS.
- E** THE FACT THAT THE LAND LIES WITHIN THE BOUNDARIES OF THE BRAWLEY REDEVELOPMENT PROJECT AREA, AS DISCLOSED BY THE DOCUMENT RECORDED AUGUST 6, 2007 AS INSTRUMENT NO. 2007-030205 OF OFFICIAL RECORDS.



Callout "B" which refers to Caltrans ROW is pointing to 3 different line types. Are all of these lines CT ROW? Please clarify the extents of CT ROW.

Are there any driveways being proposed. Where?

YK AMERICA
9680 FLAIR DRIVE
EL MONTE, CA 91731
TEL: (626) 444-6668
FAX: (626) 444-6698

OWNER

INCLEDON
CONSULTING GROUP
Civil Engineering • Surveying • Planning
1570 Corporate Drive, Suite A, Costa Mesa, CA 92626
P: 657.622.2121 / www.igcnd.com

CONSULTANT

**CALIFORNIA HIGHWAY 86 & WEST
LEGION ROAD**

BRAWLEY, CA 92227

REV.	DATE	DESCRIPTION

COMMERCIAL
TENTATIVE MAP

SHEET TITLE	458.020
JOB #	03/13/2025
DATE	

SHEET #

PROJECT INFORMATION

PROPERTY INFORMATION

PROPERTY OWNERS:	STEPHEN C. CHURCH REVOCABLE TRUST
ENGINEER	MICHAEL INCLEDON INCLEDON CONSULTING GROUP 1570 CORPORATE DRIVE, SUITE A COSTA MESA, CA 92626 RCE #52390
ASSESSORS ID NUMBERS	048-440-001-000
LEGAL DESCRIPTIONS	LOT 16 OF "BRAWLEY GATEWAY UNIT 1", IN THE CITY OF BRAWLEY, COUNTY OF IMPERIAL, STATE OF CALIFORNIA, ACCORDING TO MAP ON FILE BOOK 24 PAGE 77 OF FINAL MAP, IN THE OFFICE OF THE COUNTY RECORDER OF IMPERIAL COUNTY. EXCEPTING THEREFROM ALL WATER ON OR UNDER SAID LAND AS EXCEPTED IUN THE DEED FROM SECURITY FIRST NATIONAL BANK OF LOS ANGELES, TRUSTEE TO BRUCE CHURCH, INC., OF EL CENTRO, DATED MARCH 2, 1950 AND RECORDED MARCH 8, 1950 IN BOOK 773 AT PAGE 309 OF OFFICIAL RECORDS.
EXISTING ZONING	M-1 - LIGHT MANUFACTURING C-2 - MEDIUM COMMERCIAL C-P - SERVICE AND PROFESSIONAL
PROPOSED ZONING	XXXXXXXXXXXXXXXXXXXX
EXISTING LAND USE	AGRICULTURAL
PROPOSED LAND USE	MULTI FAMILY RESIDENTIAL
EXISTING TREES	THERE ARE NO EXISTING TREES ON THE SITE
EXISTING STRUCTURES	THERE ARE NO EXISTING STRUCTURES ON THE SITE
DATE MAP PREPARED	MARCH, 2025
FLOOD ZONE	ZONE X, ACCORDING TO FEMA FLOOD MAP NO. 08025C1375C
TOTAL AREA	28.48 AC
MINIMUM PROPOSED LOT AREA	8.63 AC
SUBDIVISION PROPOSAL	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
SITE FIRE WATER DEMAND	PER CALIFORNIA FIRE CODE = XXXX GPM PEAK DAILY DEMAND = XXXX GPM PER BRAWLEY FIRE DEPARTMENT = XXX GPM DESIGN SCENARIO = XXXX GPM
SITE SEWER DEMAND	XXXX DRAINAGE FIXTURE UNITS (DFU)

