

City of Chowchilla

2040 General Plan



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INTRODUCTION

The City of Chowchilla 2040 General Plan serves as the City's constitution and blueprint for community growth, development and redevelopment over the next 30 years. This General Plan, which supersedes the previous General Plan adopted in 1986, is directed at expanding and diversifying the City's economic base. The City recognizes that residential growth is beneficial; however, it is also understood that growth must be balanced with local employment opportunities, City services, and increased sales tax revenues to support continued City services. The General Plan addresses the need for master planning local infrastructure to accommodate growth.

The City is committed to reducing the "carbon footprint" of the City and minimizing new development's contribution to global warming. The City encourages innovative approaches to residential development as a way of providing for a range of housing types, lessening water demand, reducing encroachment on prime agricultural land, and providing more efficient public services. The General Plan is directed at continuing the path set by the City for parks and serviceable infrastructure. As residential densities increase, the amount and accessibility of open space and recreation areas are also expected to increase in the neighborhoods along with an emphasis on alternatives to automobile transportation. New development will pay its fair share of the cost of development and ensure that streets, sidewalks, streetlights, sewer, water, drainage, parks, schools, and public buildings are commensurate with the demands that new development brings to the community.

City redevelopment opportunities, particularly for the community's downtown are addressed in the 2040 General Plan. Revitalizing Chowchilla's downtown and older neighborhoods is the focus of many of the General Plan objectives and policies. In 2001, Chowchilla adopted a Redevelopment Plan and Project Area that encompasses most of the existing City west of Highway 99. Redevelopment will aid the City in providing housing rehabilitation and assisting in the creation of affordable housing. Redevelopment is also intended to address business retention and expansion in the City's downtown and the industrial parks. Fortunately, Chowchilla has not allowed substantial commercial shopping centers to develop outside the commercial core, which tends to draw retail sales and consumer activity away from the core of the City. Chowchilla provides flexibility for downtown redevelopment, and as the opportunity arises, the City will pursue the aggregation of land to potentially provide for commercial uses such as a shopping center in the downtown areas. It is the City's desire to meet future commercial expansion needs using downtown land before considering the

creation of new shopping areas outside the traditional commercial areas in the City.

The continuing availability of an airport serving Chowchilla is an important element to the community identity and the community's ability to provide a full range of services to its residents, employers, and visitors. The Chowchilla Municipal Airport will remain in its present location for the foreseeable future. Operations at the airport are expected to increase over time. The City desires to participate in an update of the Airport Land Use Compatibility Plan to meet the current guidelines of the State of California. Airport land use compatibility requirements require the City to take action to ensure public safety. An older residential neighborhood has coexisted with the airport for many years at the north end of the runway. However, increasing airport operations increases the risk of an aircraft accident. Conversion of land use north of the runway to less intense development (i.e. light industrial or low volume commercial) is desirable. The Redevelopment Agency may participate in the acquisition and demolition of housing as housing comes on the market.

Progress toward economic diversification also means an expansion of the number of employment opportunities in the industrial “blue collar” and “white collar” service sectors in the community. Chowchilla will continue to seek and provide incentives to all sizes of new or expanding businesses that can bring a range of employment opportunities to the community. The General Plan supports the annexation of industrial land into the City and the extension of railroad spurs to provide transportation alternatives for existing and new businesses. The planning of business park developments integrated with housing and public services is essential for the northern and southern sides of the City where access to major statewide arterials is available. Agriculture, the City's economic partner, should be preserved within the Sphere of Influence until such time as it is needed for contiguous urban development.

The 2040 General Plan focuses on attracting highway-related commercial enterprises adjacent to Highway 99 near the planned reconstruction of the Highway 233 (Robertson Boulevard) interchange. The aesthetic appearance of this interchange is planned to be improved with trees and landscaping portraying a theme as a “gateway” to Chowchilla. Relocation of Highway 99 in the early 1960s created benefits and problems for the City. The City initiated a program for significant infrastructure investments in new major streets and signalization in this area and for private development to move forward. The City is keenly interested in continuing this cooperative effort with the private sector to expand commercial development in this corridor as a means of generating sales tax revenues and diversifying the City's economic base so close to its existing downtown. Landscape improvements along Highways 99 and 152 will reinforce the visual quality objectives of the City.

An evolving influence on the City's growth patterns and development approach is the planned California High Speed Rail Authority's high-speed train system. Planning for this system has the potential to create growth constraints and opportunities for the City. Both the north-south and east-west routes converge within or near the City's Sphere of Influence. Early route proposals show proposed routes that will effectively “box” Chowchilla in a triangle that could substantially affect the City's growth plan and have significant surface transportation and economic impacts for the City. As the planning

process unfolds over the next several years, refinements to the 2040 General Plan may be warranted when the final determination has been made as for the precise high-speed rail corridor alignments and the location of the high-speed rail system maintenance facility.

VISION

The 2040 General Plan outlines the community's vision for its future and establishes the fundamental framework to guide decision-making about growth, development, redevelopment, resource management, public safety, public services, and the community's general well being and character. The General Plan reflects the planning desires and values of Chowchilla's residents, business community, and elected and appointed officials through text and illustrations. The goals, objectives, policies and implementation measures presented in the 2040 General Plan are a reflection of the community's values and guiding principles listed below.

- ❖ Maintain the "quality of life" of a small city that evokes a pedestrian-friendly, walkable community environment that offers a safe and pleasant place for people to live, work, shop and recreate.
- ❖ The City should encompass broad employment opportunities, retail and support services, recreation opportunities, and a broad range of housing densities and types, with a particular emphasis on affordability and proximity to employment and services, taking agricultural land out of production when necessary for contiguous urban development.
- ❖ Establish a City-wide and regional transportation circulation network that enables convenient access to neighborhoods, shopping, school, recreation, and employment destinations without depending exclusively on thoroughfares.
- ❖ Create a contiguous open space and trail system that embraces existing environmental resources while providing pedestrian and bicycle access throughout the City.

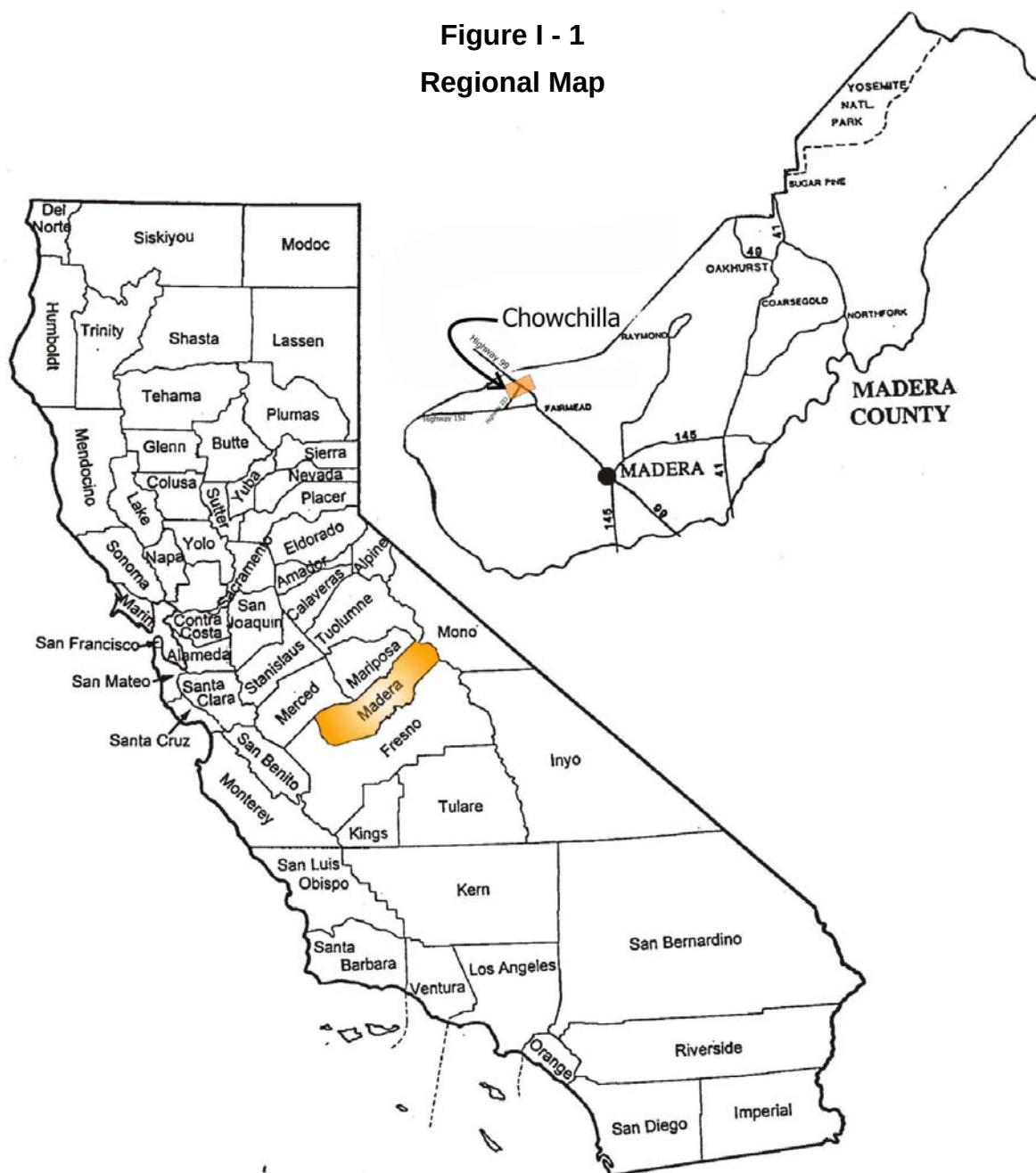
Making the many components of Chowchilla's vision a reality will require commitment and dedication over many years. This General Plan contains action-oriented objectives, policies and programs that will allow gradual changes to become immediately evident and effective, while achieving larger community benefits over the long-term.

PLAN AREA

The City of Chowchilla, the northern gateway to Madera County, is located along Highway 99 and the Union Pacific railroad corridor, north of Highway 152 and south of the Merced – Madera County Line (refer to **Figure I - 2**). Highway 233 (West Robertson Boulevard) traverses the City in a northeast / southwest diagonal direction. Chowchilla, incorporated in 1923, is one of two incorporated cities in Madera County. Chowchilla is approximately 15 miles northwest of the City of Madera, the County Seat of Government and only other incorporated city in the County. Madera County is located in the geographic center of the State of California. The County extends northeast from the center of the San Joaquin Valley to the summit of the Sierra Nevada mountain range.

Chowchilla's 2040 General Plan Planning Area (Planning Area) illustrated in Figure 1-2 encompasses approximately 14,000 acres or roughly 22 square miles. The Planning Area is generally bound by Highway 152 to the south and Ash Slough to the west. The Planning Area's northerly boundary extends north of Ash Slough, generally moving in a northeasterly direction towards the Highway 99 / Minturn Road interchange west of Highway 99. East of Highway 99, the Planning Area extends approximately one-half mile north of Ash Slough. The easterly Planning Area boundary is generally defined by the alignment of Road 19 (North and South Manzanita Roads).

**Figure I - 1
Regional Map**



The Planning Area includes two non-contiguous areas of land. The Planning Area includes the 1,280 acre California Department of Corrections Central Valley Women's Facility and Valley State Prison for Women non-contiguous island annex east of Highway 99, south of Berenda. The Planning Area also includes the 155 acre planned wastewater treatment facility west of the City at the junction of Highway 152 and Ash Slough.

California State Assembly Bill 1997, signed into law by the Governor on July 20, 1996, allowed the City of Chowchilla to annex the 1,280 acre California Department of Corrections Central Valley Women's Facility and the Valley State Prison for Women. The City is not responsible for providing public services to the State Correctional Facilities, but does maintain mutual aid agreements for emergency services within these facilities.

The Planning Area boundaries are established with regard to physical constraints. Key growth assumptions are listed below. It is important to note that the growth assumptions shown are only intended as a means to aid the City in projecting future growth and land use needs — they are not meant as goals, targets or mandates to be met by the City.

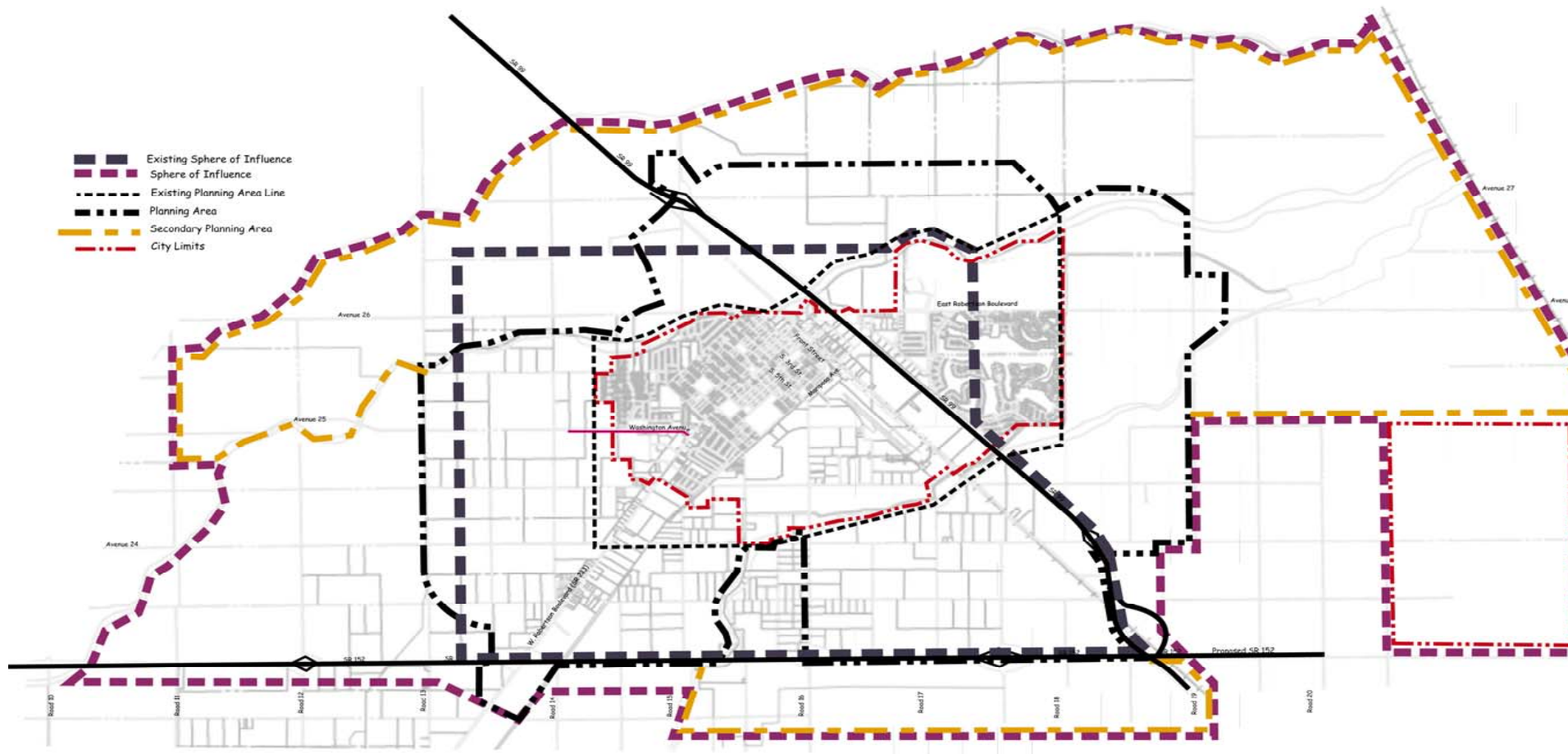
- o 5.3 percent annual growth rate through the planning year 2040.
- o 3.2 persons per single family unit and 2.3 to 2.8 persons per multi-family unit.
- o An average of 5 to 8 single family units per gross acre and an average of 12 to 18 multi-family units per gross acre.
- o 70 percent of the City's population will live in single family units, with the remaining 30 percent in multi-family units.
- o 35 percent of the City will be comprised of non-residential (industrial/commercial) development.
- o 20 percent of the City will be dedicated to public land needs (streets, schools, open space, parks, etc.).

The Planning Area boundaries reflect the City's growth projections and the amount of land needed for growth and development to the year 2040, while retaining 50 percent land vacancy to maintain affordable land prices within the community.¹ Land use designations are defined in the General Plan Land Use Element and are shown in Figure LU - 1, City of Chowchilla Land Use Map (refer to the pocket folder at the end of this document).

¹California Government Code, Section 65300 states a General Plan shall be adopted "for the physical development of a county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning."

Figure I - 2

2040 General Plan Planning Area and Sphere of Influence Boundaries



PLAN HORIZON

The City's General Plan was previously updated in 1986. Since then, the City in the late 1980s and early 1990s annexed lands to the west and east of the City that more than doubled the overall size of the community. In 1996, the City annexed 1,280 acres of non-contiguous land east of the City consisting of the Central Valley Women's Facility and the Valley State Prison for Women built by the California State Department of Corrections. In 2006, additional land to the west and south of the City was annexed. In January 2010, the Chowchilla City Limits extended over approximately 5,170 acres, which includes the lands for the State Women's Correctional Facilities.

The City of Chowchilla has and will continue to face growth pressures. The challenge for the City is to provide essential infrastructure and high quality development in a managed process. This General Plan guides the City's growth and development over the next 30 years to meet the needs of City's projected population growth through the year 2040.

This General Plan also identifies the City's long-term vision and needs beyond the City's projected 2040 population growth. The 2040 General Plan projects land uses that extend beyond the life of this General Plan to address the potential need to house an increased population, provide infrastructure financing, and because Chowchilla is geographically located at the connection of two regional state highways – Highway 99 serving the Central Valley and Highway 152 serving as a vital link between the Central Valley and the San Francisco Bay Area, the City and immediate surroundings are strategically located for urban development interests.

Statewide transportation needs to be served by the California High Speed Rail Authority facilities are recognized by the City of Chowchilla in the overall context of long-range planning. However, the City rejects the notion that growth and development in Chowchilla should be specifically constrained by the California High Speed Rail Authority's conceptual north-south and east-west rail corridor alignment as Chowchilla remains a viable member of the Central Valley community. The City of Chowchilla will participate in the process to determine evaluating the routing of the high-speed rail system to avoid becoming a casualty of the planning process.

Since the Planning Area boundary includes sufficient land to accommodate growth beyond the year 2040, portions of the Planning Area have been designated as "urban reserve". To achieve a pattern of compact residential growth in the community, land designated as "urban reserve" should not be annexed into the City until the amount of available, developable residential land falls below 50 percent of the amount of land needed to accommodate the 30 year growth plan of the City consistent with this document and with infrastructure master plans adopted by the City. Industrial land designated as "urban reserve" may be annexed when it is essential to meet the projected needs for industrial or non-retail commercial development opportunities. This General Plan also considers the long-term planning needs and requirements for transportation routes, groundwater recharge, preservation of farmland, and natural habitat.

POPULATION GROWTH

As of January 2010, Chowchilla's population reached 18,698 residents.² Which includes the prison population housed at the California State Department of Corrections Central Valley Women's Facility and at the Valley State Prison for Women. Excluding the prison population housed at both facilities (estimated to be 7,560 prison inmates), an estimated 11,138 residents live in the City of Chowchilla.³

The annual population growth rate projected for the 2040 General Plan is 5.3 percent. The City's projected average annual population growth rate of 5.3 percent is higher than the City's overall historical growth rate between 2000 and 2008, but is lower than the annual growth rates of 5.7 to 7.8 the City experienced between 2004 and 2008. The City's average growth rate between 2000 and 2008 was three percent.

Population growth projections through the year 2040 are shown in Table I - 1. The City's population growth is estimated to reach 56,256 by 2040. Chowchilla is focused on the future City as an integral urban center in Madera County. That focus of expanding the diversity and number of jobs, increased sales tax base, and model development programs requires Chowchilla's growth forecast to exceed the average growth rate of the past. Chowchilla intends to "step up" and become a larger player in Madera County and San Joaquin Valley growth and development. An expression of that intent is a 5.3% average growth rate as shown in Table I – 1.

Table I - 1,

2010 - 2040 Estimated Population Forecast

Year	Estimated Population ¹	Cumulative Population Growth
2010	11,138	
2015	15,469	4,693
2020	20,026	9,250
2025	25,926	15,150
2030	33,565	22,789
2035	43,453	32,677
2040	56,256	45,480

Notes:

¹Estimated population forecast through the year 2040 is based on a 5.3 percent annual growth rate.

²California Department of Finance, January 1, 2008 E-5 City / County Population Housing Estimates.

² California Department of Finance, E-1 Report: City / County Population Estimates with Annual Percent Change, January 1, 2007 and January 1, 2008.

³ California Department of Finance, E-5 Report: City / County Population and Housing Estimates, January 1, 2008.

The population forecasts shown in Table I -1 exclude the prison populations housed at the California State Department of Corrections Central Valley Women's Facility and the Valley State Prison for Women. The prison populations housed at the Correctional Facilities have been excluded from the City's population growth projections to avoid misleading City-wide land use, housing, infrastructure, or public facility and service requirements

DIRECTION OF GROWTH

Growth in Chowchilla has mainly been influenced by the availability of developable land to the north and west of the City and the availability of City services. With the Eastside Annexation in 1990, the City's urban footprint and City Limits extended east beyond Highway 99 for the first time. With the exception of industrial development, growth reached the City Limits in all directions by 2005. The City's urban footprint and City Limits were further extended to the west and south in 2006.

The 2040 General Plan directs urban growth and expansion of the City along the Highway 233 (West Robertson Boulevard) corridor, between Ash Slough and Berenda Slough, east of Highway 99 towards Berenda Reservoir as well as west of Highway 99 towards Highway 152. The 2040 General Plan also directs urban growth and expansion of the City north of Ash Slough east of Highway 99 and to the south of Berenda Slough between Highways 99 and 152. Figure I - 3, General Plan Year 2040 Growth Area depicts the direction and extent of urban growth by the year 2040.

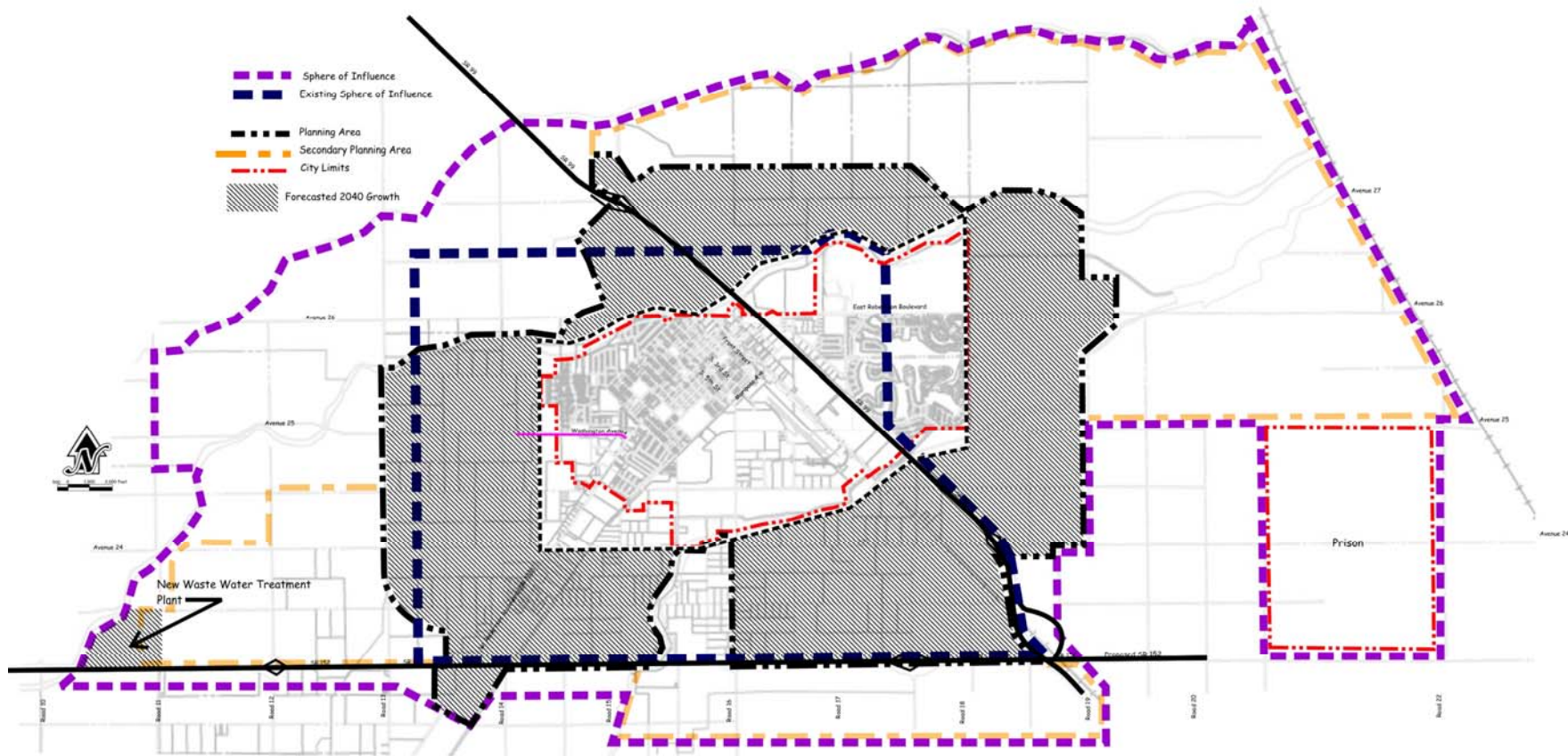
GROWTH CONSTRAINTS

The infrastructure service capacities for existing water, sewer and drainage systems as well as the City's circulation and transportation network are close to their maximum capacities. The City has initiated a revamping of its infrastructure master plan strategy to address wastewater, water, circulation and transportation, drainage, groundwater recharge, parks, and the availability of public services for urban growth. To serve urban growth projected in the 2040 General Plan, City services and infrastructure will need to be expanded, and, in some cases, relocated. The formation of a Community Facilities District by the City and the mandatory participation of all new development in financing the expanded infrastructure are essential to accommodate growth.

The City will need to construct a new wastewater treatment plant and wastewater collection lines, and construct new water wells and extend water service mains. A new wastewater treatment facility is being planned to be on-line after 2015. The new wastewater treatment plant will serve existing as well as new residential, commercial and public land uses, and the existing wastewater treatment plant will remain operational and serve industrial land uses.

The City's Water Master Plan provides for continued reliance on groundwater as the community's water supply. New water wells will be constructed throughout the City and the City's major water transmission lines will be "looped". Water storage facilities are planned at strategic locations in the City to accommodate peak water demand and fire flow reserves.

Figure I - 3
General Plan 2040 Growth Area



Cooperation and commitment in a program to recharge groundwater using surface water supply by both the City and agriculture will be essential for continued growth in the community. Chowchilla is placing increased importance on water conservation and methods of recycling water utilizing modern technology. Reuse of water resources is an important element of long-term growth and survival in the San Joaquin Valley.

As the City grows and expands, there will be stress placed on the circulation network serving the community and limitations of growth may occur where circulation systems are overwhelmed by vehicular traffic. Future urban growth and City expansion will require construction and / or reconstruction of roads and intersections, bridges and interchanges. Highway 99 Interchange improvements at Minturn Road, Highway 233 (West Robertson Boulevard), and at Avenue 24 (East Sierra View Boulevard) will be needed. Reconstruction and widening of Highways 99 / 233 interchange is planned for 2012. Construction of Highway 152 interchanges at Highway 233 (West Robertson Boulevard), Road 16 (South 5th Street) and Road 17½ (Opportunity Road) will also be necessary. The City is committing its available resources to expand the City's circulation network and to cooperate with the State of California in improving and constructing freeway interchanges serving the City.

The provision of essential public facilities and services such as police, fire, street maintenance, schools, and parks, can be a limiting factor in planned growth of a community. The City will require new public facilities and services are in place, at acceptable levels, as future growth occurs. The City intends on seeking practical solutions to the needs for public infrastructure without curtailing reasonable planned growth. To that end, the City has adopted development impact fees to ensure new development pays its fair share of the cost of expanding public services. The City will also continue to work with the Chowchilla Elementary School District and the Chowchilla Union High School District to reinforce the need for adequate educational facilities serving new development to the extent that the law allows.

GENERAL PLAN REQUIREMENTS

California Government Code, Section 65300 et seq. establishes requirements for the content of general plans, as well as for their adoption and subsequent amendments. Seven general plan elements are required by the California Government Code. The California Government Code allows for the required contents of the seven elements to be combined at the discretion of the local government. The seven elements are: land use; circulation; housing; open space; conservation; noise; and safety. This Chapter outlines how these elements are organized and integrated in this General Plan. Although often referenced as a separate document, the housing element is included in this General Plan.

Internal Consistency

All portions of a general plan, whether required by the State or included at the option of local government, have equal weight. No one element or component of a general plan may supersede another. Furthermore, if a single element of a general plan is judged to

be inadequate with respect to legal requirements, the entire general plan may be considered inadequate.

General Plan Review

This General Plan is intended to be a dynamic and fluid document that has the ability to respond to changing conditions and City needs. In accordance with California Government Code, Section 65400, the City is required to annually review the General Plan. Upon City approval, the annual report is forwarded to the Governor's Office of Planning and Research and the State Housing and Community Development office on or before April 1 of each year.⁴ The purpose of the annual review report is to provide information on:

- o Any necessary policy adjustments or modifications to be the General Plan needed to improve implementation;
- o The correlation between land use decisions that have been made during the past 12 months and existing objectives and implementation measures; and
- o The progress made in meeting the City's share of regional housing needs determined pursuant to California Government Code, Section 65584 and the City's efforts to remove constraints to the maintenance, improvement and development of housing pursuant to California Government Code, Section 65584(c)(3).

General Plan Implementation

While this General Plan seeks to guide Chowchilla's growth and decision making, it is not intended to answer every question which will be faced by the City over the lifetime of the Plan. This General Plan is not a step-by-step guidebook for its own implementation; instead, it will rely on the diligence, ingenuity, and hard work of Chowchilla's elected officials, residents, and staff to find ways to apply its policies to situations which will be unpredictable and new.

Zoning Ordinance

The City of Chowchilla Zoning Ordinance is a key implementation tool for the General Plan. Many of the Goals, Policies, and Action Items in this General Plan are achieved through zoning, which regulates public and private development. The City is responsible for ensuring that the Zoning Ordinance and this General Plan are in conformity. In most instances, this will mean that land is designated in the General Plan and zoned for similar uses with similar development standards (i.e. similar densities and minimum parcel sizes). Where zoning and General Plan land use designations are not identical, policies of this General Plan should be consulted carefully for guidance in

⁴ Governor's Office of Planning and Research, General Plan Annual Progress Report Guidance, July 11, 2007.

amending the Zoning Ordinances to be consistent with the General Plan.

General Plan Amendments

The General Plan may be amended from time to time. Applications for amendments to the General Plan may be accepted at any time and each amendment may make an unlimited number of changes to the General Plan. However, the opportunity to amend the General Plan is limited to four times per calendar year. Because the requirement for internal consistency is never relaxed, particular care must be taken to ensure that any amendment to the General Plan maintains consistency with text and diagrams in all General Plan Elements. To assist the City in identifying and evaluating the cumulative impacts of any and all General Plan amendment requests, General Plan amendments are subject to and scheduled for review and hearings on a quarterly basis.

Recognizing the dynamic nature of the General Plan, state law provides for periodic review of the document to ensure it is consistent with the conditions, values, expectations and needs of the community. The following process must be followed in reviewing and approving any proposed General Plan Amendments.

Amendment Applications

Applications to amend the General Plan shall be accompanied by detailed information to document the scope and impact of the amendment request. This information must include revised text, tables, and diagrams for all affected elements. For example, a change to the Land Use Element must include an analysis of impacts to the Housing and Circulation Elements. Pursuant to the requirements of CEQA, all amendment applications shall include an environmental initial study and analysis for consistency with the certified General Plan Environmental Impact Report (GPEIR) and mitigation monitoring program.

Since a significant amount of public resources have been invested in the preparation of the General Plan and EIR, any proposals to amend the General Plan must document the need for such changes. The application shall include a discussion of the environmental, economic, or technical issues that justify the need to amend the General Plan.

Any application to amend the General Plan must be accompanied by studies analyzing the amendment's effects, relative to the adopted General Plan and EIR. At a minimum the following issues must be addressed and supported by studies and/or other factual information in the application:

1. The proposed amendment is in the public interest.
2. The proposed amendment is in conformance with the adopted General Plan goals, policies and implementation measures as well as the overall intent of the General Plan.
3. The proposed amendment is compatible with existing development,

neighborhoods, and the environment.

4. The proposed amendment complies with current CEQA requirements.
5. The proposed amendment is consistent with the adopted EIR and mitigation-monitoring program.

Staff Analysis

City staff will review the materials and provide a staff report to the Planning Commission. Staff may request additional information beyond the studies mentioned above. The staff report will analyze whether the proposed amendment is consistent with the General Plan and whether the need to amend the General Plan can be supported by the conclusions and supplemental studies, if required.

Amendment Cycles

Consistent with California Government Code §65358(b) and Public Resources Code § 30514) no element of the General Plan shall be amended more than four (4) times per calendar year. Two cycles of amendments shall be reserved for City use and the remaining two cycles shall be available for other amendment applications. More than one amendment application may be considered during a cycle provided it is heard on the same public hearing date. As potentially applicable to the Chowchilla General Plan, this amendment limitation does not apply to:

- o Amendments requested and necessary for affordable housing (§ 65358(c))
- o Any amendment necessary to comply with a court decision in a case involving the legal adequacy of the general plan (§ 65358(d)(1))
- o Amendments after January 1, 1984, to bring a general plan into compliance with an airport land use plan (§ 65302.3).
- o Amendments needed in connection with the adoption of a comprehensive development plan under the Urban Development Incentive Act (Health and Safety Code §56032(d)).

Exceptions

Minor adjustments to General Plan boundaries and diagrams may be approved with a simplified process that does not require additional studies. Minor adjustments include changes that modify boundaries to follow more logical locations without increasing density or changing entitlements. For example, a minor adjustment might include moving a land use boundary from one side of the street to the other or an interpretation of where a land use boundary bisects a property. The City Council, by resolution, will establish the procedures and rules for this simplified process.

Severability Clause

In the event any goal, policy, or implementation measure or portion of any element of the General Plan is held invalid or unconstitutional by a California or Federal Court of competent jurisdiction, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such provisions shall not affect the validity of the remaining portions.

GENERAL PLAN ORGANIZATION

This General Plan includes the 7 state mandated elements and 3 optional elements – air quality, energy, and public facilities – organized into 9 elements listed below. The state mandated open space and conservation elements are combined into a single element – Open Space and Conservation. Each element identified below is further divided into related topic areas.

Land Use	Circulation
Housing	Open Space and Conservation Air Quality
Public Safety	Noise
Public Facilities and Services	

Each element contains goals, objectives, policies and programs that guide the City's growth, land use, health and welfare. The goals, objectives, policies and programs are found at the end of each element. For referencing purposes an to ensure consistency among the General Plan elements, the goals, objectives, policies and programs in each element are set-up with the same structure. The General Plan goals, objectives, policies and implementation measures are set-up and referenced as follows:

Goal

A goal serves as an overall an overall vision and direction. Each element may have one or more goal statements. A goal is a direction-setter. It is an ideal future end, condition or state.

Objective

An objective is a specific end, condition or state that is an intermediate step toward attaining a goal. An objective should be achievable. An objective's reference code and number (i.e. "LU 1") refers to the General Plan element (in this particular case – the Land Use Element) and the number refers to the first objective under in the Land Use Element. Each element may have one or more objectives and an objective may have one or more policies associated with it.

Policy

A policy is a statement that guides a specific course of action to achieve a desired objective. A policy is clear and explicit – it indicates a commitment of the City’s legislative body to a particular course of action. A policy’s reference code and numbering (i.e. “LU 1.1”) refers to the element and objective the policy specifically supports. The number following the decimal point indicates the sequence or order a specific policy follows an objective.

Implementation Measure

An implementation measure is an action to be taken by the City to ensure that the policy is carried out in the approval of projects or intended actions of the City to implement a policy. Implementation measures follow the policy which they relate and contain the policy number followed by an alphabetic marker such as “A”.

The General Plan also includes a list of abbreviations and acronyms, as well as a glossary to define “planning” jargon and technical terms used throughout this General Plan.

ENVIRONMENTAL REVIEW

During the preparation of the Chowchilla 2040 General Plan, environmental studies were undertaken to identify potential environmental effects and allow for plan modifications, which either mitigated or avoided potential environmental effects. The intent of this process was to minimize the General Plan’s environmental effects while providing realistic City growth and development opportunities.

The City of Chowchilla 2040 General Plan and Rancho Calera Specific Plan Environmental Impact Report (SCH #2009022007) analyzed the potential environmental effects of the 2040 General Plan that in part already responds to potential environmental issues. By engaging in multiple phases of environmental analysis during the General Plan process, solutions to environmental issues, in the form of policies and programs have been woven into the fabric of the 2040 General Plan.

The environmental analysis of the Chowchilla 2040 General Plan was prepared pursuant to Section 15168 of the California Quality Act Guidelines (CEQA). For specific details regarding the environmental analysis and findings, please refer to the City of Chowchilla 2040 General Plan and Rancho Calera Specific Plan Environmental Impact Report and subsequent findings that are incorporated herein by reference and hereby made a part of this General Plan. The City of Chowchilla 2040 General Plan and Rancho Calera Specific Plan Environmental Impact Report is available as a separate volume of the 2040 General Plan.

LAND USE ELEMENT

A General Plan Land Use Map is often seen by many to be the “General Plan.” However, the General Plan Land Use Map is only a graphic representation of the planning values and ideals of the community as expressed throughout the written text of this General Plan. A General Plan Land Use Map merely designates the proposed general location and extent of each land use classification specified and described in this Land Use Element. A General Plan Land Use Map together with the General Plan’s goals, objectives, policies and implementation measures influence the City’s overall form and character.

The Land Use Element describes the present and planned land uses and their relationship to Chowchilla’s long range vision. This Element consists of text, tables, maps and diagrams that outline the future land uses within the City and how these land uses are integrated with the other General Plan elements, objectives, policies and implementation measures. In addition to constituting an action plan for implementation of Chowchilla’s vision, this Element complies with all requirements for General Plan Land Use Elements set forth in California Government Code, Section 65302(a).

The Land Use Element responds to the opportunities and constraints within and adjacent to the 2040 General Plan Planning Area and includes land use classifications, objectives, policies, implementation measures to manage growth and inter-jurisdictional relationships. Critical growth challenges facing Chowchilla include:

- ❖ Location and timing of efficient growth.
- ❖ Resist the premature conversion of agricultural lands.
- ❖ Discourage encroachment upon existing prime agricultural uses.
- ❖ Enhancement and preservation of the Chowchilla Downtown Business District.
- ❖ Location of the Chowchilla Municipal Airport and the Chowchilla – Madera County Fairgrounds.
- ❖ Establishment of an open space corridor and trail network between the urban area and Berenda Reservoir.
- ❖ Balance economic growth with urban growth.
- ❖ Emphasize and maintain a “small town” atmosphere.

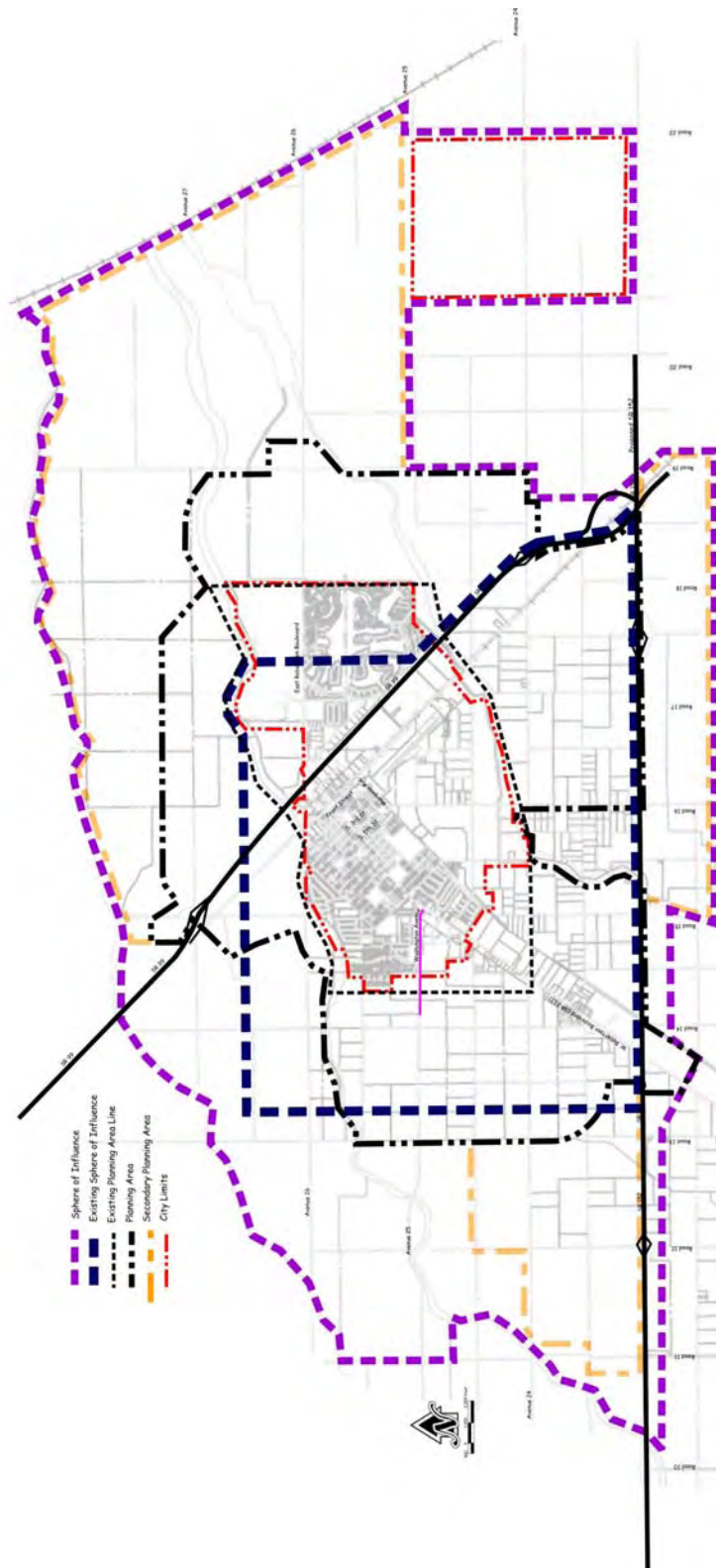
To realize Chowchilla's vision for its future, development and growth within the City and the 2040 General Plan Planning Area as well as the lands within the City's proposed Sphere of Influence (refer to Figure LU - 1) will be guided and managed by clear objectives, policies and implementation measures consistent with the City's vision. These objectives, policies and implementation measures set the framework for this Element. Given that the Land Use Element sets forth objectives, policies and implementation measures for land development and usage, this Element must have strong relationships to other elements contained in this General Plan.

RELATIONSHIP TO OTHER PLANS AND IMPLEMENTATION MEASURES

- o **City of Chowchilla Zoning Ordinance.** The Zoning Ordinance establishes zone districts that identify uses within each district which are consistent with the General Plan land use designations. The Zoning Ordinance also establishes development standards for each zone district, which creates the framework for the physical form of the community (e.g., building setbacks, heights).
- o **City of Chowchilla Downtown Master Plan, 2008.** Guides land use planning and policy document for Downtown Chowchilla.
- o **Chowchilla Redevelopment Agency (CDA) Redevelopment Plan.** The Redevelopment Plan currently covers approximately 1,428 acres in Chowchilla and was created for the purpose of improving and redeveloping commercial, industrial, and residential areas and supports the production of mixed-income housing in the city.
- o **Madera County Airport Land Use Compatibility Plan, September 1993.** The Chowchilla Airport, a public use, general aviation airport, is located within the Planning Area. The airport operates in accordance with planning and land use procedures and criteria contained in the Airport Land Use Compatibility Plan (ALUCP). This plan establishes planning boundaries for height, noise, and safety around the airport and also determines compatibility of surrounding land uses.
- o **Madera County Blueprint.** The San Joaquin Valley Blueprint is a regional comprehensive vision for growth in the San Joaquin Valley through the year 2050. The San Joaquin Valley Blueprint effort and vision, in part, is based on the linkages between growth, transportation and air quality. The Blueprint process involved eight San Joaquin Valley Council of Governments (COGs), and Valley-wide stakeholder interests to develop a vision for future growth that is to be implemented at the regional and local level.¹ A "preferred" blueprint scenario was

¹ The 8 Council of Governments forming the San Joaquin Valley Council of Governments represent the Counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings and Kern as well as the multiple cities within these 8 counties.

Figure LU - 1
Proposed Sphere of Influence



- o adopted by the San Joaquin Valley Policy Council in April 2009.² The preferred blueprint scenario adopted by the San Joaquin Valley Policy Council is subject to adoption by the eight San Joaquin Valley COGs and ultimately by all the local agencies within the eight San Joaquin Valley COGs with land use authority for consideration, adoption and implementation.

The preferred blueprint scenario combined individual County-wide target residential and non-residential densities, and average persons / gross acre into a single overall comprehensive plan. The overall San Joaquin Valley Blueprint average density target adopted for new residential development is 6.8 dwelling units / gross acre. The overall combined average population density target is 21 persons / gross acre for new residential development.

For growth in Madera County, the San Joaquin Valley Blueprint average density target adopted for new residential development is 4.7 dwelling units / gross acre. The combined average population density target is 15.1 persons / gross acre for new residential development.

The City of Chowchilla 2040 General Plan exceeds the adopted San Joaquin Valley Blueprint's average housing and population density targets adopted for new residential development in Madera County. Overall new residential development within the Planning Area, excluding residential land uses designated 'urban reserve', is projected to average 5.5 dwelling units / gross acre. The population density forecasted for new residential development, excluding residential land designated "urban reserve", is expected to average 16.2 persons / gross acre.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Land Use Element establishes the planned land use pattern for Chowchilla based on historic development and the community's vision for the future. While the Land Use Element influences all elements of this General Plan, it is most closely related to the following:

- o The **Circulation Element** through the identification of the City's circulation network to facilitate mobility throughout the Planning Area and through policies encouraging alternative modes of transportation such as transit, bicycle and pedestrian circulation.
- o The **Open Space and Conservation Element** through policies encouraging the continued use of agricultural lands and the protection of natural resources land and the integration of sustainable practices.