LEGEND

	PROPERTY LINE
	EASEMENT
	LOT LINE
	CENTER LINE
	STORMWATER BIORETENTION BASIN

EASEMENTS & SETBACKS

- A

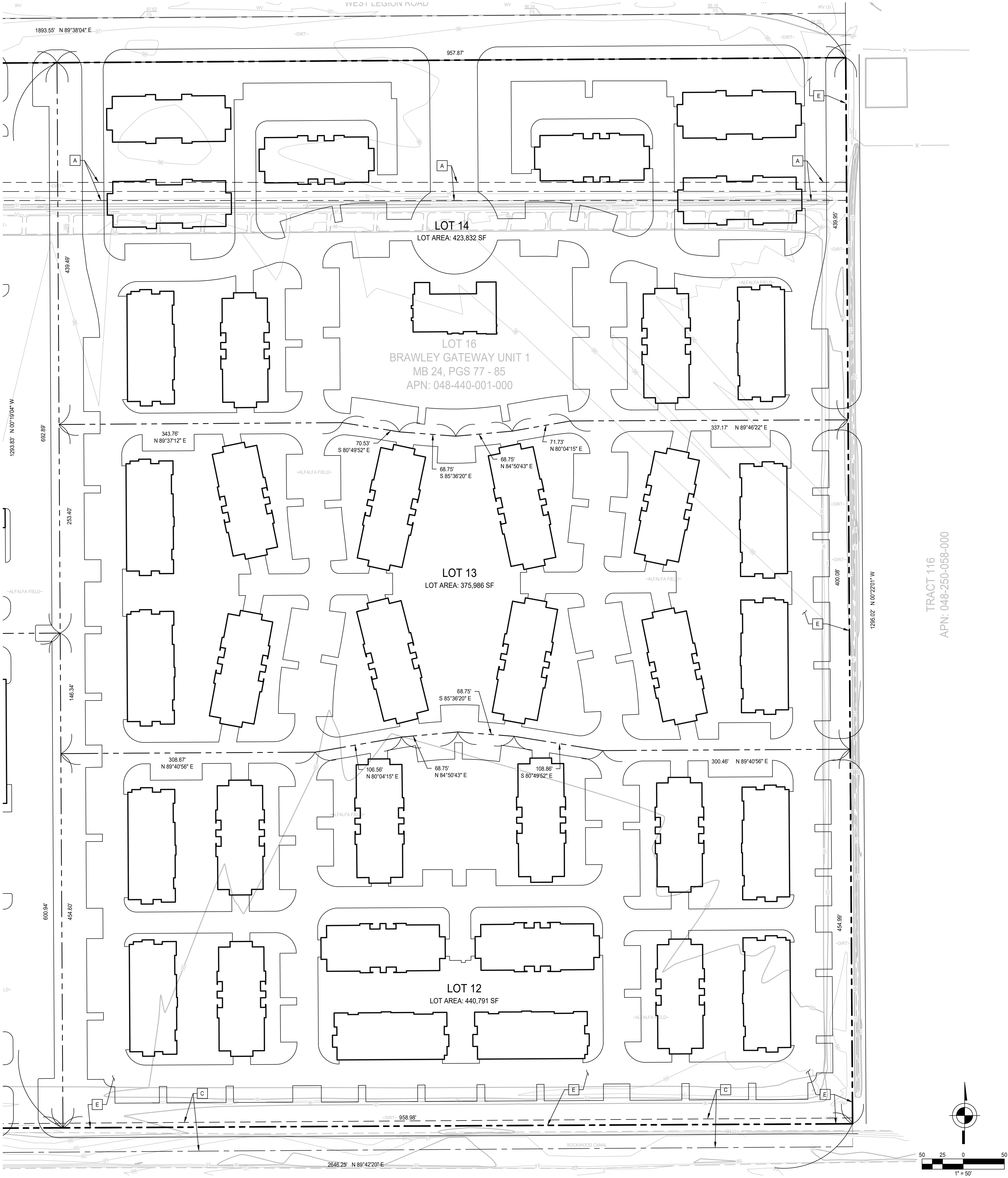
AN EASEMENT IN FAVOR OF CHARLES M. STAHL FOR BRIDGE AND INCIDENTAL PURPOSES, RECORDED JANUARY 1917 IN BOOK 117 OF DEEDS, PAGE 136.
- B

AN EASEMENT IN FAVOR OR THE STATE OF CALIFORNIA FOR FREEWAY AND INCIDENTAL PURPOSES, RECORDED AUGUST 14, 1948 AS INSTRUMENT NO. 30 IN BOOK 717, PAGE 88 OF OFFICIAL RECORDS. THE EFFECT OF A DOCUMENT ENTITLED "DIRECTOR'S DEED", RECORDED FEBRUARY 23, 2006 AS INSTRUMENT NO. 2006-009547 OF OFFICIAL RECORDS.
- C

AN EASEMENT IN FAVOR OF THE IMPERIAL IRRIGATION DISTRICT FOR AN IRRIGATION CANAL OR CANALS, OPEN AND/OR UNDERGROUND, TELEPHONE AND/OR ELECTRIC POWER LINE OR LINES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 1, 1963 AS INSTRUMENT NO. 141 IN BOOK 1167, PAGE 59 OF OFFICIAL RECORDS.
- D

AN EASEMENT, FOR PIPELINES AND INCIDENTAL PURPOSES, SHOWN OR DEDICATED ON THE MAP OF BRAWLEY GATEWAY UNIT 1 RECORDED FEBRUARY 28, 2006 AND ON FILE IN BOOK 24, PAGE(S) 77-85, OF FINAL MAPS.
- E

THE FACT THAT THE LAND LIES WITHIN THE BOUNDARIES OF THE BRAWLEY REDEVELOPMENT PROJECT AREA, AS DISCLOSED BY THE DOCUMENT RECORDED AUGUST 6, 2007 AS INSTRUMENT NO. 2007-030205 OF OFFICIAL RECORDS.



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OWNER

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CONSULTANT

CALIFORNIA HIGHWAY 86 & WEST
LEGION ROAD

BRAWLEY, CA 92227

REV.	DATE	DESCRIPTION
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RESIDENTIAL TENTATIVE MAP	
SHEET TITLE	458.020
JOB #	03/13/2025
DATE	
SHEET #	3