² The San Joaquin Valley Policy Council consists of 2 elected officials from each of the 8 Council of Governments represented in the San Joaquin Valley Blueprint process.

- o The **Public Facilities and Services Element** that requires adequate public facilities including water, sewer, storm drainage, police, fire, and government facilities and through policies that encourage coordination with the school districts in the siting and design of school facilities as well as other public facilities.
- o The **Public Safety Element** through policies that support public safety in the planning and operation of industrial, commercial, residential, and public facilities.

Where overlaps in policy issues can be identified, cross-references are provided to alert the reader to the specific policy group of the related elements.

PLANNING AREA ABSORPTION

The 2040 General Plan Planning Area land absorption requirements is based on population growth projections identified in Table I -1, 2010 – 2040 Estimated Population Forecast, found in the Introduction Chapter of this General Plan. The land absorption requirements identified in Table LU - 1 assumes the general continuation of the City's existing land use "pattern" of diverse residential neighborhoods (albeit more dense) supported by an expansion of commercial and industrial land uses. To keep land prices affordable, the 2040 General Plan land absorption requirements also includes a "market factor" of vacant land equal to approximately 50 percent of its calculated need. Without the Market Factor the City would develop approximately 8,351 acres in the Planning Area in addition to the existing 3,891 acres within the existing City Limits.

Table LU - 1, Planning Area Land Use / Acreage Absorption Needs

Year	Residential	Non-Residential ²	Market Factor ³	Public Facility / Open Space ⁴	Total Land ⁵
2010	91	84	45	41	261
2015	363	336	181	163	1,043
2020	715	662	358	321	2,056
2025	1,171	1,084	586	526	3,367
2030	1,762	1,631	881	792	5,065
2035	2,526	2,339	1,263	1,135	7,263
2040	3,516	3,255	1,758	1,580	10,109

Notes:

¹Residential absorption need assumes annual population growth of 5.3% and an average minimum population density of 16.2 persons / gross acre for new residential growth areas.

²Non-Residential absorption need assumes 25% of the City's Planning Areas will be of non-residential uses.

³Based on a 50% market land availability factor for residential and non-residential uses combined.

⁴Absorption need assumes 23% of the Planning Area will be comprised of public facilities and open space.

⁵Total land absorption acreage identified for each land use category, market factor and year are cumulative aggregates.

Based on the 2040 General Plan average annual population growth rate of 5.3 percent, the City will need an additional 10,109 acres over this General Plan's 30 year planning horizon. This basic land need takes into account the 50 percent market availability factor for residential land desired by the City. The 2040 General Plan land absorption requirements based on an annual population growth rate of 5.3 percent coupled with a 50 percent market factor is shown in Table LU - 1, Planning Area Land Use / Acreage Absorption Needs. Table LU - 1 excludes the 1,280 acre Central Valley Women's Facility and Valley State Prison for Women east of Highway 99.

Table LU – 2 identifies the distribution of land uses within the 2040 General Plan Planning Area by acres and percentage of the 2040 total General Plan Planning Area.

Table LU – 2, General Plan Land Use Distribution

Land Use Category	Acres within City Limits	Acres in Growth Area	Subtotal Existing Plus Growth Area	Percentage of Land Use	Urban Reserve within Planning Area	Remainder in Sphere of Influence	Total Sphere of Influence
LDR	0	0	0	0.00%	0	339	339
MDR	1,162	3,620	4,782	34.18%	2,108	0	4,782
MHDR	309	891	1,200	8.57%	99	0	1,200
HDR	89	763	852	6.09%	70	0	852
MU	0	412	412	2.94%	110	0	412
NC	14	63	77	0.55%	51	0	77
DC	33	0	33	0.24%	0	0	33
SC	216	223	439	3.14%	56	0	439
SC-H	104	652	756	5.40%	0	0	756
MA	11	0	11	0.08%	0	0	11
LI	271	887	1,158	8.27%	0	0	1,158
HI	361	1,140	1,501	10.72%	0	0	1,501
OS	452	521	973	6.95%	222	27	1,000
Park	86	225	311	2.22%	212	0	311
ES	49	123	172	1.23%	96	0	172
MS	0	60	60	0.43%	50	0	60
HS	50	75	125	0.89%	60	0	125
PF	378	210	588	4.20%	23	155	743
Ag	0	0	0	0.00%	0	15,150	15,150
Major Roads	306	366	672	4.80%	274	661	1,333
	3,891	10,109	14,000	100%	3,431	16,332	30,332

Open Space includes land along Berenda and Ash Slough, and landscape land along Highway 99 and 152.

Figure LU - 2 Existing Land Use Within 2010 General Plan Planning Area

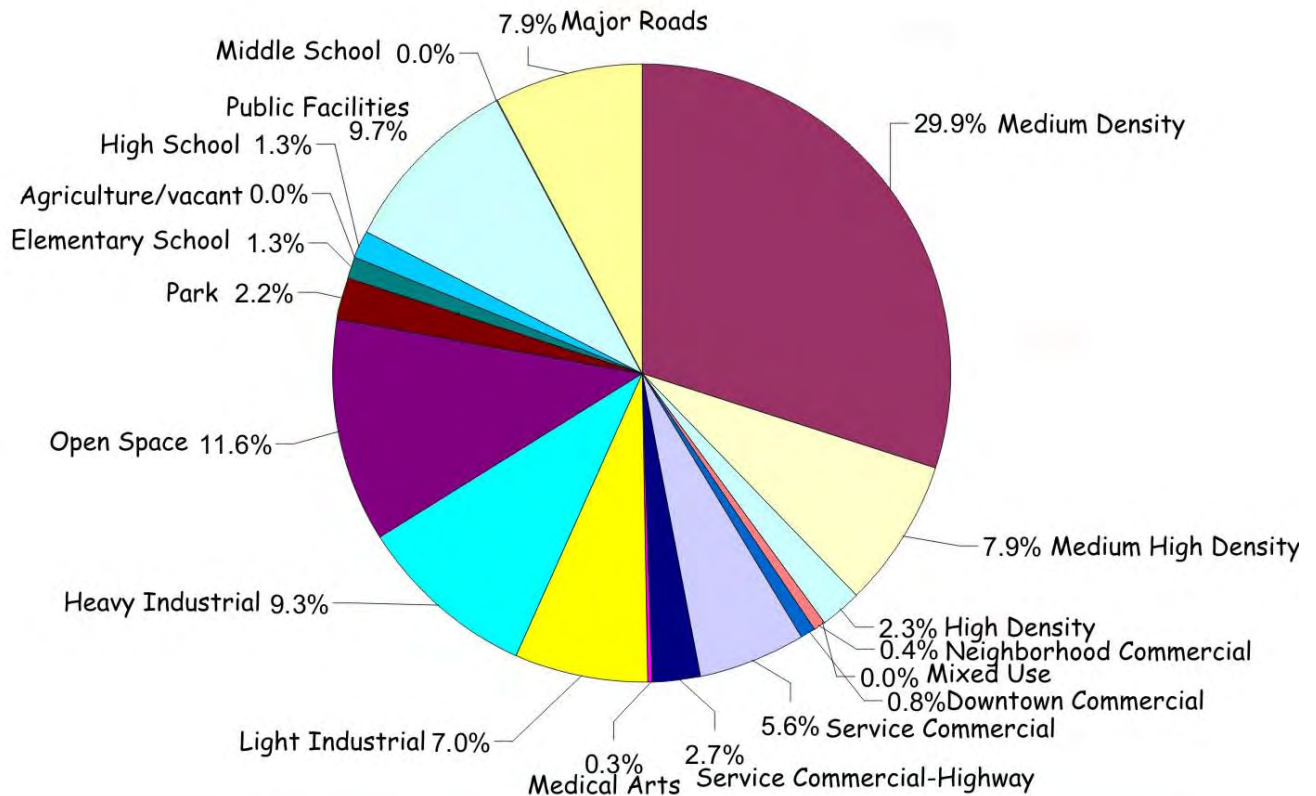


Figure LU - 3 Distribution of Land Uses in the 2040 General Plan Planning Area

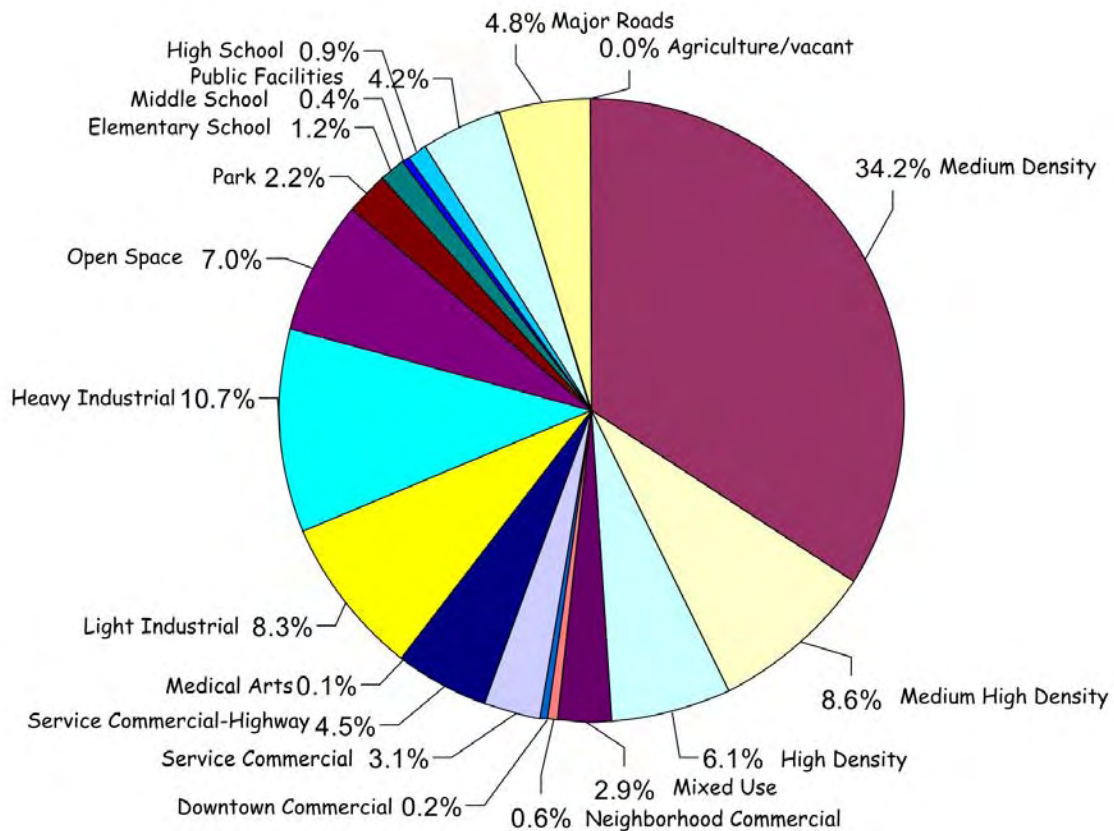


Table LU - 3, 2040 General Plan Land Use Designations

Land Use	2040 General Plan Planning Area and Sphere of Influence						
	City Limits			2040 Planning Area Boundary	Existing City Plus 2040 growth	Urban Reserve/Balance SOI	Total
	Developed	Undeveloped	Total				
Residential							
Low Density Residential (LDR)	0	0	0	0	0		339
Medium Density Residential	987	175	1,162	3,620	4,782	2,056	4,782
Medium High Density	260	49	309	891	1,200	228	1,200
High Density Residential (HDR)	77	12	89	763	852	62	852
Subtotal	1,324	236	1,560	5,274	6,834	2,346	7,173
Commercial							
Mixed Use (MU) ²	0	0	0	412	412	110	412
Downtown Commercial (DC)	31	2	33	0	33	0	33
Neighborhood Commercial (NC)	7	7	14	63	77	51	77
Medical Arts (MA)	10	1	11	0	11	0	11
Service Commercial (SC)	70	146	216	223	439	56	439
Highway Service Commercial	12	92	104	530	634	0	634
Subtotal	130	248	378	1,228	1,606	217	1,606
Industrial							
Light Industrial (LI)	142	129	271	887	1,158	0	1,158
Heavy Industrial (HI)	234	127	361	1,140	1,501	0	1,501
Subtotal	376	256	632	2,027	2,659		2,659
Park & Open Space							
Park (P)	37	49	86	225	311	0	311
Open Space (OS)	17	435	452	521	973	27	1,000
Subtotal	54	484	538	746	1,284	27	1,311
Public Facilities							
Elementary School (ES)	49	0	49	123	172	0	172
Middle School (MS)	0	0	0	60	60	0	60
High School (HS)	50	0	50	75	125	0	125
Public Facility (PF)	181	197	378	210	588	155	743
Major Roads	250	56	306	366	672	661	1,333
Subtotal	530	253	783	834	1,617	816	2,433
Agriculture							
Agriculture (AG)	0	0	0	0			15,150
Subtotal	0	0	0	0	0		15,150
Total	2,414	1,477	3,891	10,109	14,000	3,406	30,332
Notes: ¹ Excludes developed and undeveloped lands within the Chowchilla City Limits. ² Mixed Use designation allows residential and commercial land uses.							

Table LU - 3 2040 General Plan Land Use Designations corresponds to and summarizes the Planning Area and Sphere of Influence boundaries shown in Figure LU - 1, City of Chowchilla Land Use Map (an enlarged 2040 Chowchilla General Plan Land Use Map can be found in the pocket folder located at end of this document), by land use designation. Table LU - 3 identifies the amount of developed and underdeveloped land within the City Limits and the amount of land designated for urban growth in the Planning Area, as well as, agricultural land and the Central California Women's Facilities and the Valley State Prison for Women located within the City's Sphere of Influence.

The Planning Area includes land needs beyond the year 2040 time frame. By this inclusion, the City is articulating its long-term growth intentions to avoid potential future land use conflicts, such as the development of animal confinement facilities (i.e., dairies, feedlots, poultry and egg production facilities, etc.) or other potentially undesirable or conflicting land use close to urban uses, subdividing of rural land into small (2 to 5 acre) parcels for residential use in the unincorporated territory, and the location of public facilities such as wastewater treatment plants or airports. Also included are the general alignments of major streets and bridges that will be needed to provide for adequate circulation improvements essential to support the needs of the General Plan land uses and land needs beyond the year 2040 time frame beyond. Nevertheless, the City remains committed to efficient growth that avoids "leap frog" development and provides a variety of land uses and types of housing to serve all current and future residents. This commitment is particularly important to reserve and protect sufficient industrial land for economic development and job production and not allow encroachment by rural housing development that represents potential land use conflicts.

Beyond the year 2040, the 2040 General Plan designates approximately 3,406 acres "urban reserve" and 15,150 acres "Agriculture".

Land beyond the Planning Area boundaries, but within the City's Sphere of Influence is designated Agricultural or Open Space to ensure planned intersections along highways are not commercially developed beyond the City's planned water and sewer systems, protect major recreation areas (such as Berenda Reservoir) and to discourage rural residential development between the Planning Area and the Chowchilla River and the Burlington Northern Santa Fe railroad corridor. Urban development is to only occur within the City where and when public services and facilities are available.

Secondary Planning Area

An overlay land use of "Secondary Plan Area" is shown. A Secondary Planning Area has been established given the uncertainty of the location of the California High Speed Rail right-of-way and the potential location for the Heavy Maintenance Facility near the City of Chowchilla. Additionally, because in certain conditions associated with the High Speed Rail right-of-way access to Highway 99 using Highway 233 may be constrained in the future and potential alternative routes to substitute for Highway 233 may be constructed west of the existing City connecting with the Plainsburg Interchange which will begin construction in 2010 just north of Chowchilla in Merced County. In each of

these conditions the City desires to retain flexibility to address the growth pressures and opportunities that these conditions may bring if implemented. Therefore, the Secondary Planning Area allows conceptual master plans to be approved by the City within these areas if such opportunities should take place. The City will continue to work with the property owners in these areas to ensure that such master plans are well served by public infrastructure and growth is balanced through out the Planning Area.

LAND USE DENSITY / INTENSITY

A General Plan must establish standards of population density, housing density and building intensity for each land use classification.³ Establishing measurable standards for population assumptions, as well as for housing and non-residential land development assumptions are essential as each General Plan element is mutually dependent on one another. For example, assumptions pertaining to housing densities or the intensity of non-residential uses identified in the Land Use Element serve as the foundation for the Public Facilities and Services Element to identify and address City water and sewer needs. Assumptions pertaining to housing densities or the intensity of non-residential uses are also essential for identifying and addressing circulation needs and improvements, park and open space needs, police and fire personnel staffing levels. In order for financing and improvement plans to function properly, it is important that a range of development be considered, and that development actually occurs within the specified density and / or intensity range. Densities lower than the minimum or higher than the maximum within a designation are not permitted, except in connection with a Planned Development.

To ensure consistency, the Land Use Element establishes policy that sets a minimum and maximum density / intensity range, as well as a “typical” or “average” density / intensity assumption for a given designation. The density / intensity standards described in this General Plan do not guarantee development will be approved at the maximum density or intensity specified for a land use designation. The existence of one or more development constraints could limit the density or intensity of development to less than the maximum allowed under a General Plan designation. Typical examples of such development constraints include, but are not limited to: waterways, irrigation facilities, utility easements, noise constraints, community design requirements, or zoning regulations. The City Zoning Ordinance establishes minimum parcel or lot sizes and basic development standards that may reduce the actual unit yield below the maximum for a given designation. In some cases, new development may not “fit” into the surrounding neighborhood for reasons of bulk, setback, architectural features, etc. This is often a concern with in-fill development, and the City will review each development project on a case-by-case basis. In some cases, a Planned Development Zoning District will be needed to achieve the maximum allowable density.

³ California Government Code, Section 65302(a).

Residential Uses

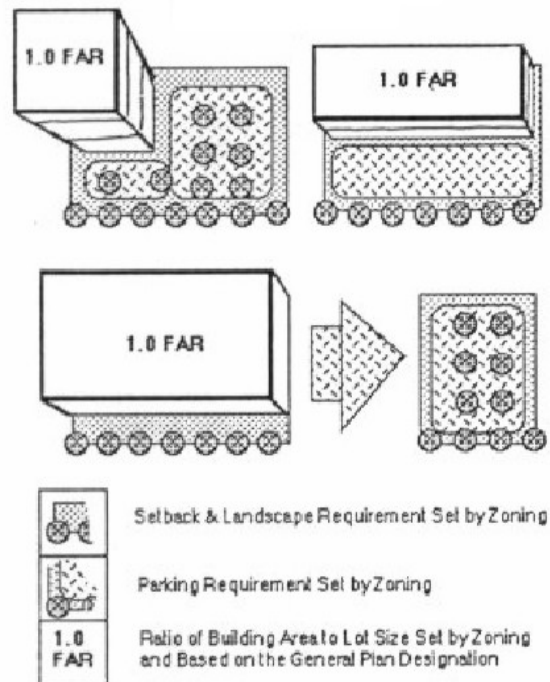
Standards of development for residential uses are stated as the allowable range of dwelling units per gross acre. Each residential land use designation establishes a minimum and maximum density, expressed in the number of homes (dwelling units) per gross acres which are reflected in Table LU – 4, Land Use Density and Intensity. Each residential land use designation also identifies an average or typical density / gross acre. A gross acre includes not only the area required for the actual residential use (dwelling and yard), but also the area required for local streets and utilities necessary to serve the residential area. Existing or planned arterials, major collectors or minor collectors identified in the 2040 General Plan Land Use and Circulation Maps are not included in the land use gross acreage. Uses such as a neighborhood park or a community park, school, or other uses that serve the residential neighborhood or community at large are also not included in the gross acreage.

Non-Residential Uses

Standards for non-residential uses are specified as maximum floor area ratios (FARs). A floor area ratio is the permitted ratio of the gross building square footage on a parcel (lot) to the net square footage of the parcel (lot). The FAR regulates building bulk while allowing flexibility in determining the height and placement of the building on the lot consistent with the City Zoning Ordinance.

For example, a 10,000 square foot net parcel (lot) with a FAR of 1.0 would allow 10,000 square feet of gross building floor area to be constructed, regardless of the number of stories in the building. If on the same 10,000 square foot net parcel (lot) the FAR was 0.50, then the maximum square feet of gross building floor area that could be constructed would be 5,000. Each non-residential land use designation establishes a minimum and maximum FAR, expressed in the amount of building square footage / gross acres. Each non-residential land use designation also identifies an average or typical building square footage / gross acre. Required building setbacks and height restrictions, parking requirements, landscape improvements will also influence building configurations and total lot coverage.

Building floor area ratios for each non-residential land use designation are shown in Table LU – 4, Land Use Density and Intensity.



Planned Development

Through a “planned development” process, a project proponent can approach the City with a concept that may alter conventional zoning requirements and / or development standards, and incorporate higher densities, mixed uses, and / or a variety of residential types. In a planned development, housing units could be clustered around large open space areas or other amenities resulting in higher localized densities, so long as the average density for the entire project site does not exceed the General Plan land use designation density maximum.

Implementation of the planned development concept is addressed through the City Zoning Ordinance. If the City agrees to the development concept, the project-specific Planned Development zoning can be approved. A Planned Development Zoning District will be necessary to achieve higher density ranges specified for the underlying Land Use designation. The City has established a list of expected project components necessary to initiate discussion on Planned Development applications. The City's Zoning Ordinance contains a specific list of requirements that the project proponent must address in a Planned Development application. Generally they include:

- ❖ Overall density and intensity of the project;
- ❖ Design of the project components including bulk of buildings, varying setbacks, architectural features, parking and storage requirements;
- ❖ Access requirements;
- ❖ Impact on surrounding uses;
- ❖ Incorporation of amenities into the project or identification of other tangible benefits to the community to justify the requested density or deviation from adopted standards; and
- ❖ Timing of development.

It is not the intent of the City to use the planned development process as a means of reducing lot sizes, or other development standards, without some increase in amenities and control over the design and quality of the project.

Population

Population density is obtained by applying the average persons / household set annually by the California Department of Finance and refined to match the housing types allowed under the various residential land use designations. Population / household estimates for each residential land use designation are shown in Table LU - 1, Planning Area Land Use / Acreage Absorption Needs. Since the City does not regulate the number of persons per household, a minimum and maximum population range / gross acre is provided for each residential land use designation. An average or typical population estimate / gross acre for each residential land use designation are also provided to ensure that public facilities and services can be planned appropriately.

LAND USE DESIGNATIONS

All land within the General Plan Area is given a land use designation. The General Plan land use designations are identified in Figure LU - , City of Chowchilla 2040 General Plan Land Use Map (an enlarged 2040 Chowchilla General Plan Land Use Map can be found in the pocket folder located at end of this document). Each land use designation may allow one or more zoning district to be consistent within a given land use designation. The description for each land use designation listed on is intentionally broad to allow flexibility in project planning.

Residential Designations

The 2040 Chowchilla General Plan Land Use Map includes four specific residential land use designations plus an additional land use designation (Mixed Use) that identify areas appropriate for housing. The four specific residential land use designations and the Mixed Use land use designation range in density and intensity from less than 1 unit to 30 units per gross acre.

The specific residential designations are intended to:

- o Identify areas throughout the General Plan Area that is acceptable for housing;
- o Clarify the overall type of housing to be developed within each category; and
- o Allow for a mixture of housing types, lot sizes and affordability.

LDR, Low Density Residential: 0.1 – 2.0 dwelling units / gross acre

The Low Density Residential (LDR) designation serves as a transition between the urban environment and the surrounding agriculture. This designation allows for parcels of one-half acre or larger in size where residents desire the proximity and amenities of urban life, yet are able to enjoy some of the benefits of a more rural environment. Property designated Low Density Residential typically consist of a single family home on large “estate-style” or “ranchette” parcel. The minimum parcel size in this designation is 20,000 square feet. Except in extraordinary circumstances, it is not expected that parcels greater than one acre in size would be developed within the City limits. Typical development in this land use designation is one-dwelling unit per gross acre.

MDR, Medium Density Residential: 2.0 – 8.0 dwelling units / gross acre

The Medium Density Residential (MDR) designation is intended to promote single family residential neighborhoods typically found in an urban setting. Individual lot sizes generally range from 5,000 to 12,000 square feet in size. Densities may range from a minimum of 2 to a maximum of 8 dwelling units / gross acre. The typical single family neighborhood development in this land use designation is five and one-half (5.5) dwelling units per gross acre. Under a Planned Development Zoning District, smaller lot sizes may be permitted when clustered around an open space amenity, such as a golf course or lake, major park facility, open space areas accessible to the public, or any combination of amenities. Neighborhood amenities such as parks, schools and religious assemblies are encouraged.

MHDR, Medium Density Residential: 6.0 – 16.0 dwelling units / gross acre

The Medium High Density Residential (MHDR) designation encourages a variety of detached and attached single-family and multi-family (i.e., duplex, triplex, four-plex) residential uses. Housing densities in this designation may range from a minimum of 6 to a maximum of 16 dwelling units / gross acre. Typical development in this land use designation is eight (8) units per gross acre. Housing types such as zero lot line, patio / courtyard home or townhome may be permitted on lot sizes ranging from 4,000 to 6,000 square feet as a planned unit development. Newly created lots for duplex, triplex or low density apartment complexes are expected to be approximately 6,000 square feet minimum with the number of units per lot based on 3,000 square feet of area for each dwelling unit. Existing, non-conforming lots may also be developed at 3,000 square feet of lot area for each dwelling unit.

This designation is encouraged for in-fill development in existing neighborhoods. Development in this designation should be conveniently served by neighborhood commercial and recreational centers and have access to collector or arterial streets. Neighborhood amenities such as parks, schools and religious assemblies are encouraged in this designation.

HDR, High Density Residential: 10.0 – 24.0 dwelling units / gross acre

The High Density Residential (HDR) designation encourages a variety of multi-family residential uses. Housing types encouraged include patio / courtyard homes, town homes, apartments and condominiums. Densities within this designation range from a minimum of 10 to a maximum of 24 dwelling units / gross acre. Typical development in this land use designation is 16 dwelling units per gross acre.

For new lots created by a parcel map or subdivision process, the minimum lot area shall be 6,000 square feet and the number of units per lot shall be based on 3,000 square feet of area for the first dwelling unit, 1,500 square feet for each second through sixth unit and each additional unit over six units shall require 1,000 square feet of lot area. Open space, equaling 25 percent of the project total square footage and required off-street parking facilities is required. Existing non-conforming lots may be developed at the same square footage formula of lot area for each dwelling unit. Development in this designation should be conveniently served by commercial, employment and recreational centers, and have access to collector or arterial streets.

COMMERCIAL DESIGNATIONS

The General Plan includes four specific commercial land use designations plus an additional land use designation (Mixed Use) that identify areas appropriate for commercial development. The four specific commercial land use designations and the Mixed Use land use designation range in density and intensity from a minimum FAR of 0.20 to a maximum of 3.0.

Specific land uses described in each classification identified below as well as for the Mixed Use designation discussed above under “Residential Designations” are cited as

examples of typical uses and should not be considered a comprehensive list of allowable or conditional uses. The City Zoning Ordinance establishes allowable uses, uses approved through administrative action, and conditional uses for each zone district. A minimum / maximum FAR range and a typical FAR are provided for each commercial land use designation. The typical FAR is used to calculate anticipated lot coverage and land need, infrastructure improvements, and employment opportunities.

MU, Mixed Use Development: 10.0 – 30.0 dwelling units / gross acre; 0.60 – 3.0 FAR non-residential building square feet / gross acre

The Mixed Use (MU) designation is land use category is designed to provide the potential to accommodate either residential or commercial or both residential and commercial uses in a well-planned, mixed-use development. Commercial structures and uses shall be developed according to a planned development plan and shall be arranged as a unified development, which may resemble a shopping center, a shopping mall, traditional downtown shopping street (“Main Street”), business park with a combination of offices, research facilities, light industrial/supply uses, or similar activity centers. Appropriate commercial uses include retail businesses, professional service offices, and other customer-oriented businesses.

The residential density in this category shall not exceed 30 units per acre (approximately up to 85 persons per acre). For residential uses, the typical development within this land use category is 16 dwelling units per gross acre. The FAR for non-residential uses within this land use category may range from 0.60 to 3.0 with a typical FAR of 1.0. Building structures within this land use designation shall have a maximum height of five stories.

Development of land designated Mixed Use are to be carefully planned to ensure that the benefits of mixed use development are fully realized, and the potential negative impacts of one use or another are minimized. Subdivision or partial development of any land within this category shall not be approved until a planned development plan for full development of the designated Mixed Use property has been reviewed and approved by the City. Planned Development plans and subdivision maps may be processed concurrently. A minimum of 30 percent of the full development of the overall designated Mix Use property shall be devoted to residential uses averaging planned build

DC, Downtown Commercial: 0.25 – 3.0 FAR

The Downtown Commercial (CD) designation is limited to the City’s Downtown District. The City’s Downtown District has its own unique character as a quasi pedestrian-oriented, concentrated area of retail, service and offices uses. Future development should enhance the vitality of the Downtown District. Over time the Downtown District will evolve into a more unique and focused commercial and service orientated center of the community, while retaining a diversity of commercial and residential uses. Mixed use (incorporating Multi-family residential on the second floor of structures) may also be permitted in the Downtown Commercial land use designation. Higher intensity development should be encouraged in the District than in other areas of the City. Public parking availability and access are essential for full development of the downtown area. The City’s Downtown Master Plan further guides development and sets-forth specific

design and development standards. Ultimately the FAR and use may be constrained by the amount and location of available parking, particularly with office development. A typical FAR under this designation is 1.0.

NC, Neighborhood Commercial: 0.20 – 0.60 FAR

The Neighborhood Commercial (NC) designation allows for convenience commercial and neighborhood shopping centers that serve one or more neighborhoods. Neighborhood shopping centers may provide a range of necessary day-to-day retail goods and services serving a localized market and may include multiple anchor tenants such as a grocery – drugstore combination. The neighborhood shopping center may also include number and / or variety of smaller tenant stores. Scale rather than use, distinguishes areas serving a neighborhood verses a community-wide market. Neighborhood shopping centers are to be planned / designated on a single corner of the intersection of two Collector streets or an Arterial and Collector street at approximately one-mile intervals. Street and parking lot landscaping is required to promote a pleasing visual environment and to integrate the neighborhood shopping center with the balance of the surrounding neighborhood or neighborhoods. This land use designation is intended for a site no larger than 12 acres in size. Typical FAR under this designation is 0.30.

SC, Service Commercial and SC-H Service Commercial-Highway: 0.15 – 0.60 FAR

The Service Commercial (SC) designation allows for a broad range of commercial uses that serve multiple neighborhoods, and, to some extent, the City and the region. Typically, Service Commercial development is integral with and forms a commercial concentration with surrounding offices, possibly regional commercial uses, as well as medium to high density residential development that is served by a combination of Collector and Arterial streets. Along Robertson Boulevard, between Maze Avenue and First Street, high density residential development such as patio / courtyard homes, town homes, apartments and condominiums may be considered on a case by case base for this designation.

Service Commercial-Highway (SC-H) uses allowed under this designation include freeway (travel) oriented businesses, businesses which have both retail and service components, and other businesses which can be located in a commercial area and not create a nuisance or interfere with normal commercial activities. In locations close to intensive urban uses, Service Commercial uses can include Neighborhood Commercial uses, auto sales, service stations, and motels. In locations less subject to public view and urban influences, the uses can include auto repair, building material supply, warehousing, wholesale trade, contractors, suppliers, equipment yards and other similar uses.

Business parks which are designed as clusters of buildings containing offices, warehouses and storage areas are also allowed under this land use designation. Business parks should be master planned and include extensive landscaping and screening from surrounding uses. Street and parking lot landscaping will be required and maintained to promote a pleasing visual environment. Uses within this designation

would usually be conducted entirely within a building, with outside storage screened and / or blocked from public view. Outside storage of unprocessed raw material or large industrial equipment would not be appropriate in a Service Commercial land use designation. Service Commercial designated areas could range in size from 6,000 square feet to 20 acres with a typical FAR of 0.20. Existing Service Commercial designations, typically in the downtown area, could be as small as 3,500 square feet.

MA, Medical Arts: 0.25 – 0.50 FAR

The Medical Arts (MA) designation is a limited designation for the placement of land uses almost entirely devoted to the practice of medical arts such as doctors, dentists, therapists, laboratories, clinics, medical or patient care facilities, and similar uses. While these uses may be allowed in other commercial land use designations, this designation is used where it may be surrounded by residential uses or in a Planned Unit Development project. Medical Arts designated areas could range in size from 6,000 square feet to 20 acres with a typical FAR of 0.40.

INDUSTRIAL DESIGNATIONS

The General Plan includes two industrial land use classifications. Specific land uses described in each classification are cited as examples of typical uses and should not be considered a comprehensive list of allowable or conditional uses. The City Zoning Ordinance establishes allowable uses, uses approved through administrative action, and conditional uses for each zone district. A minimum / maximum FAR range and a typical FAR are provided for each Industrial land use designation. The typical FAR is used to calculate anticipated lot coverage and land need, infrastructure improvements, and employment opportunities.

LI, Light Industrial: 0.15 – 1.50 FAR

The Light Industrial (LI) designation is intended for light industrial operations, and could include large office uses. Uses may include light manufacturing, warehousing, public and quasi-public facilities and operations, offices and administration facilities, research and development, and support business and commercial facilities. This land use designation is characterized by high truck traffic, greater employment density and significant on-site material storage needs. Uses would be conducted mostly within buildings or structures with some outside storage or activity permitted. Uses not permitted within this designation are those that require open air storage of large quantities of raw or semi-refined products. Retail uses are discouraged in this category, but may be permitted as a supplemental use to a permitted use.

The Light Industrial or Service Commercial land use designation is an appropriate land use between residential or other sensitive land use types (i.e., school, convalescent care facility, etc.) and heavy industrial uses where minimal environmental conflicts can be demonstrated between the use and adjacent residential development. To the extent allowed by parcels, development within this land use designation is typically characterized by landscaped street frontages and a business park setting. The typical FAR for this designation is 0.30.

HI, Heavy Industrial: 0.10 – 1.50 FAR

The Heavy Industrial (HI) designation allows for industrial parks, manufacturing, truck terminals, public or quasi-public facilities and structures, including utility operations, fabrication, processing, assembling, warehousing, wholesale sales, research and development activities, and major regional recreation facilities that may include large building, grandstands, out-door venues and associated commercial operations supporting the activities. This land use designation differs from Light Industrial in that outside processing and storage of materials may be permitted. Incidental retail uses which have a direct relationship to the industrial use or meet the day to day needs, such as food and fuel for employees working in the area or serve regional recreation facility customers may be permitted by obtaining the appropriate use permit(s). Due to potential land use conflicts, Heavy Industrial designated lands should be buffered from residential and other sensitive land use types (i.e., school, convalescent care facility, etc.) by Light Industrial or Service Commercial designated areas, or by large open spaces. Care needs to be taken in designating new Heavy Industrial areas to ensure that new land use conflicts are not created. The typical FAR for this designation is 0.20. The FAR may be limited in the vicinity of the Chowchilla Airport due to airport safety regulations.

OTHER LAND USE DESIGNATIONS

Other land use designations are used to identify public and quasi public facilities, or land that is not intended for intensive development, including agricultural land in the City used as a buffer area to potentially conflicting land uses (airport clear or approach zones). In some instances, the designation is used to identify lands belonging to another governmental agency over which the City has limited land use control. Examples of this include schools, prisons, State transportation facilities, and the Chowchilla Fairgrounds.

AG, Agriculture: 0.01 – 0.05 dwelling unit / gross acre

The Agricultural (AG) designation is limited in scope and purpose within the City's General Plan. This designation provides for the managed production of natural resources and agricultural land intended to remain in production during the General Plan planning period. The primary reason for the designation is to provide a buffer between sensitive and potentially conflicting land uses and to set aside land for the construction of future highway interchanges along Highways 99 and 152. Land included in this designation should be of sufficient size to allow for economically viable agricultural production. While incidental residential and associated out-buildings may be permitted, residential development is discouraged in this land use designation. Agriculture-related commercial or industrial uses are not permitted in the Agriculture designation. The typical residential development on land use designation is 0.02 dwelling units per gross acre.

OS, Open Space: 0.01 – 0.10 FAR

The Open Space (OS) designation set asides land for the conservation and management of natural resources, establishment of recreation corridors, management

of land for public health and safety (i.e., flood control, noise attenuation, utility corridor, etc.) and for the establishment of landscape corridors. Land uses appropriate for this designation include, but not limited to, wildlife and ecologically-sensitive habitat, waterways, golf course, pedestrian / bicycle trail corridor, landscape highway and parkway corridors. Land designated Open Space may be publicly or privately owned and / or maintained. No residential development is permitted on land designated Open Space. The FAR for non-residential uses shall not exceed 0.10

Parks

The park designation provides for multiple recreational opportunities. The Park designation has two distinct forms: Neighborhood Park (P) and Community Park (CP). The actual size and location of existing parks are identified in the 2040 General Plan Land Use Map. Planned and future parks are identified in the 2040 Chowchilla General Plan Land Use Map as a “floating” rectangle block designation representing a conceptual size and general location. The underlying land use would prevail should the location be altered. The exact size and location of the park is to be determined at the master plan / specific plan stage of a development; or at the tentative subdivision map stage, if the development is not within one of the General Plan Growth Areas identified in the General Plan. The exact size and location of the park shall be consistent with park standards set forth in the Open Space and Conservation Element of this General Plan.

Neighborhood parks are strategically located throughout the City for the purpose of serving residential neighborhoods within walking or biking distance. Community parks are larger facilities that service multiple neighborhoods and the whole of the City. While smaller parks (e.g., pocket park, mini-park) are permitted in residential neighborhoods, Downtown District, as well as in areas designated Mixed Use, they do not replace the need or purpose of neighborhood park sites identified in the 2040 Chowchilla General Plan Land Use Map.

PF, Public Facilities: 0.10 – 1.0 FAR

The Public Facilities (PF) designation is applied to the City's major public and private institutional uses including, but not limited to, community facilities, school facilities, libraries, cemeteries, wastewater treatment facilities, storm drainage basins, water recharge areas, public safety facilities (fire and police), public transportation and public works facilities, Chowchilla Madera Fairgrounds, government buildings, and other similar public uses and facilities on property owned and / or operated by a local, state or federal agency.

The City of Chowchilla 2040 General Plan Land Use Map identifies the specific locations of existing major public facilities. Except for sites that have been acquired, the General Plan Land Use Map only identifies the general location of future public or institutional uses in the area they will be needed. While larger public facilities are identified as “PF”, smaller public facilities such as sewer lift stations, water wells and substations, etc., may be located in any land use designation. Selection of specific sites is the responsibility of the applicable governmental agency and / or private institution

serving the Chowchilla area. Schools similar to parks are considered “floating” designations representing a conceptual size and general location. The underlying land use would prevail should the location be altered.

The Public Facilities designation on the 2040 General Plan Land Use Map for any future public or institutional site that has not been acquired shall not be construed to limit the existing or future use of the designated land. The predominant land use designation surrounding any property designated for public facilities shall be used to determine the potential use of the property prior to its acquisition by the applicable governmental agency or private institution. Due to the nature of this designation, it is not possible to determine a typical FAR.

UR, Urban Reserve

An Urban Reserve (UR) designation preceding an accompanying land use designation indicates the ultimate land use for the area depending on the growth needs and availability of urban services and infrastructure. Land designated UR indicates land that has one or more significant constraints to development such as adequate transportation facilities, lack of adequate planned sewer connection to, or treatment capacity at, the City wastewater treatment facility.

It is anticipated that some areas designated Urban Reserve may develop within the year 2040 time horizon of this General Plan. However, land designated UR is to remain in agriculture until such time as it can be demonstrated that sufficient land designated for residential, commercial, or industrial uses is no longer available or market factors warrant removing land from agricultural use. Additional planning, environmental and feasibility studies will be required prior to the annexation and development of these areas. UR designations outside of the Planning Area relate to Master Plans that were submitted during the preparation of the 2040 General Plan that extended beyond the Planning Area Boundary. The Master Plans identified integrated development plans that could be implemented should the demand for such development in that portion of the City be warranted and feasible. Implementation of such Master Plans and movement beyond the Planning Area Boundary would have to be justified by a lack of available, developable land within the existing Planning Area Boundary and the availability of sufficient infrastructure to accommodate the proposed development.

Agricultural uses are permitted on property designated Urban Reserve and shall be considered transitional; meaning that any agricultural uses eventually will be replaced by permanent urban development. Public facilities

ZONING CONSISTENCY

While the Land Use Element specifies a range of unit densities per acre, the City of Chowchilla Zoning Ordinance regulates specific development standards within the

permitted density range. Under a given land use designation, several different development zones may be appropriate. Table LU – 4 provides a listing of “typical” Zoning Districts for each General Plan land use designation. The City of Chowchilla Zoning Ordinance is, in most instances, hierarchical in that uses of a lower intensity zone are usually allowed in the next more intensive zone. To allow for this, the residential unit per acre ranges overlap, as do the floor area ratios for commercial and industrial designations.

GENERAL PLAN GROWTH AREAS

General Plan Planning Area is divided into 16 growth areas – “Existing City”, “California Women’s Correctional Facilities”, “Wastewater Treatment Plant”, and 13 designated growth “Sub Areas”. See Figure LU - 4 The purpose of the designated growth areas (Sub Areas) is to guide growth development within the City strategically based on infrastructure availability and market conditions.

Development with the Sub Areas require the preparation and adoption of a master plan or specific plan to ensure coordinated development and infrastructure. The master plans and specific plans are to be consistent with the General Plan and City Zoning Code. Each master plan or specific plan will be required to follow the guidelines established in this General Plan.

It is recognized that land use designations may be refined or “blended” within a defined Growth Area as long as the acreage, overall residential densities and / or non-residential FARs, circulation network, and public facilities and services have been met. Each specific plan or master plan must identify phasing of development, commitment and financing of public facilities and services, and circulation improvements. In addition, the specific plan or master plan must demonstrate compact development, commercial centers within walk able distances serving the daily needs and services of the residents, programs for affordable housing, integration of parks and open space and market demand for development.

Applicable land use designations, acreage, residential densities, non-residential FARs and public facilities for each Growth Area are identified in Table LU - 5, Growth Area Land Use Summary. The number of potential residential units and non-residential building square footage in Table LU - 5 are based on typical residential density and typical building floor area ratio assumptions used in the modeling for the 2040 General Plan. While these build-out assumptions do not represent the maximum allowed by the 2040 General Plan, they are thresholds that if exceed may require further review and analysis.

Table LU – 4, Land Use Density and Intensity

Land Use Designation	Unit Density			Floor Area Ratio			Population / Gross Acre			Minimum Lot Size Sq. Ft.	Typical Zone District
	min	typ	max	min	typ	max	min	typ	max		
Residential											
LDR, Low Density Residential	1.0	1.5	2.0			0.40	3.2	4.8	6.4	8,000	R-E, Residential Estate (New)
MDR, Medium Density Residential	2.0	5.5	8.0			0.50	6.4	17.6	25.6	5,000	R-1, Single Family Residential PUD, Planned Unit Development
MHRD Medium High Density Residential	6	8	16			0.50	16.8	22.4	44.8	3,000	R-2, Low Density Multi-Family TP, Mobile Home Park PUD, Planned Unit Development
HDR, High Density Residential	10.0	16.0	24.0			0.50	28.0	44.8	67.2	6,000	R-3, Medium Density Multi-Family TP, Mobile Home Park PUD, Planned Unit Development
MU, Mixed Use	10.0	16.0	30.0	0.25	0.30	0.60	28.0	44.8	84.0	1 acre	C-3, General and Service Commercial C-2, Central Business Commercial I-1, Light Industrial PUD, Planned Unit Development R-2, Low Density Multi-Family R-3, Medium Density Multi-Family
Commercial											
DC, Downtown Commercial				0.25	1.0	3.0				0	DC, Downtown Commercial (New) C-2, Central Business Commercial PUD, Planned Unit Development
NC, Neighborhood Commercial				0.20	0.30	0.60				0	C-1, Light Commercial C-2, Central Business Commercial PUD, Planned Unit Development
SC, Service Commercial And SC-H Service Commercial Highway				0.15	0.20	0.60				0	C-3, General and Service Commercial C-2, Central Business Commercial PUD, Planned Unit Development
MA, Medical Arts				0.25	0.40	0.50				6,000	M-A, Medical Arts PO, Professional Office R-2, Low Density Multi-Family R-3, Medium Density Multi-Family PUD, Planned Unit Development
Industrial											
LI, Light Industrial				0.15	0.30	1.50				0	I-1, Light Industrial C-3, General and Service Commercial
HI, Heavy Industrial				0.10	0.20	1.50				0	I-2, Heavy Industrial
Other											
PF, Public Facilities				0.10		1.00					PF, Public Facilities (New) O, Open Space
A, Agriculture	0	0.05	0.05	.010		.050	0	0.16	0.16	5 Acres	A, Agriculture (New)
UR, Urban Reserve	0	<1	<1	.01		.01	0	<1	<1	5 acres	UR, Urban Reserve A, Agriculture (New)
Notes: ¹ Units per Acre; ² Floor Ratio of Building Area to Individual Lot;											

Figure LU - 4
General Plan Sub-Areas

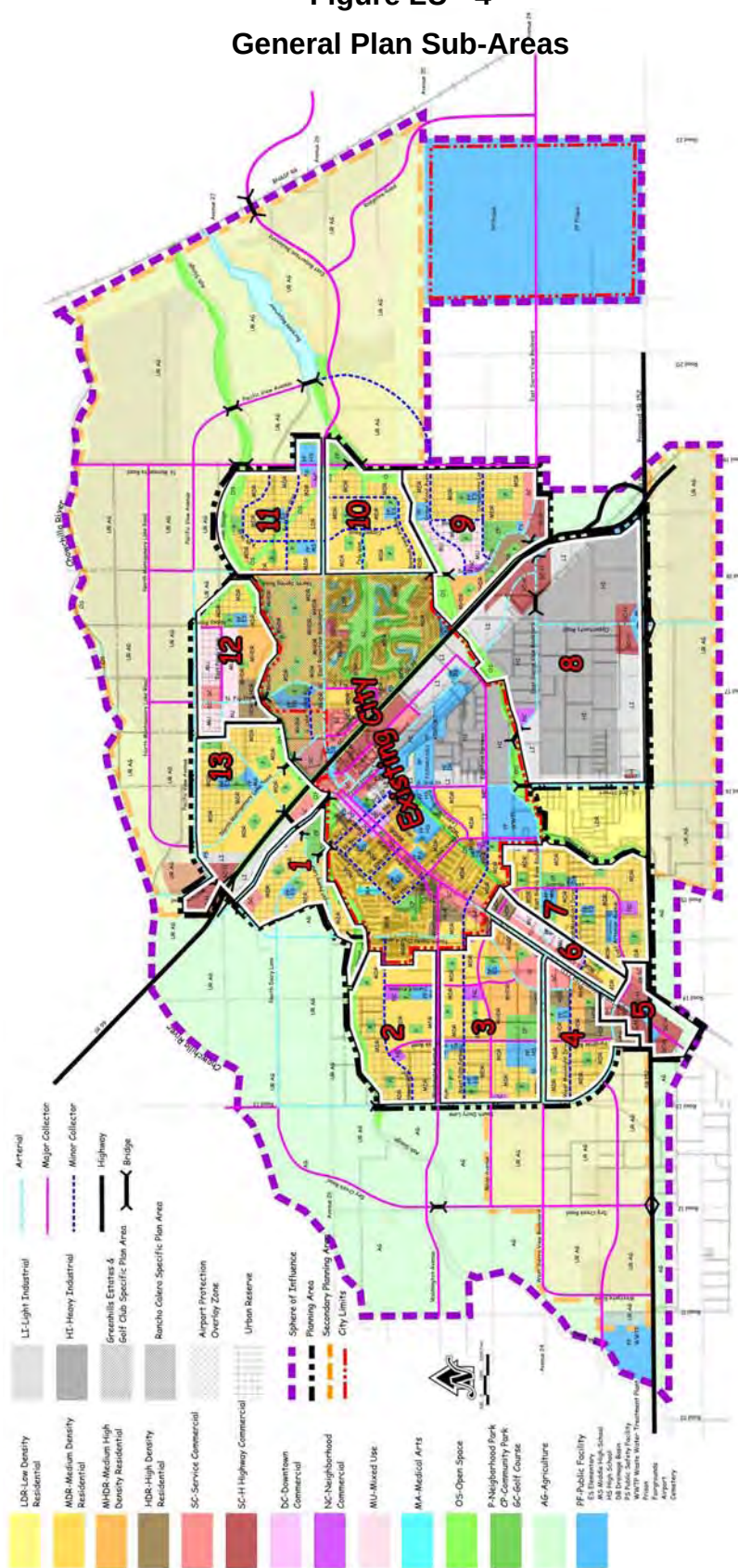


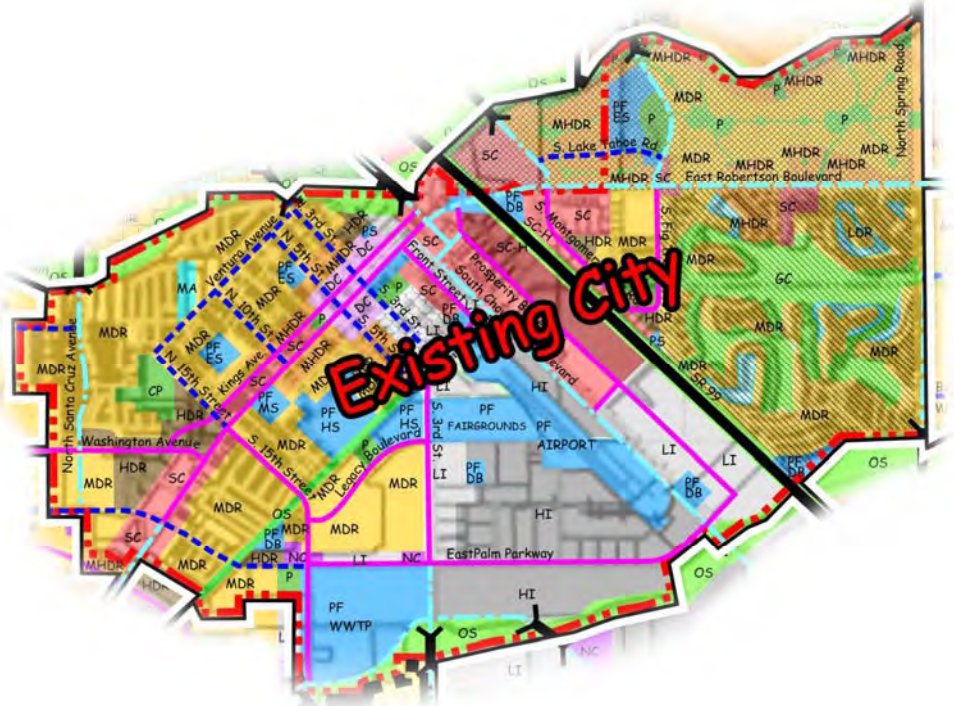
Table LU - 5
Growth Area Development Targets

Sub Area	Acreage	Dwelling Units	Industrial/Commercial SqFT	Park Acres
1	511	936	348,262	15
2	684	1,944	235,224	30
3	1,015	3,316	805,860	45
4	633	3,580	47,916	45
5	253	1	155,945	0
6	247	1,190	1,031,936	16
7	748	1,860	196,020	24
8	2,092	0	5,287,531	0
9	1,047	3,435	1,404,157	43
10	624	1,464	0	19
11	634	1,328	117,612	19
12	604	1,930	3,777,523	22
13	1,017	2,441	1,625,441	33
Total Sub Areas	10,109	23,425	15,033,427	311

Existing City

There are but a few remaining areas within the existing City Limits that are not developed. Areas that remain to be developed include commercial and industrial areas along the Highway 99 corridor and a portion of an industrial park along East Palm Parkway. A small commercial area toward the southwestern City Limit also remains undeveloped.

Since this area includes the City's oldest residential neighborhoods and commercial areas, redevelopment is the preeminent activity in this area. Density increases in residential areas undergoing redevelopment will provide an opportunity for additional housing and improved land utilization. The Chowchilla Downtown Master Plan defines the architectural character, type of development including mixed uses and specific development standards for City's Downtown Area.



Neither new development nor redevelopment within the existing City Limits is restricted by wastewater treatment capacity at the existing facility. Nevertheless, all new development and redevelopment projects within the existing City Limits is required to participate in the financing to relocate and construct a new residential / commercial wastewater treatment plant west of the City.

Reconstruction of the Highway 99 / Highway 233 (Robertson Boulevard) interchange is essential to serve the build-out of the City and the General Plan Growth Areas.

- The Rancho Calera Specific Plan Area is included in the Existing City as the plan and infrastructure enhancement program has been in process for a number of years and is associated with other adjacent developed/developing residential and commercial uses.

Planning Sub Area 1

Sub Area 1 is located to the north of the existing City and across Ash Slough. This Sub Area is considered a future growth area when a major wastewater trunk line lines is extended across Ash Slough along the Sunset Avenue alignment. Cessation of the existing major dairy operation is necessary for growth in this Sub Area to avoid substantial land use conflicts. Transportation linkages will require improvement with a

new bridge across Ash Slough (Santa Cruz Avenue/West Penny Lane, a bridge at 3rd Street with a major collector connecting to Kings Avenue and Robertson Blvd.) an overcrossing at UPRR and Highway 99, and at the Highway 99 / Minturn interchange. The Highway 99 / Minturn interchange will have to be reconstructed to provide for the railroad crossing and increased traffic



from this Sub Area and Sub Areas to the east in the long-term. Access to the east side of Highway 99 will be provided by East Penny Lane overcrossing. This Sub Area will be required to participate in these major facilities. This Sub Area will contribute to the construction of the bridge crossing Ash Slough at North Santa Cruz Avenue as well as improvements to the existing bridge over Ash Slough at Dairy Lane. Costs of major arterial streets and intersection traffic signalization will be shared by all development within this Sub Area.

Many of the City's northern loop roads cross this area and the connection to the Minturn interchange will help balance circulation as the City grows. Costs of major intersection

traffic signalization will be shared by all development within this Sub-Area. It is possible that transportation improvements in this Sub-Area will precede major new development even though wastewater trunk lines may be installed to serve Sub Areas to the east. Other public improvements such as water wells, water storage, and regional drainage basins will be required to serve new development within the Sub-Area. Because of the distance to existing fire stations a Public Safety Facility is required toward the south central boundary of this Sub-Area.

Planning Sub Area 2

This Sub Area is immediately west and north of the existing City. Growth in this Sub Area is subject to the new wastewater treatment plant coming on-line and construction of a new sewer trunk line along Sierra View Avenue.

The City has received proposals for annexation from the land owners nearest the City in this Sub-Area. These requests are being processed as Annexations 3 and 4. Annexation proposals in this Sub Area are required to prepare master plans for development. Sierra View Boulevard (Avenue 24) is the proposed east/west alignment of a new major trunk line sewer line. This Sub Area is to the north of the new major trunk line and would have to extend the line a substantial distance to receive service. Growth in this Sub Area would depend on cooperation with the land owners in Sub Area 3 for the alignment of the new north/south major sewer line to serve Sub Area 2.



Special studies would be required to determine if capacity is available to serve only a small portion of the development planned proximate to the existing City Limits. Storm drainage facilities will have to be planned and developed in connection with the initial stages of development consistent with the City's Stormwater Master Plan.

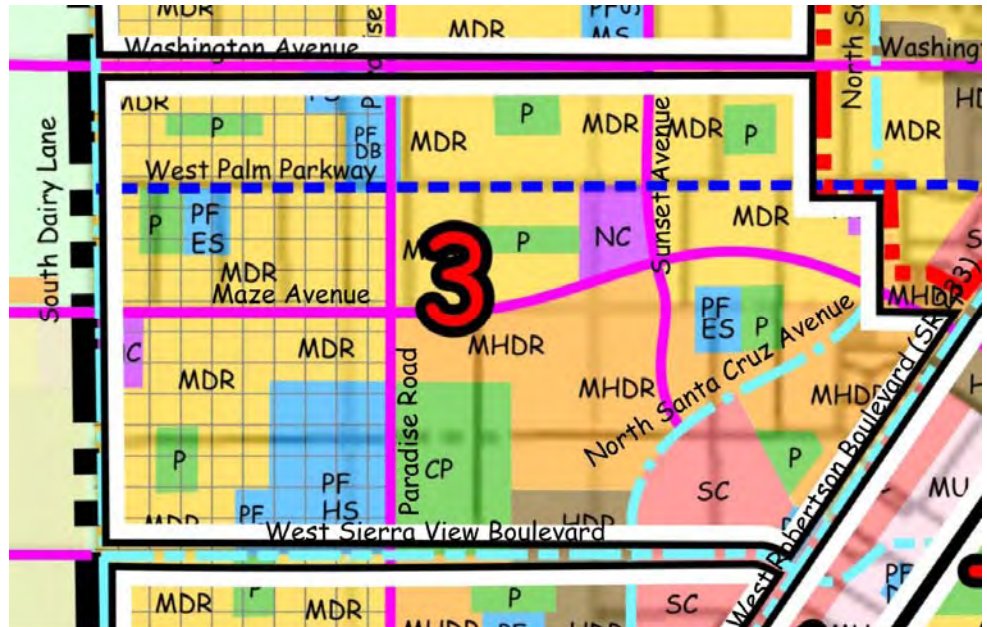
A new public service facility (fire station) will be required in Sub Area 3 to serve this Sub Area. Internal circulation within this Sub Area will be a combination of north/south and east/west major streets. Howell Road (a minor collector street) and will be redesigned to tend toward the southwest to create a more balance circulation system. This Sub Area will contribute to the construction of the bridge crossing Ash Slough at North Santa Cruz Avenue as well as improvements to the existing bridge over Ash Slough at Dairy Lane. Access to Highway 99 is best served by the reconstruction of the Minturn Interchange and the grade separation of UPRR. Access to the east side of Highway 99 will be provided by East Penny Lane overcrossing. This Sub Area will be required to participate in these major facilities.

Completion of East Sierra View Boulevard (Avenue 24) between Highway 233 (Robertson Boulevard) and South 15th Street (Road 15 ½) will be required along with contribution to the new bridge of Berenda Slough to make a direct connection to East Sierra View Boulevard (Avenue 24) to the east. Costs of major arterial streets and intersection traffic signalization will be shared by all development within this Sub Area.

Planning Sub Area 3

This Sub Area is immediately west of the existing City. Growth in this Sub Area is subject to the new wastewater treatment plant coming on-line and construction of a new sewer trunk line along Sierra View Avenue.

The City has received proposals for annexation from the land owners nearest the City in this Sub-Area. These requests are being processed as Annexations 3 and 4. Annexation proposals in this Sub Area are required to prepare master plans for development. Sierra View Boulevard (Avenue 24) is the proposed east/west alignment of a new major trunk line sewer line. This Sub Area is to the north of the new major trunk line and would have to define the alignment of the north/south line in cooperation with the City and property owners to the south to receive service. It is anticipated that growth in this Sub Area would proceed growth in Sub Area 2 because of the cost and complexity of extending the north/south sewer line through non-urban land.



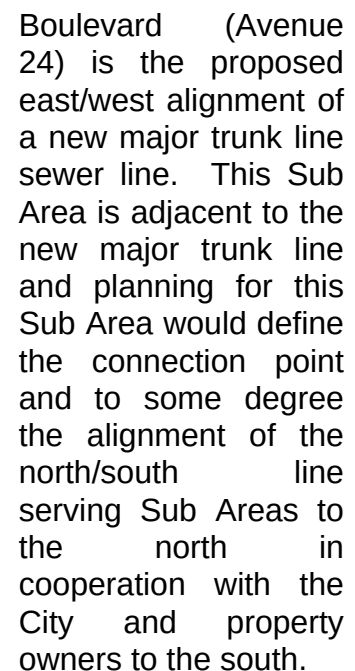
Storm drainage facilities will have to be planned and developed in connection with the initial stages of development consistent with the City's Stormwater Master Plan.

A new public service facility (fire station) will be required in this Sub Area (near the intersection of West Robertson Blvd and West Sierra View Avenue) before substantial growth would be permitted.

South Santa Cruz Avenue is a major arterial street that crosses this Sub Area. Its function is to provide connection between Highway 152 and land east of Highway 99 providing an alternative route to Robertson Blvd. which will be at capacity mid-way through the General Plan Planning Period. This Sub Area will contribute to the construction of the bridge crossing Ash Slough at North Santa Cruz Avenue as well as improvements to the existing bridge over Ash Slough at Dairy Lane. Access to Highway

This Sub Area is immediately southwesterly of the existing City and is not adjacent to

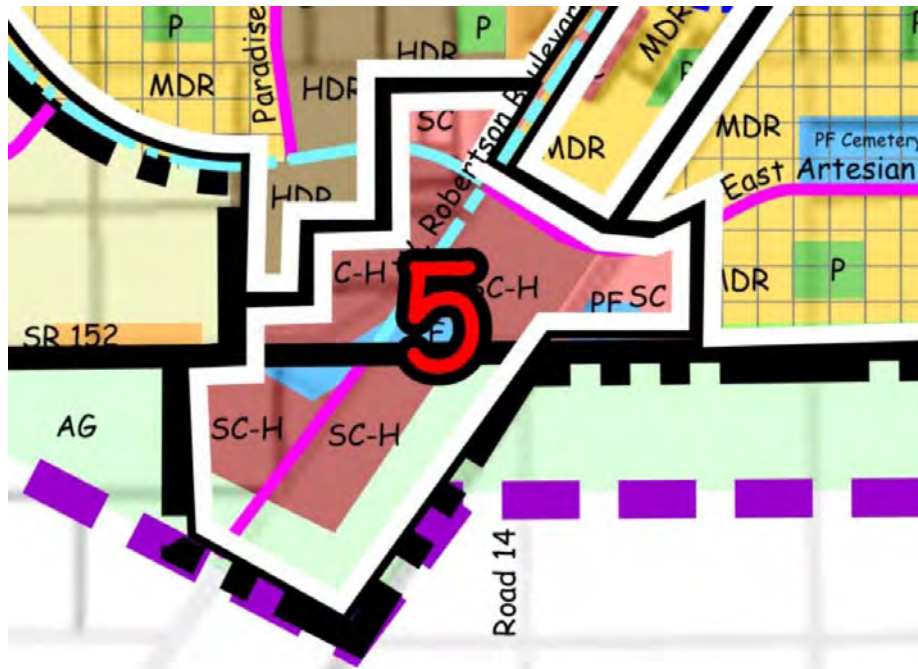
Boulevard (Avenue



through the General Plan Planning Period. This Sub Area will contribute to the construction of the bridge crossing Ash Slough at North Santa Cruz Avenue as well as improvements to the existing bridge over Ash Slough at Dairy Lane. Access to Highway 99 is best served by the reconstruction of the Minturn Interchange and the grade separation of UPRR. Access to the east side of Highway 99 will be provided by East Penny Lane overcrossing. This Sub Area will be required to participate in these major facilities. Completion of East Sierra View Boulevard (Avenue 24) between Highway 233 (Robertson Boulevard) and South 15th Street (Road 15 ½) will be required along with contribution to the new bridge of Berenda Slough to make a direct connection to East Sierra View Boulevard (Avenue 24) to the east. Costs of major arterial streets and intersection traffic signalization will be shared by all development within this Sub Area.

Planning Sub Area 5

Sub Area 5 surrounds the interchange at Highway 152 and West Robertson Blvd. and includes the future highway service commercial uses at the interchange. Both sides of Highway 152 would be developed as commercial uses served by public sewer and water. Sewer service to this area is dependent on the Avenue 24 sewer trunk line construction and connection of this area to that major facility. This Sub Area is the farthest south that the City's sewer system can accommodate and is considered an



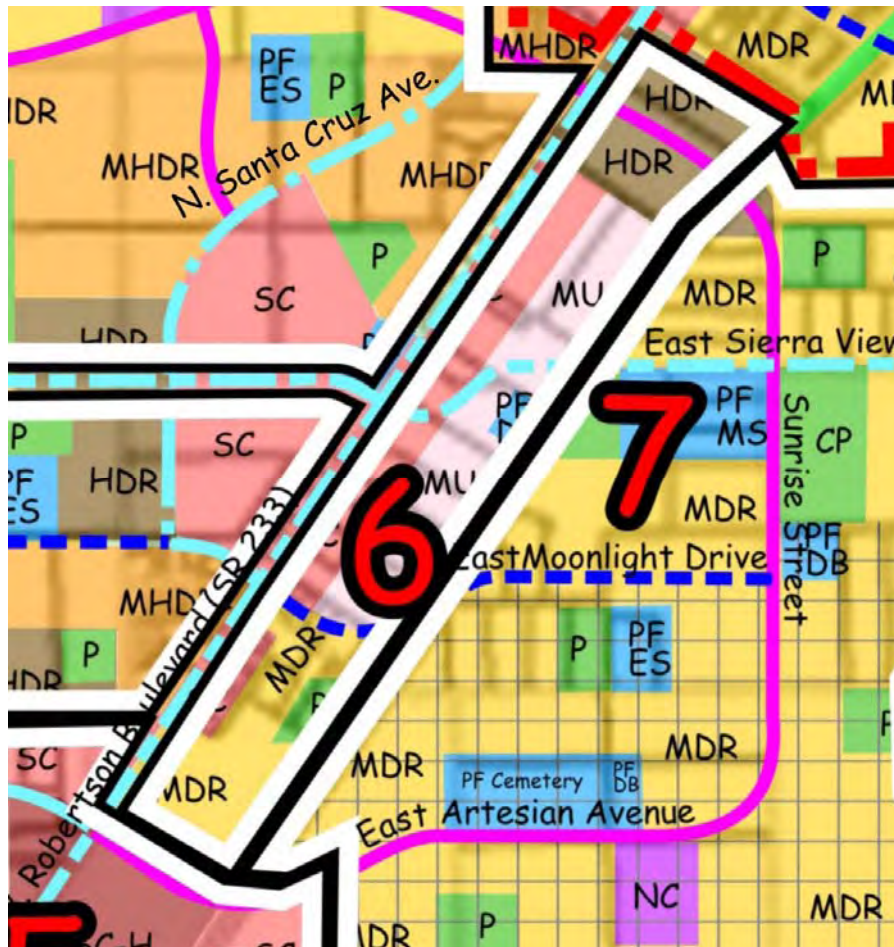
exception to the City's ultimate southern growth boundary at Highway 152. Water wells and looping into the City's system along with drainage facilities will be required to serve this area. West Robertson Boulevard will be developed to arterial street status (preserving the palm trees). A major collector street (Artesian Avenue) will be constructed and connected into the City's "loop system" as part of overall development of the area. Costs of major intersection traffic signalization will be shared by all development within this Sub-Area.

The existing interchange has capacity for moderate development around the interchange as well as in other parts of the City. It is anticipated that this interchange will require widening and upgrading as the City grows. A "fair share" of the cost of the interchange improvements is being collected in the City's Traffic Impact Fee for new development. Nevertheless, substantial commercial development may require

accelerating the construction of the interchange. Costs of major arterial streets and intersection traffic signalization will be shared by all development within this Sub Area.

Planning Sub Area 6

Sub Area 6 is contiguous to the existing City's southwesterly boundary and east of West Robertson Blvd. This Sub Area represents a concentration of emerging service commercial and mixed use development as a counter balance to the developing uses on the east side of Highway 99. This Sub Area is considered a prime retail, service, office location for the west side of the City.



Sewer service to this area is dependent on the Avenue 24 sewer trunk line construction and connection of this area to that major facility. It is anticipated that this area will emerge shortly after the major sewer trunk line is constructed and in conjunction with previously approved residential development on the City's south and west side. Connection and improvement of Sierra View Avenue to Robertson Blvd. is crucial to this Sub Area growth. Water wells and looping into the City's system along with drainage facilities will be required to serve this area.

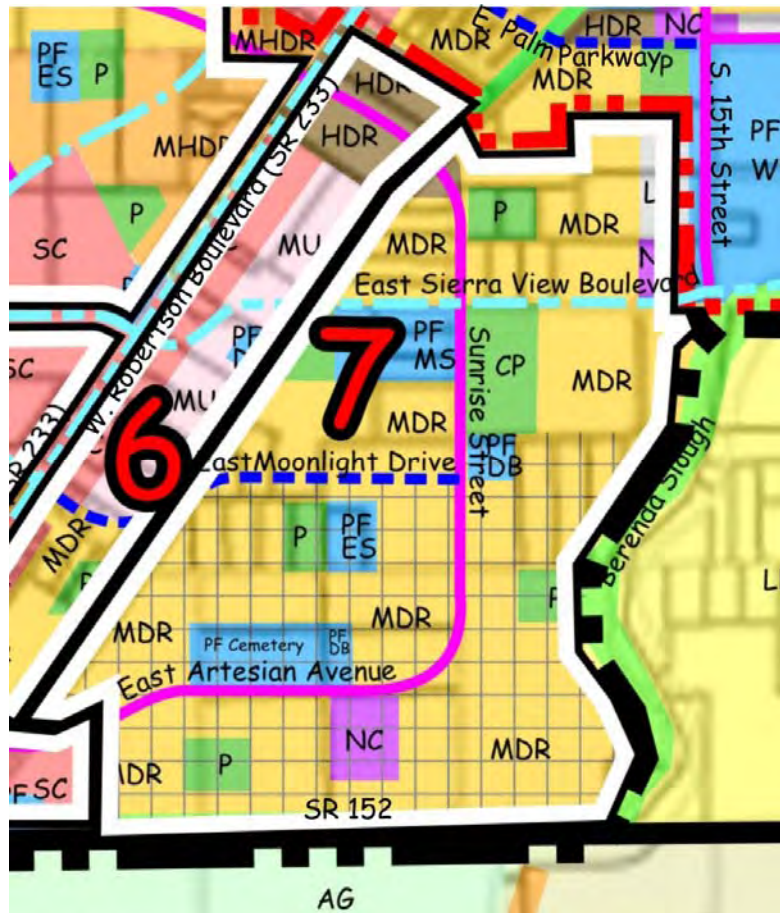
West Robertson Boulevard will be developed to arterial street status (preserving the palm trees) south of Sierra View Avenue. Robertson Blvd north of Sierra View Avenue will remain a major collector street because of limited right of way width. The intersection of West Robertson Blvd. and Sierra View is anticipated to become a major City intersection. Sierra View Avenue will be designed to divert through traffic to Highway 99 to the Highway 99/Avenue 24 interchange as opposed to traveling through downtown Chowchilla. Sierra View Avenue will also provide a major circulation alternative to Chowchilla residents traveling south on Highway 99 by avoiding the anticipated congestion on Robertson Blvd. at Highway 99. Completion of East Sierra View Boulevard (Avenue 24) between Highway 233 (Robertson Boulevard) and South

15th Street (Road 15 ½) will be required along with contribution to the new bridge of Berenda Slough to make a direct connection to East Sierra View Boulevard (Avenue 24) to the east. Costs of major arterial streets and intersection traffic signalization will be shared by all development within this Sub Area.

It is anticipated that the Highway 152/Robertson Blvd. interchange will require widening and upgrading as the City grows. A “fair share” of the cost of the interchange improvements is being collected in the City’s Traffic Impact Fee for new development.

Planning Sub Area 7

Sub Area 7 is located west of Berenda Slough, north of Highway 152, south of the existing City Limits and east of West Robertson Blvd. With the construction of the new sewer trunk line along West Sierra View Blvd. and the connection from Sunrise Street to West Robertson Blvd. the northern part of the Sub Area will become very accessible and well served with sewer and is easily looped into the City’s existing water system. Water wells and looping into the City’s system along with drainage facilities will be required to serve this area. It is anticipated that growth along the West Sierra View Blvd. corridor will occur early in the General Plan horizon. As infrastructure is extended to the south, growth should occur at a reasonable pace. Build-

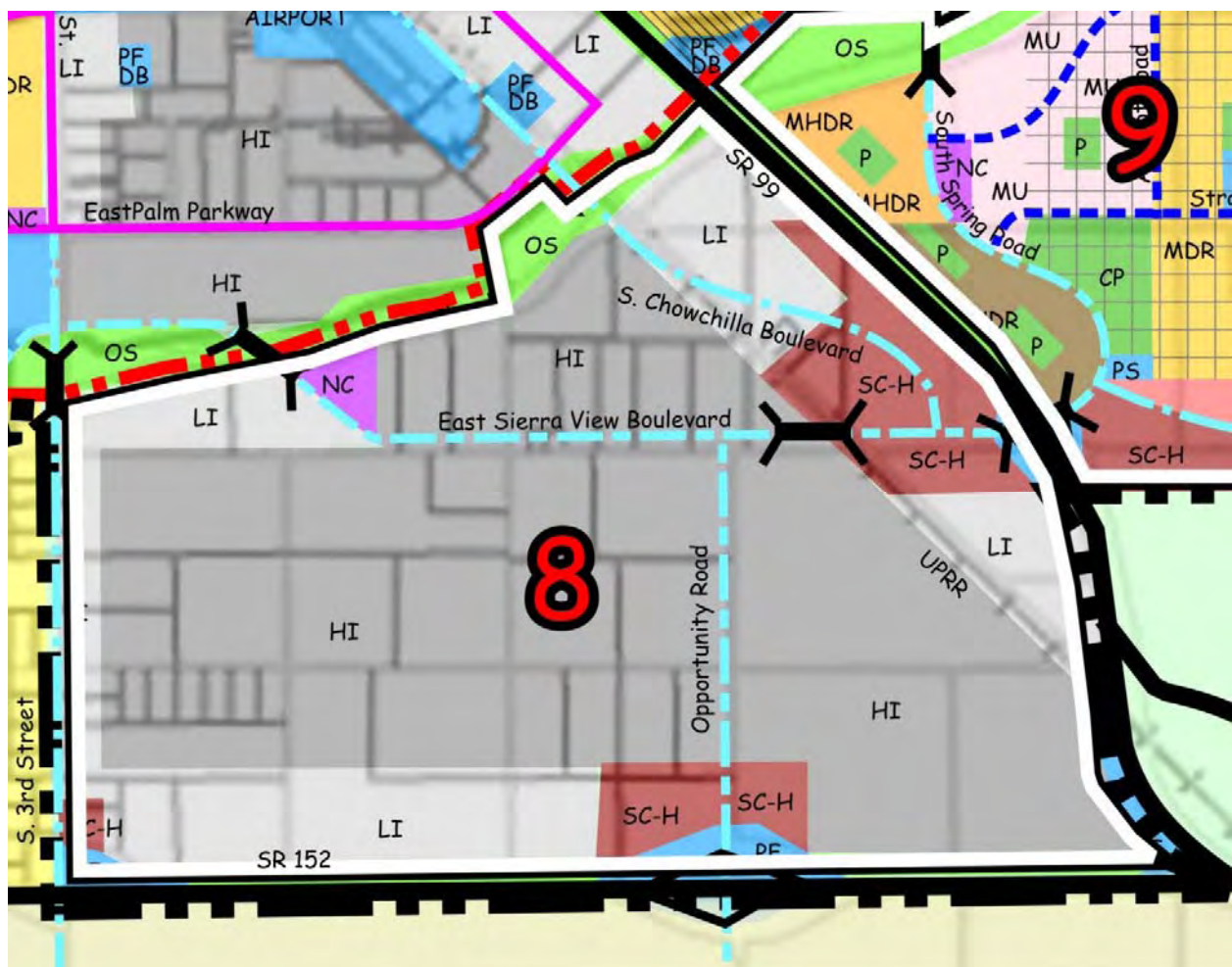


out of the balance of the Sub Area toward Highway 152 may occur later in the General Plan time line. A minor collector street (Sunrise Street) will be constructed and connected into the City’s “loop system” as part of overall development of the area. Completion of East Sierra View Boulevard (Avenue 24) between Highway 233 (Robertson Boulevard) and South 15th Street (Road 15 ½) will be required along with contribution to the new bridge of Berenda Slough to make a direct connection to East Sierra View Boulevard (Avenue 24) to the east. Costs of major arterial streets and intersection traffic signalization will be shared by all development within this Sub Area.

It is anticipated that the Highway 152/Robertson Blvd. interchange will require widening and upgrading as the City grows. A “fair share” of the cost of the interchange improvements is being collected in the City’s Traffic Impact Fee for new development.

Planning Sub Area 8

Sub Area 8 focuses on the expansion of Industrial and Service Commercial centers. The expansion of industrial land uses to support the City’s employment base is targeted for this area. The City has experienced a need for large industrial parcels of 100 to 200 acres with good access to freeways (north-south and east-west) along with the potential expansion of Union Pacific Railroad Company (UP) railroad spurs to serve the area and potentially areas to the west and possibly south of Highway 152 with appropriate grade separated crossings.



This Sub Area is the City's main heavy industrial expansion area. It is expected to grow slowly during the planning period, primarily from East Sierra View to the south toward Highway 152. Siting of a larger industry below East Sierra View Avenue may speed development toward Highway 152. Limiting factors for development is the lack of infrastructure. The City's wastewater master plan identifies an industrial sewer line along East Sierra View Boulevard (Avenue 24) between Highway 99 and South 3rd Street (Road 16) connecting to the existing wastewater treatment facility. The City's existing wastewater treatment facility will be dedicated to industrial wastewater treatment once the new domestic plant is constructed southwest of the City in 2012 or later. A system of looped water lines tying the existing system to this area is necessary along Chowchilla Boulevard and East Sierra View Boulevard (Avenue 24). Depending on the type of industrial development, regional drainage basins will be required.

The current road system requires upgrading to meet City standard industrial streets. East Sierra View Boulevard (Avenue 24) as a through connection (including a new Berenda Slough bridge) between West Robertson Boulevard to Highway 99 interchange on the east is an essential linkage. It is anticipated that the interchange at Highway 99 / Avenue 24 will be reconstructed to meet State Standards and increased traffic as this facility is also considered the southerly access to the east side of Highway 99 development and the development planned for those Sub Areas. All land uses should plan for wider right-of-way requirements along West Sierra View Blvd., West Fifth Street, Opportunity Road, and South Chowchilla Blvd.. West Sierra View Blvd. will include a grade separated crossing of UPRR. This grade separated crossing will have a design impact on the eventual design of Highway 99/Avenue 24 interchange. Completion of East Sierra View Boulevard (Avenue 24) between Highway 233 (Robertson Boulevard) and South 15th Street (Road 15 ½) will be required along with contribution to the new bridge of Berenda Slough to make a direct connection to East Sierra View Boulevard (Avenue 24) to the west. Costs of major arterial streets and intersection traffic signalization will be shared by all development within this Sub Area.

It is anticipated that the Highway 152/Robertson Blvd. interchange and the Highway 99/Avenue 24 interchange will require widening and upgrading as the City grows. A "fair share" of the cost of those interchange improvements is being collected in the City's Traffic Impact Fee for new development. As the amount of industrial and commercial traffic grows over time, interchanges at South 5th Street (Road 16) and Opportunity Road (Road 17) will be required. Rail spur extension from the UPRR main line is considered essential to attracting larger industrial users to the area. Surface crossing of the spur line is anticipated along Opportunity Road.

Two highway commercial / Service Commercial areas are planned. One west of Highway 99 at East Sierra View Boulevard (Avenue 24) interchange and the other north of Highway 152 at Opportunity Road (Road 17) intersection. Development at the Highway 99 and East Sierra View Boulevard (Avenue 24) interchange is anticipated to be a mixture of Highway Commercial and Light Industrial Uses. Development in this area is dependant on the construction of water lines along Chowchilla Boulevard which will extend westerly along East Sierra View Boulevard (Avenue 24) and loop back into the existing City system along Palm Parkway (Avenue 24 ½). Additional water supply will also be required in the form of water wells and at least one storage tank. A

wastewater collection system will be required to serve the industrial as well as commercial users. However, commercial users may opt to construct a portion of the wastewater trunk line serving east of Highway 99 along East Sierra View Boulevard (Avenue 24) to the connection point at South 15th Street (Avenue 15 ½). It is anticipated that with the development of additional Highway Commercial uses at this interchange, interchange improvements will be required to accommodate additional traffic demand. A regional drainage system will have to be constructed with an adequately sized basin for the water shed between Highway 99, Berenda Slough, and South Chowchilla Boulevard East Sierra View Boulevard (Avenue 24) will be required to be constructed as an arterial street.

The second highway commercial / Service Commercial center is located at the intersection of Opportunity Road (Road 17) and Highway 152. This location is planned as a future interchange which will also provide access to the City's industrial park area directly from Highway 152. The development of commercial center will be constrained by the connection to the City sewer collection system as part of the Avenue 24 industrial sewer line. Additionally, City water will be required to be looped through this area along with additional water wells and storage tanks. Regional drainage basins will serve this part of the Sub-Area.

Improvements to Opportunity Road to a minor collector street designed to carry heavy truck traffic will be required. Depending on the amount of traffic forecast for the intersection at Highway 152 and Opportunity Road, an interchange will be required at an unspecified time in the General Plan horizon. While the first development of this entire area may not require construction of the interchange, the City will initiate collection of "fair share" funds for the eventual construction of the interchange.

Planning Sub Area 9

Sub-Area 9 represents the extent of urban growth of the City on the east. The eastern boundary of Sub Area 9 is South Manzanita Road (Road 19), the northern boundary is Berenda Slough, and the western boundary is Highway 99. A new north / south major arterial street (Spring Road) is planned for this Sub-Area. Spring Road will cross Berenda Slough with a bridge and continue north. A revised alignment of Spring Road and Avenue 24 is planned that will allow Spring Road to be a major travel route in the City. This north / south arterial street and the Highway 99 / Avenue 24 interchange are important to the City's circulation as there are no other reasonable crossings of Highway 99 and the UPRR between Ash Slough and Berenda Slough. This Sub-Area also contains the eastern portion of the Highway 99 / Avenue 24 interchange. The edge of the Sphere of Influence is also along the eastern boundary of this Sub-Area. The location of the Sphere boundary was negotiated with Madera County to provide flexibility for the land use planning in the unincorporated community of Fairmead about 3 miles to the southeast. Part of that agreement is that the County will enter into a Memorandum of Understanding with the City regarding land use oversight of the land just to the east of the Sphere boundary that will provide a clear demarcation between the City and the unincorporated community. Such clear demarcations include open space buffers, lower residential densities, limited industrial and commercial uses and

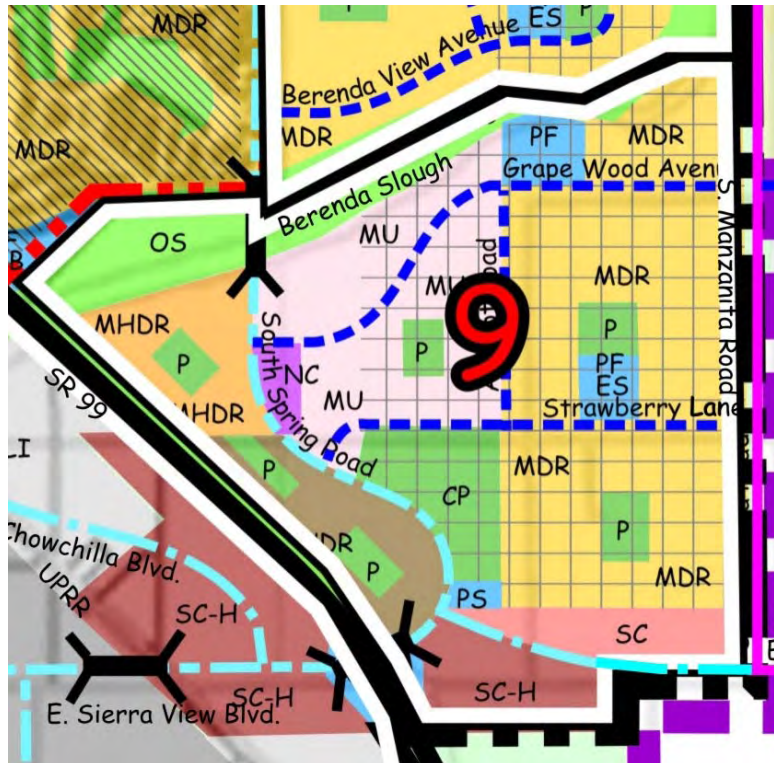
provisions that City services (including sewer, water, storm drainage, etc) will not be extended beyond the Sphere boundary.

Also, the City of Chowchilla supports the extension of Highway 152 or Route 65 to the east as part of a comprehensive transportation improvement project and to provide a viable eastbound Highway 152 transition to northbound Highway 99 as opposed to the State Route 233 (Robertson Boulevard) through the center of Chowchilla's Downtown. The City also foresees contributions of County Road Impact fees for the reconstruction of the Highway 99 / Avenue 24 interchange as Fairmead grows and may use that facility to access northbound Highway 99.

Growth in this planning area is constrained by the lack of a major sewer trunk line. This trunk line will serve portions of Sub Areas 8, 9, 10, 11 and possibly the eastern portion of Sub Area 12.

Developers and property owners in these Sub-Areas must work together with developers and property owners to the north to ensure that adequate capacity is available in the trunk line and the timing of construction of the facility.

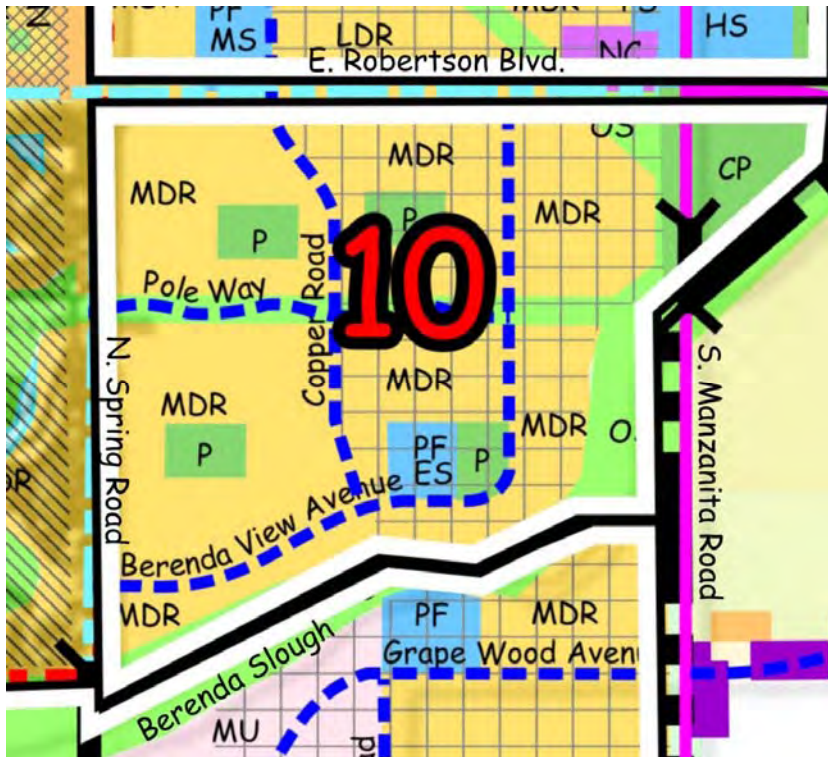
The City's Master Plan for Wastewater Treatment requires a sewer trunk line to be constructed along the Spring Road alignment (or alternative) that will travel southerly to about Strawberry Lane (Avenue 24 $\frac{1}{2}$), crossing Highway 99, and connecting to East Sierra View Boulevard (Avenue 24) and westerly along East Sierra View Boulevard to South 15th Street (Road 15 $\frac{1}{2}$) where it will connect with the major trunk line to the wastewater treatment plant. Water wells and storage facilities will also be required for development and creation of a Regional Storm Drainage system of pipelines and recharge facilities. This Sub-Area will be required to share in their proportionate cost of rebuilding the Highway 99 / Avenue 24 interchange at the time required for improvement. Costs of major arterial streets and intersection traffic signalization will be shared by all development within this Sub Area.



Planning Sub Area 10

This Sub-Area is part of the near term eastward extension of the City. The western boundary is the existing City limits; East Robertson Blvd. is on the North, Berenda Slough on the South, and Manzanita Road (Road 19) on the east. Development of this Sub-Area is constrained by the lack of sewer service. The City's Master Plan for Wastewater Treatment requires a sewer trunk line to be constructed along the Spring

Road (Road 18) alignment (or alternative) as described in detail in Sub Area 9. Cooperation among property owners in Sub Areas 9, 10 and 11 (and potentially a portion of Sub Area 12) will be required to plan for and construct this major facility.



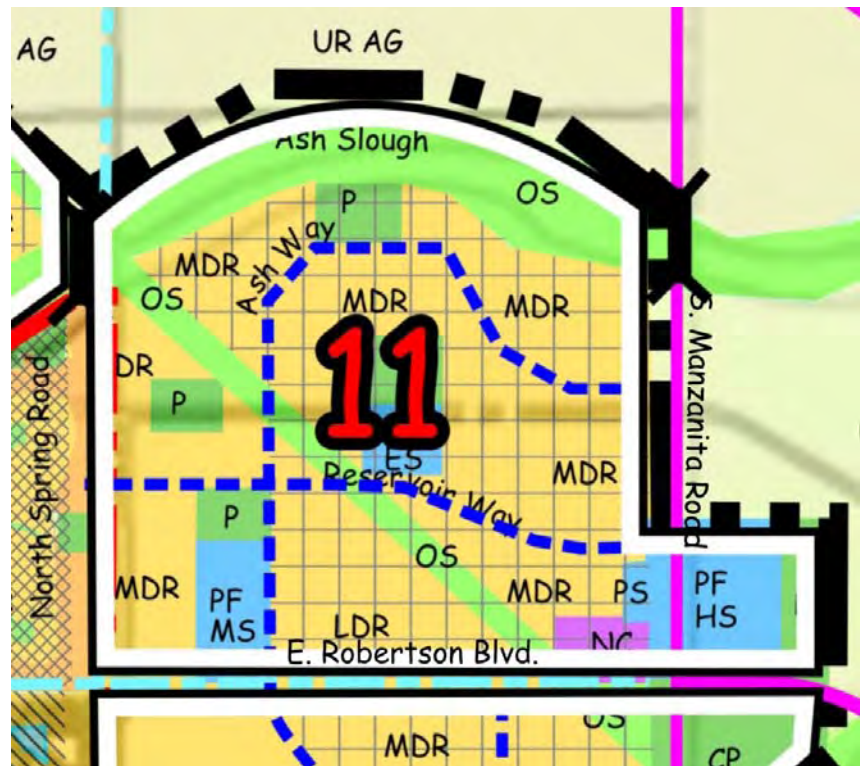
Because of the Specific Plans and unique setting of the development to the west (Greenhills Golf Course and proposed Rancho Calera) this area will require one or more Specific Plans for development that incorporate the open space requirements for Berenda Slough and the various electrical utility lines that crisscross the Sub-Area. Densities are expected to small lot as well as traditional lot sizes supported by integrated open space and recreational facilities. A Public Service Facility

(fire station) toward the southeasterly side of the Sub-Area 11 is planned and will ultimately be necessary for build-out of more than one-half of the Sub Area. Water wells and storage facilities will also be required for development and creation of a Regional Storm Drainage system of pipelines and recharge facilities. This Sub-Area also contains many of the major street facilities for the City's loop system including arterials, major and minor collector streets. Spring Road (Road 18 alignment) is a major north / south facility as is North Manzanita Road (Major Collector). East / west major streets include East Robertson Boulevard East Robertson Boulevard will be improved to the adopted standards to the west from the interchange to the existing City Limits. Several minor collector streets form the backbone of the east / west system connecting the existing development with North Manzanita Road (Road 19) and North Spring Road. It is anticipated that east / west routes will tie into the existing Greenhills Specific Plan area to provide alternative east/west traffic circulation and lower the traffic demands on East Robertson Blvd. New major bridges will be required at Berenda Slough and Ash Slough on Spring Road to connect to Highway 99 to the south and Northgate Road on the north. Costs of new bridges, freeway interchanges, and major intersection traffic signalization will be shared by all development within this Sub-Area and other Sub-Areas benefiting from those facilities. This east / west circulation will be important as Highway 99 / Avenue 24 interchange becomes a southern portal for City traffic. This Sub-Area will be required to share in their proportionate cost of rebuilding the Highway 99 / Avenue 24 interchange and resulting Avenue 24 alignments at the time required for improvement or as development is planned which ever is first.

Planning Sub Area 11

Sub-Area 11 is the near to medium-term eastward extension of the City. The western boundary is the existing City limits, Ash Slough on the North, East Robertson Blvd. on the south, and Manzanita Road (Road 19) on the east. Development of this Sub-Area is constrained by the lack of sewer service.

The City's Master Plan for Wastewater Treatment requires a sewer trunk line to be constructed along the Spring Road (Road 18) alignment (or alternative) that will travel southerly to about Strawberry Lane (Avenue 24 ½), crossing Highway 99, and connecting to East Sierra View Boulevard (Avenue 24) and westerly along East Sierra View Boulevard to South 15th Street (Road 15 ½) where it will connect with the major trunk line to the wastewater treatment plant. Cooperation among property owners in Sub Areas 11, 10, and 9 (and potentially a portion of Sub Area 12) will be required to plan for and construct this major facility.



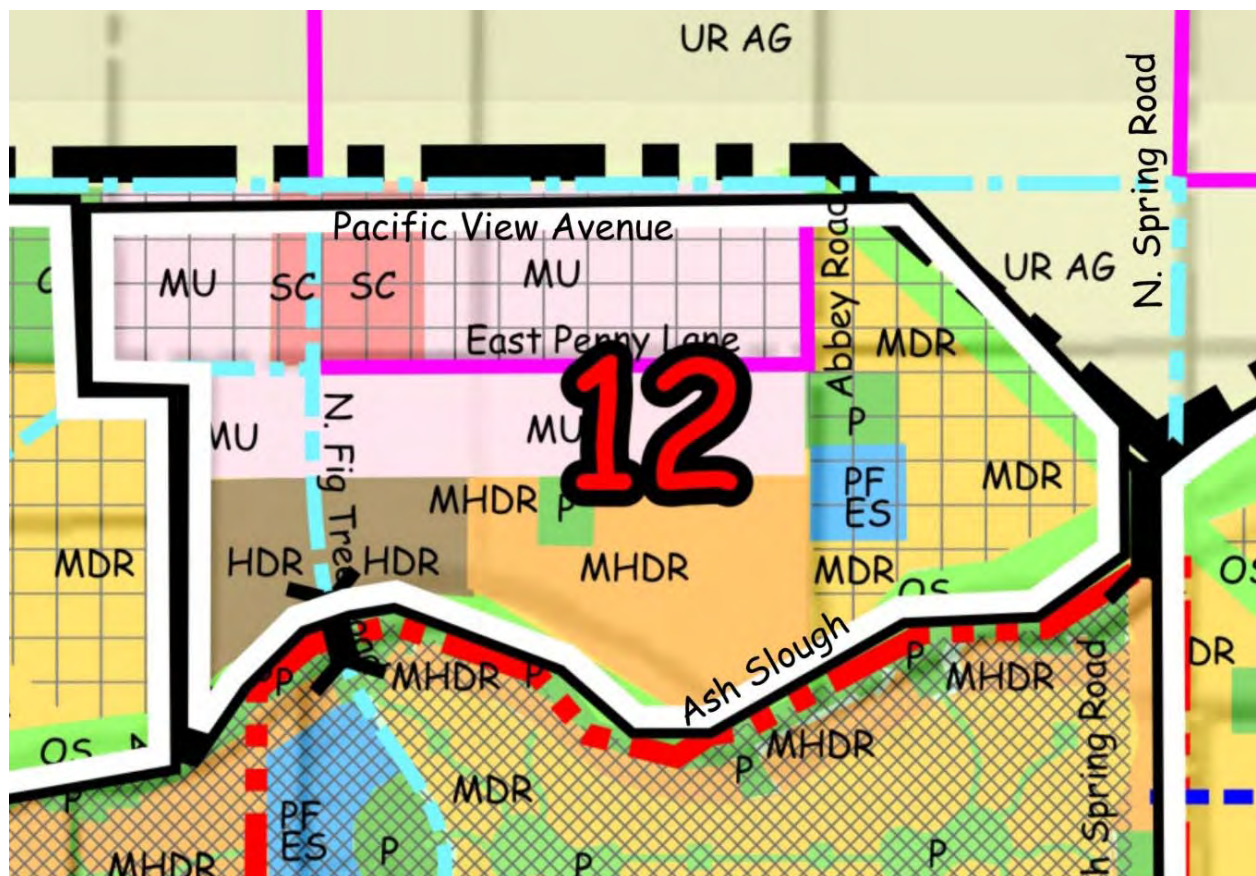
Because of the Specific Plans and unique setting of the development to the west (proposed Rancho Calera Specific Plan) this area will require one or more Specific Plans for development that incorporate the open space requirements for Ash Slough and the major electrical utility line that cross the Sub-Area. Densities are expected to small lot as well as traditional lot sizes supported by integrated open space and recreational facilities. A Public Service Facility (fire station) toward the easterly side of the Sub-Area is planned and must be completed before more than one-half of the Sub Area is built-out.

Water wells and storage facilities will also be required for development and creation of a Regional Storm Drainage system of pipelines and recharge facilities. This Sub-Area also contains many of the major street facilities for the City's loop system including arterials, major and minor collector streets. North Spring Road (Road 18 alignment) is a major north / south facility as is North Manzanita Road (Major Collector). The major East / west street is East Robertson Blvd. East Robertson Boulevard will be improved to the adopted standards to the west from the interchange to the existing City Limits. Several minor collector streets form the backbone of the east / west system connecting the existing development with North Manzanita Road (Road 19) and North Spring Road. It is anticipated that east / west routes will tie into the Rancho Calera Specific Plan area to provide alternative east/west traffic circulation and lower the traffic on East Robertson

Blvd. New major bridges will be required at Berenda Slough and Ash Slough on Spring Road to connect to Highway 99 to the south and Northgate Road on the north. Costs of new bridges, freeway interchanges, and major intersection traffic signalization will be shared by all development within this Sub-Area and other Sub-Areas benefiting from those facilities. This east / west circulation will be important as Highway 99 / Avenue 24 interchange becomes a southern portal for City traffic. This Sub-Area will be required to share in their proportionate cost of rebuilding the Highway 99 / Avenue 24 interchange and resulting Avenue 24 alignments at the time required for improvement or as development is planned which ever is first.

Planning Sub Area 12

Sub-Area 12 is the near to medium-term northeastward extension of the City. The southern boundary is the existing City limits, the northern boundary is East Pacific View Avenue, eastern boundary is the PG &E power line easement, western boundary is about 1,000 feet west of North Fig Tree Road. Development of this Sub-Area is constrained by the lack of sewer service. The City's Master Plan for Wastewater Treatment will have to be revised to incorporate the most feasible method and alignment of future wastewater treatment and pipelines. Those details will be required to be defined in the required Specific Plan/Master Plan for this area prior to annexation to the City.



Cooperation among property owners in Sub Areas 12, 13, and 1 or alternatively in Sub Areas 12, 9, 10, and 11 will be required to plan for and construct this major facility. Because of the mixed land uses including "Mixed Use" in this Sub Area this Sub Area will require one or more Specific Plans for development that incorporate the open space requirements for Ash Slough and the electrical utility lines that cross the Sub-Area. Densities are expected to small lot as well as traditional lot sizes supported by integrated open space and recreational facilities. Land use innovations in the Mixed Use designations are expected to develop a campus setting for office, light industrial services, research and development, and commercial uses. It would not be uncommon to integrated higher density units into business or light industrial parks. Water wells and storage facilities will also be required for development and creation of a Regional Storm Drainage system of pipelines and recharge facilities. This Sub-Area also contains many of the major street facilities for the City's loop system including arterials, major and minor collector streets. Major streets including East Pacific View Avenue, East Penny Lane, and North Fig Tree Road will be highly landscaped and indicative of the Specific Plan theme. Spring Road (Road 18 alignment) is a major north / south facility as is Fig Tree Road). East / west major streets include East Pacific View Avenue. East Pacific View Avenue will be improved to uniform standards between the interchange at Highway 99 / Minturn Road and North Spring Road. East Pacific View Avenue should connect Highway 99 / Minturn Interchange with the Sub Area at the same time as development is initiated north of East Penny Lane. Full development of East Pacific Avenue as an arterial street should occur as this Sub Area approaches full build-out. Several Major and minor collector streets form the backbone of the east / west system connecting the existing development with North Spring Road. New major bridges will be required at Berenda Slough and two bridges on Ash Slough. The North Spring Road bridges are necessary to connect to Highway 99 to the south and East Pacific Avenue on the north. The bridge at Ash Slough is necessary to make the connection to East Robertson Blvd. and East Pacific Avenue for north and southbound Highway 99 traffic. Additionally, a crossing of Freeway 99 and UPRR is necessary on East Penney Lane to access the west side of the community. Costs of new bridges, freeway interchanges, and major intersection traffic signalization will be shared by all development within this Sub-Area and other Sub-Areas benefiting from those facilities. This north / south circulation will be important as Highway 99 / Avenue 24 interchange becomes a southern portal for City traffic. Equally important is the Highway 99 / Minturn interchange upgrade which will be necessary to accommodate north bound traffic from this Sub Area. This Sub-Area will be required to share in their proportionate cost of rebuilding the Highway 99 / Avenue 24 interchange and Highway 99 / Minturn interchange, as well as East Penny Lane overcrossing of Highway 99 and UPRR. The Highway 99 / Robertson Blvd. interchange will reach capacity toward the end to the build-out of the east side Sub Areas and an alternative access to Highway 99 will be necessary. The cost of this facility will be shared by westerly growth of the City west of Highway 99.

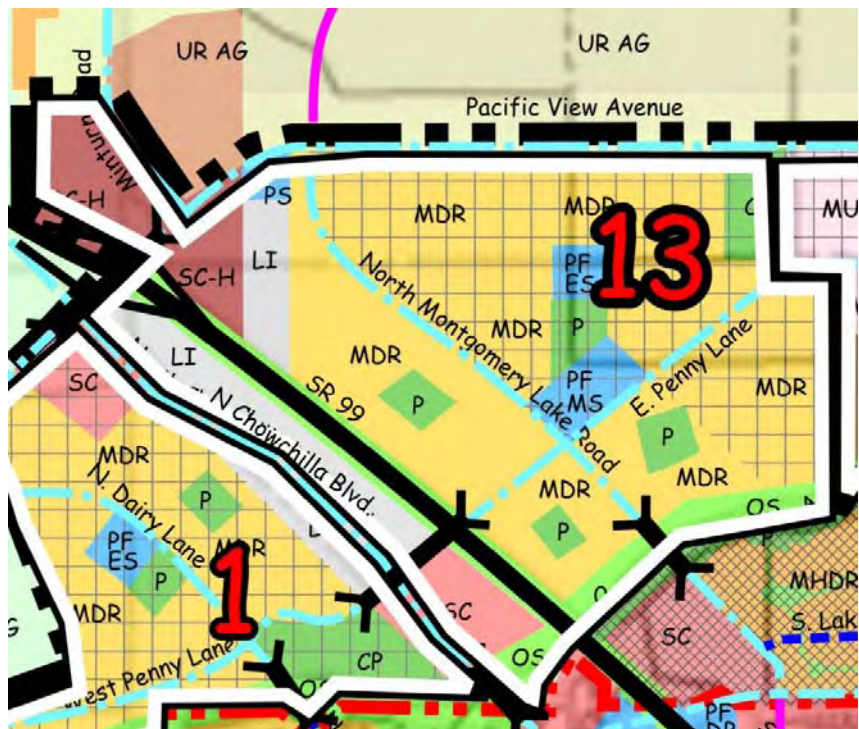
Planning Sub Area 13

Sub Area 13 represents a northern extension of the City with Ash Slough as the southern border and Chowchilla Boulevard / Highway 99 as the western border. This Sub Area will require the preparation and approval of a Specific Plan east of Highway 99 that incorporates a balance of land uses including a business park, commercial /

retail, a central recreation or cultural activity center, higher density housing and mixed uses proximate to employment centers, as well as open space amenities including a Community Park. Major streets including East Pacific View Avenue, Montgomery Lake Road, and East Penny Lane will be highly landscaped and indicative of the Specific Plan theme.

A Public Service Facility (fire station) in the northwestern portion of the Sub-Area is planned. This Sub-Area includes the area between Highway 99 and Chowchilla Boulevard that will be developed as a commercial / light industrial center as well. New bridges across Ash Slough are required to promote adequate circulation. A new bridge on Chowchilla Blvd. crossing Ash Slough is necessary to maintain the alignment of Chowchilla Blvd. at the intersection with Robertson Blvd. The existing bridge is nearing the end of its life span.

A new bridge at Third Street crossing Ash Slough to aid in reducing traffic congestion on Robertson Blvd. in the mid- and long-term build-out of the City. Costs of major intersection traffic signalization will be shared by all development within this Sub-Area. The Highway 99 / Minturn interchange will eventually have to be reconstructed to provide additional capacity and cross the UPRR rails corridor connecting eastern and western parts of the City.



An overcrossing of Highway 99 near Ash Slough (Penny Lane) will be required to relieve traffic congestion at the Highway 99 / Robertson Boulevard interchange in the medium to long term. A major constraint to development of this area is the availability of a sewer collection system and connection to the City's new wastewater treatment facility. It is anticipated that a sewer trunk line will be constructed to the southwest and tie into the trunk line crossing Ash Slough at Sunset Avenue. Water wells and storage facilities will also be required for development and creation of a Regional Storm Drainage system of pipelines and recharge facilities.

Rancho Calera Specific Plan Area

The Rancho Calera Specific Plan Area is in the northeastern portion of the current City Limits and has been planned as part of a previously adopted specific plan – Greenhills

Estates and Golf Club Specific Plan. The Greenhills Estates and Golf Club Specific Plan was adopted by the City of Chowchilla in 1990. Since its adoption 1990, implementation of the Greenhills Estates and Golf Club Specific Plan has been limited to the area south of East Robertson Boulevard and has included the construction of a private golf course and country club, gated residential neighborhoods, and a retail commercial center accessible to the general public.

The Rancho Calera Specific Plan would expand and substitute the northern portion (approximately 440 acres) of the 1,115 acre Greenhills Estates and Golf Club Specific Plan with a new specific plan.

The adopted Greenhills Estates and Golf Club Specific Plan specified the development of a golf course, a variety of gated single and multi-family residential neighborhoods not to exceed 1,800 residential dwelling units, as well as general and service commercial uses. The Greenhills Estates and Golf Club Specific Plan also specified a northerly realignment of East Robertson Boulevard. Approximately 140 acres north of East Robertson Boulevard was to be developed as a golf course and water features to be included as a golf course amenity.

The proposed Rancho Calera Specific Plan is a 576 acre master plan project that includes a mixture of residential, commercial and public land uses. The signature features of the proposed Rancho Calera Specific Plan are two man-made lakes and an open space corridor along Ash Slough. The proposed Rancho Calera Specific Plan also includes neighborhood parks, a community park, an elementary school and a public safety center. The proposed Rancho Calera Specific Plan does not include the realignment of East Robertson Boulevard.

The proposed Rancho Calera Specific Plan Area is located northeast of the Highway 99 / East Robertson Boulevard interchange. The proposed Plan Area is located directly south of Ash Slough and north of East Robertson Boulevard and the Greenhills Estates and Pheasant Run Golf Course. The western boundary is formed by Highway 99 and the eastern project boundary is formed by the City's easterly most City Limits. The proposed Rancho Calera Specific Plan Area as in Figure LU – 5.

The Rancho Calera Specific Plan will amend the Greenhills Estates and Golf Club Specific Plan to meet the objectives of the Rancho Calera Specific Plan.

The Rancho Calera Specific Plan is a master plan project that includes a mixture of residential, commercial and public land uses. The signature features of the Rancho Calera Specific Plan are two ornamental lakes and an open space corridor along Ash Slough. A community park and an elementary school site are included in the Rancho Calera Specific Plan. Implementation of the Rancho Calera Specific Plan could result in the construction of up to 2,042 residential units and approximately 945,000 square feet of commercial building space. A Mixed Use “overlay” component is added that could allow for a mixture of business park opportunities and housing in a compact design. The Rancho Calera Specific Plan includes development standards and guidelines that specify building sets, lot configuration and coverage, streets and entries, accessibility, parking, landscape, monuments and signs, fences and walls, etc.

The Rancho Calera Specific Plan residential areas are composed of multiple gated and non-gated residential neighborhoods of varying lot and home sizes. The gated residential neighborhoods would include small private parks. A homeowners' association would be established to maintain these parks in the gated neighborhoods.

Figure LU - 5

Rancho Calera Specific Plan Land Use Plan



Two urban forests are planned to provide a recreational amenity for the residential neighborhoods and shallow basins are planned as a stormwater detention facility.

A small neighborhood commercial center is planned at the northeast corner of North Fig Tree Boulevard and East Robertson Boulevard. A larger commercial center allowing large-scale retail and service centers is envisioned in the western portion of the Rancho Calera Specific Plan Area along Highway 99, East Robertson Boulevard and Montgomery Lake Way. These commercial centers could provide a variety of small, medium and large retail and non-retail services. Retail stores, restaurants, grocery stores, movie theaters, service stations, financial institutions, medical and dental offices would be permitted in commercial centers.

A large scale retail center is planned which may be open 24 hours a day and provide a wide variety of retail products and services in the Service Commercial designated area adjacent to Highway 99. A "mixed use" overlay on the Service Commercial designated area will provide the opportunity to develop residential uses in the same building as or adjacent to commercial uses. A maximum of 20 residential dwelling units could be developed within the Service Commercial designated area.

Five access points from East Robertson Boulevard into the Specific Plan Area are planned. Three of the five access points would be public streets. Two additional major access points will be private drives with gated and monitored entries. The interior circulation system of the Specific Plan Area will consist of a network of private and public streets. The network of private and public streets are planned to connect

residential neighborhoods with public services and commercial centers. The eastern portion of the proposed Rancho Calera Specific Plan Area will be connected to the Pheasant Run Golf Course, south of East Robertson Boulevard by a golf cart and by a planned pedestrian bridge over East Robertson Boulevard.

Table LU - 6
Rancho Calera Specific Plan Land Use Summary

Land Use Designation	Acres	Expected Dwelling Units	Density per Acre	Expected Square Feet
Residential				
Medium Density Residential (MDR-RC)	222.7	900	4.0	
Medium High Density Residential (MHDR-RC)	144.0	922	6.4	
High Density Residential (HDR-RC)	(10)*	200	20.0	
Commercial				
Community Commercial (CC-RC)	2.3			40,000
Service Commercial (SC-RC)	36.6			455,000
Commercial Residential Mixed Use Overlay (CR/MU-RC)	**	20		
Public/Quasi -Public				
Park (P-RC)	57.4			
Elementary School (ES-RC)	25.2			
Public Safety Facility (PF-RC)	1.0			
Open Space/Recreation (P-RC)	20.0			
Arterial Street Dedication	66.8			
Total	576.0	2,042		495,000

Notes:

Acreage includes street frontages to the centerline of the street for residential densities.

Square footage for commercial uses is calculated on net area which excludes street right-of-way.

High Density Residential "overlay" within the Medium High Density Residential designation is limited to a maximum of 10 acres and 200 residential dwelling units.

Mixed Use "overlay" within the Service Commercial designation to allow the development of a maximum of 20 residential dwelling units.

The developer will dedicate land to the City of Chowchilla for neighborhood parks, a community park and a public safety facility (fire station). An open space corridor paralleling the southern bank of Ash Slough will also be dedicated to the City of Chowchilla. The City of Chowchilla will be responsible for the planning, design, construction, operation and maintenance of the neighborhood parks, Community Park, Ash Slough open space corridor improvements and the public safety facility.

The applicant proposes to dedicate land to the Chowchilla Elementary School District for an elementary school. Chowchilla Elementary School District would be responsible for the planning, design, construction, operation and maintenance of the elementary school site.

A current proposal for a new Specific Plan (Rancho Calera) which will increase residential density and shift commercial uses to the western portion of the Sub-Area also the subject of a proposed annexation (Annexation 2). The Specific Plan will

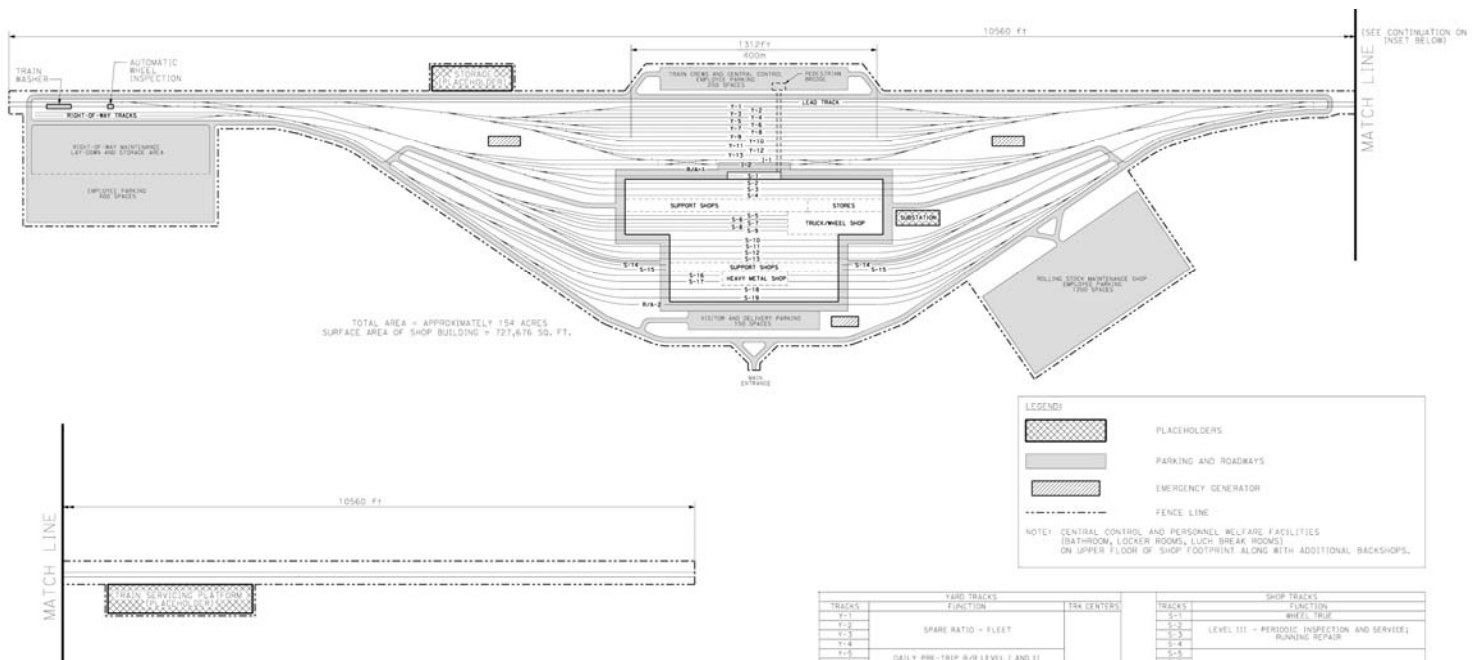
incorporate an additional school, parks, trails, public service facility, and open space into its design. The proposed Specific Plan is limited by wastewater treatment capacity at the existing facility to the proposed number of dwelling units, commercial uses, and public facilities. However, all new development must participate in the relocation of residential / commercial wastewater to the new facility. Costs of major intersection traffic signalization will be shared by all development in the developing City. Reconstruction of the Highway 99 / Robertson Boulevard interchange is essential to serve the build-out of the City and new growth areas adjacent to the City.

California High Speed Rail Heavy Maintenance Facility

The 2040 General Plan supports the possible siting and implementation of a Heavy Maintenance Facility for the California High-Speed Train System (HST). The locations identified within the Plan Area are consistent with the California High Speed Rail Authority preliminary guidelines for locating and designing HST maintenance facilities. The preliminary guidelines were developed based on practices used on similar HST systems around the world and detailed operational analysis of the California HST.

The HST Heavy Maintenance Facility will include specialty shops that construct, disassemble and rehab the major components of the train fleet, as well as the on-board components. In addition, the HST Heavy Maintenance Facility will require storage, lay-up, testing and maintenance tracks. Ideally, the maintenance facility should be located immediately adjacent to the HST system main line tracks and connect directly to main line tracks with a 110 mile / hour (mph) turnout and two connecting tracks (double track) of approximately 3,696 feet on both ends of the facility. Due to the number, size and type of the buildings, internal circulation and employee parking areas requirements, as well as the tracks necessary to support the facility, the HST Heavy Maintenance Facility requires a large rectangular compound area. Ideally, the HST heavy maintenance compound should be approximately 155 acres. A prototype conceptual plan of an HST heavy maintenance facility is reflected in Figure LU - 6.

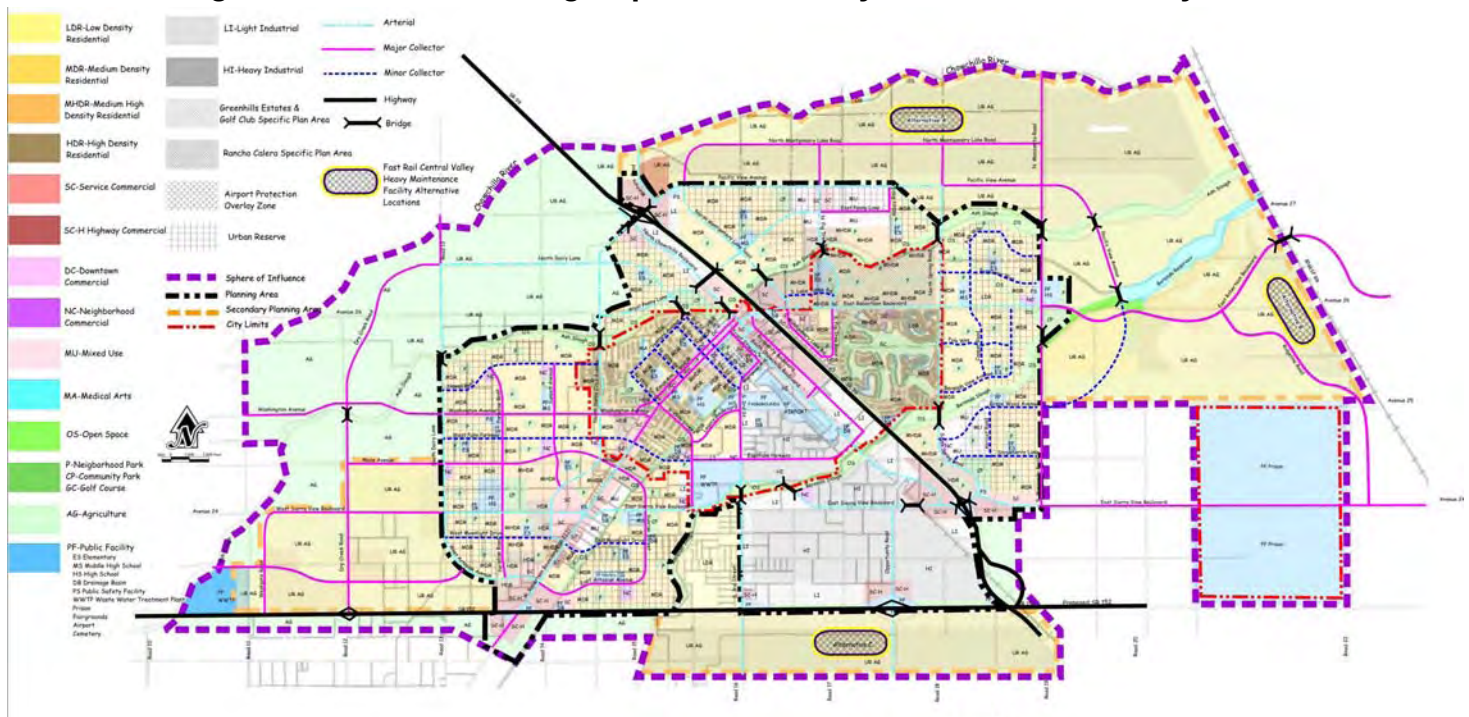
Figure LU - 6 High Speed Rail Heavy Maintenance Facility Prototype Concept Plan



Roads and utilities will also be needed to support the HST Heavy Maintenance Facility. Ideally, the HST Heavy Maintenance Facility needs to be accessible by major roads capable of handling heavy truck traffic as well as providing convenient access to Highway 99 and / or Highway 152. Surface rail access is important as well for receiving larger and more difficult to handle products. Connectivity to a reliable electrical power grid to support the facility is important. It is anticipated the HST Heavy Maintenance Facility will require a 34.5 kilowatt service line to meet the demands of the facility. Connectivity to water, sewer and drainage services is also important.

Figure LU - 7, identifies four potential locations within the Planning Area that meet the heavy maintenance facility site location criteria established by the HST. One of these four potential locations are located to the north, south, east, and west of the City. All four potential locations are within the 2040 General Plan Secondary Planning Area.

Figure LU - 7 Potential High Speed Rail Heavy Maintenance Facility Sites



Secondary Planning Area

A Secondary Planning Area has been established to allow opportunities for larger unique projects. Given the uncertainty of the location of the California High Speed Rail right-of-way and the potential location for the Heavy Maintenance Facility (HMF) near the City of Chowchilla potential locations have been identified that could serve that need and the adjacent industrial base that could be associated with the HMF. Other opportunities for large jobs producing projects such as rail served industrial parks adjacent to BNSF or research and development centers in a campus setting where

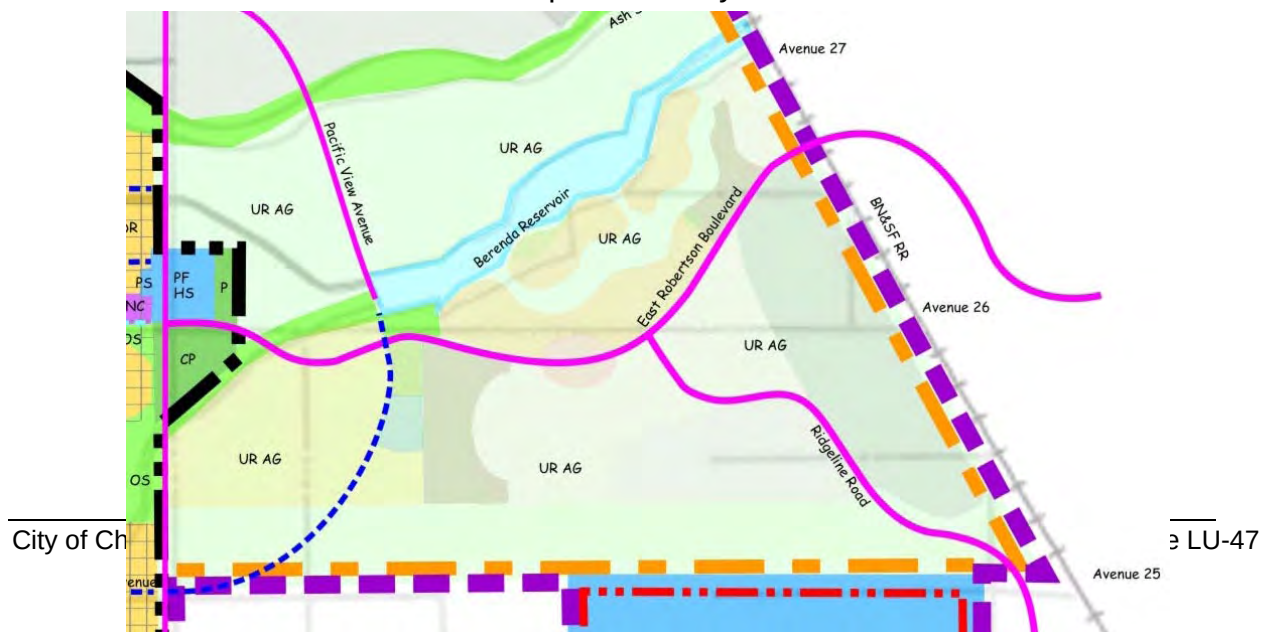
there is not sufficient land in the Planning Area to accommodate those projects. Additionally, because in certain conditions associated with the High Speed Rail right-of-way access to Highway 99 using Highway 233 may be constrained in the future and potential alternative routes to substitute for Highway 233 may be constructed west of the existing City connecting with the Plainsburg Interchange which will begin construction in 2010 just north of Chowchilla in Merced County. In each of these conditions the City desires to retain flexibility to address the growth pressures and opportunities that these conditions may bring if implemented. Therefore, the Secondary Planning Area allows conceptual master plans to be approved by the City within these areas if such opportunities should take place. The City will continue to work with the property owners in these areas to ensure that such master plans are well served by public infrastructure and growth is balanced through out the Planning Area.

Four Secondary Planning Areas (SPA) have been shown on the General Plan Land Use Map. The land use designations have been faintly shown to indicate the conceptual nature of the proposal.

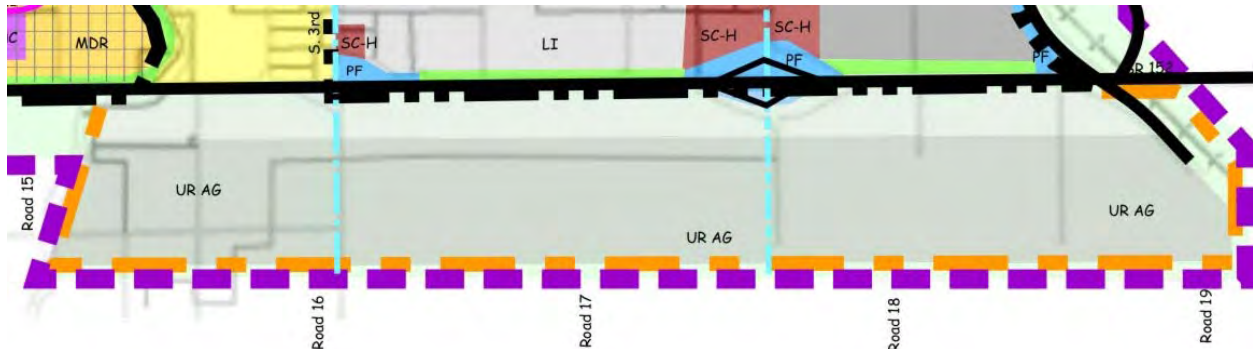
SPA-1 is located north of the Planning Area between SR-99, BNSF, south of the Chowchilla River. This is a potential site for the HMF or a research and development compound facility.



SPA-2 is located west of the BNSF, south of Berenda Slough, north of the Womens Prisons, east of Road 19. This is a potential for the HMF or a rail served industrial-research and development facility.



SPA-3 is located west of Highway 99, south of State Route 152, north of Avenue 21, east of Road 16. This is a potential for the HMF.



SPA-3 is located west of Road 14, north of State Route 152, south and west of Ash Slough. This is a potential site for commercial and industrial development should the alternative of a major road (possibly a replacement for SR 233 connecting Highway 99 to Highway 152) be constructed along with an interchange at Highway 152 and Road 12 which connects to the new Plainsburg interchange on Highway 99.



California Women's Correctional Facilities

The California Women's Correctional Facilities Sub Area is specifically set aside for the California State Department of Corrections Central Valley Women's Facility and Valley State Prison for Women. This Sub Area was annexed to the City by special legislation of the State of California for the specific purposes of siting the women's correctional

facilities. No land uses other than the women's correctional facilities are permitted in this Sub Area.

The California women's correctional facilities are basically self supporting with their own sewer, water, and drainage systems. The facilities include their own fire service supported by mutual aid from the City and Madera County. Similarly, additional law enforcement assistance is provided by the City, County, and California Highway Patrol. The facility also engages in solid waste recycling. Solid waste not recycled is handled by the Fairmead Landfill.

Wastewater Treatment Plant

The Wastewater Treatment Plant Sub Area is limited to the siting and construction of the City's new wastewater treatment facility and provision for an open space corridor along Ash Slough. The City's new wastewater treatment facility is planned to begin construction in the year 2014 depending on the pace of new growth in the community.

The City will continue to evaluate the method of treatment at the WWTP to promote the most energy and water conservative design that is economically possible for the City. Among the alternative treatment method is water recycling and depending on the land demands the potential site could be reduced in size or an acceptable alternative locations (or several) could be identified at a later date.

GOALS

The primary goals of the Land Use Element are to:

- ❖ **Expand job-creating and revenue-generating activities, increasing the level of retail, commercial, service and industrial expansion necessary to support public services.**
- ❖ **Maximize the potential of the community as a place of affordable residence.**
- ❖ **Ensure the City's future growth will proceed in an orderly manner that promotes efficient and equitable provision of public services and provides for the protection of sensitive agricultural and biotic habitats**
- ❖ **Phase urban expansion so that a physical form and character is created which improves the way in which the community is enjoyed by its residents, and only allow the conversion of agricultural land to urban use at such time as it is necessary to meet the needs of the community.**
- ❖ **Manage the rate of urban expansion at a level that does not exceed the capacity of the City to provide the necessary levels of public services and facilities required.**
- ❖ **Establish community design guidelines for new development and revitalization projects that reflect high standards of community development, appearance and image.**

OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

The Land Use Element's objectives, policies and implementation measures are organized and grouped into two main categories: Community-Wide and Growth Area specific. Growth Area specific objectives, policies and implementation measures begin in this Element under "Plan Growth Areas". Community-Wide objectives, policies and implementation measures begin below:

Residential Development

Objective LU 1

Maintain a balance between the cost of providing efficient community services and the benefits associated with continued residential growth.

Policy LU 1.1

Residential development proposals shall be reviewed to ensure that impacts on public services and facilities, as well as significant environmental impacts, have been mitigated to the extent feasible.

Implementation Measure LU 1.1. A

Maintain, and update as required, master plans for water, sewer, drainage, circulation, parks and recreation, and other public facilities including fire and police stations.

Implementation Measure LU 1.1. B

The City shall adopt a Capital Improvement Program that addresses the short- and long-term infrastructure needs of the City. The Capital Improvement Program shall identify a range of funding sources, including assessment districts, general fund, grants, state subventions, fees and long term financing (debt) necessary to fund capital projects.

Implementation Measure LU 1.1. C

The City shall prepare and maintain a development impact fee structure which provides revenue to offset infrastructure costs and implement new development's fair share of the Capital Improvement Program. The structure may also allow development density increases to offset excess dedication.

Implementation Measure LU 1.1. D

The City shall work with the Chowchilla Water District and the Chowchilla-Redtop Resource Conservation District to review and evaluate groundwater recharge areas in the City and implement recharge options that will improve water supply for all City residents. The City shall update and maintain impact fee and utility rate structures to provide sufficient revenue to implement the recharge projects.

Objective LU 2

Develop and maintain a pattern of residential land uses that provides for a variety and balance of densities, and a mixture of different dwelling and household types.

Policy LU 2.1

Residential development shall be consistent with the density ranges included in Table LU 3. Minimum densities shall not be less than those listed in Table LU 3.

Policy LU 2.2

Encourage large residential developments to include a specific plan that incorporates a variety of types and densities of housing.

Policy LU 2.3

High and medium density residential development is encouraged within reasonable walking distance of the downtown of the City and commercial land uses.

Policy LU 2.4

Encourage Mixed Use development to integrate housing with commercial and office land uses in newly developing areas and in the Downtown.

Objective LU 3

Provide single family and multifamily residential neighborhoods with a variety of cost ranges (affordability) dispersed throughout the City.

Policy LU 3.1

In-fill development shall conform to the character, density and scale of existing, adjacent residential neighborhoods.

Policy LU 3.2

Residential development proposals over 20 acres in size shall include a mixture of densities and dwelling types, consistent with the land use designation and density range.

Implementation Measure LU 3.2. A

At least every five years from adoption of this General Plan, the City shall consider the need to adopt an inclusionary housing ordinance (or update to an existing ordinance or other programs the City has adopted in lieu of an inclusionary ordinance) to ensure construction of very low, low, and moderate income housing to meet its Regional Housing Allocation requirement.

Policy LU 3.3

Multi-family apartment projects which involve 20 or more units shall provide for on-site managers.

Policy LU 3.4

Applications for Single-Family Planned Development projects involving 100 or more units or lots shall be accompanied by a competent housing market analysis which fully analyzes the feasibility of the project. Adequacy of the analysis shall be determined by the City Council.

Policy LU 3.5

Multi-family projects and Single-family or Planned Unit Development (PUD) projects may require phasing of development. In such cases the project may proceed under the terms of a Development Agreement as prescribed by California Planning Law.

Policy LU 3.6

Multiple family development projects shall be required to submit detailed architectural and site plans with the application request.

Implementation Measure LU 3.6. A

Where multi-story housing units are proposed adjacent to existing or planned Low Density areas, building elevations and the location of windows, balconies and air conditioning units above the first story shall be reviewed by the City to assure visual compatibility and residential privacy.

Policy LU 3.7

Multi-family development shall be planned near existing or projected commercial facilities and open space, and served by collector or arterial streets.

Policy LU 3.8

Mobile home parks shall be considered medium or high density residential Land Uses. High standards of development and maintenance with respect to the provision of recreation and open space, landscaping and exterior appearance of the development shall apply.

Objective LU 4

Encourage special residential opportunities to meet the needs of the City's residents.

Policy LU 4.1

Special residential land uses, such as senior housing, shall be distributed throughout the City to assure accessibility to activity centers and shopping areas, and to promote neighborhoods of mixed economic, ethnic and age groups.

Policy LU 4.2

Senior residential housing projects proposed on the periphery of the developed area of the City shall be required to provide evidence of adequate and affordable special transportation, such as vans, as part of project development.

Policy LU 4.3

Home Occupations may be permitted in single family residential areas where the use is clearly incidental and secondary to the use of the residence for dwelling purposes.

Implementation Measure LU 4.3.B

The Zoning Ordinance shall contain development standards for Home Occupations that are sensitive to traffic, noise, odor and other potential conflicts.

Objective LU 5

Adopt design standards which encourage residential areas to have a "neighborhood orientation".

Policy LU 5.1

New residential developments designed for individual lots, or clustered units, shall have varied front yard setbacks.

Implementation Measure 5.1.A

Amend the Zoning Ordinance residential setback requirements to provide for average setbacks that allow parts of the dwelling to be closer to the roadway when the garage is set further off of the road.

Implementation Measure 5.1.B

Amend the Zoning Ordinance to provide for public facilities and other ancillary uses permitted in residential neighborhoods such as, churches or large day care centers. The public facilities and ancillary uses shall be designed to minimize negative impacts on the neighborhood.

Policy LU 5.2

Create and preserve distinct, identifiable neighborhoods that:

1. Connect in as many locations as possible to adjacent development, arterial streets, and thoroughfares;
2. Provide a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures (combined residential and non-residential uses), that help to reduce vehicular trips;
3. Provide natural amenities that are fronted by thoroughfares or public spaces, and not privatized behind backyards;
4. Encourage commercial buildings to directly front on the sidewalk, with parking lots located behind the buildings;
5. A civic or public space such as a plaza or park should be within the neighborhood center;
6. Allow flexible parking requirements and arrangements within neighborhood activity centers to minimize the impact of the automobile and foster alternative transportation-oriented streetscape;
7. Provide second stories on commercial buildings to provide for other uses and encourage residential use;
8. Allow small ancillary dwelling units in the rear yard for residential areas; and
9. Decrease front yard setbacks moving from the neighborhood edge to neighborhood center.
10. Small parks should be distributed throughout the neighborhood;
11. Schools should lie within the neighborhood and be easily accessible and within walking distance;
12. When not adjacent to agricultural operations, the neighborhood edge should be bordered by either a natural corridor or the edge of an adjacent neighborhood;

Implementation Measure LU 5.2. A

Amend the Zoning Ordinance to encourage interconnecting street patterns in new developments to promote bicycle and pedestrian transportation.

Objective LU 6

Create an enhanced streetscape environment through the use of:

- 1) **landscape standards and pedestrian access along arterial and collector streets; and**
- 2) **landscaping at the entryways to the City.**

Policy LU 6.1

Arterial and Major Collector streets in residential and commercial areas shall be landscaped with drought tolerant plantings and install low water use irrigation systems to promote an inviting tree-lined street appearance.

Implementation Measure LU 6.1. A

The City shall adopt streetscape and street tree planting standards for arterial and major collector streets.

Implementation Measure LU 6.1. B

The City shall investigate the creation of maintenance districts for the long term maintenance of the streetscape system.

Policy LU 6.2

Where sound walls are required along arterial, major and minor collector streets, they shall be landscaped according to the streetscape standards adopted by the City, and where feasible combined with "daylighted" cul-de-sacs.

Implementation Measure LU 6.2. A

The City shall develop subdivision design guidelines which define design preferences, and include sound wall and "daylighted" cul-de-sac standards in the City subdivision development standards.

Policy LU 6.3

Provide for open space and landscaping with drought tolerant plantings and install low water use irrigation systems along State Highway freeway and rights-of-way to present an attractive entry to the City of Chowchilla.

Implementation Measure LU 6.3. A

In connection with General Plan Circulation policies, the City shall develop landscape design requirements for new projects along the entryways to the City, in particular Highways 99, 152, and 233. Develop landscaped setbacks that promote a sense of transition from the surrounding agricultural area and urban setting. Utilization of trees to screen urban uses along these entryways is encouraged within the setback. Landscape shall be maintained by the Landscape and Lighting Maintenance District.

Objective LU 7

Minimize conflicts between residential uses and other incompatible land uses.

Policy LU 7.1

Infrastructure master plans shall limit system design to only provide capacity for development ending one-half mile from the Planning Area.

Policy LU 7.2

Appropriate buffers or other effective measures shall be included in development plans to ensure that conflicts such as noise, odor, light and glare, dust, or other potentially significant adverse environmental conditions are minimized.

Implementation Measure LU 7.2. A

Project proponents adjacent to existing industrial, agricultural and open space uses or land use designation shall be required to provide the City with a full and complete written discussion that addresses the project's impact on the viability of the adjacent use. These discussions shall include noise, hazardous materials, emergency response and evacuation, air quality, odors, light and glare, traffic, public services and aesthetics.

Policy LU 7.3

New development on the fringes of the City shall recognize the right of agriculture to exist and continue to operate in proximity to the development. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protest from nearby property owners.

Implementation Measure LU 7.3. A

Development proposals on the fringe of the City, where there is no intervening urban development, and the potential conflict with neighboring agricultural uses, shall be reviewed by the City to determine whether there is sufficient cause to require deed restrictions or notices to protect the right of agriculture to continue.

Implementation Measure LU 7.3. B

The City shall require low density residential development adjacent to agricultural and / or open space at the limits of the Planning Area.

Implementation Measure LU 7.3. C

The City shall consider adopting a "right to farm" ordinance to protect existing agricultural uses from adjacent urban development.

Policy LU 7.4

Proposed residential, commercial, and industrial uses shall be consistent with the Chowchilla Municipal Airport Plan.

Implementation Measure LU 7.4. A

The City shall adhere to the Madera County Airport Land Use Compatibility Plan in the review and approval of development projects.

Implementation Measure LU 7.4. B

The City shall work with the Chowchilla Airport to find an alternative site for the airport that will not disrupt existing and future residential areas.

Policy LU 7.5 – Development in Planning Sub Area 8

Development within Sub Area 8 shall be guided by the following principals:

1. Land uses east of Road 16 located in the LI (Light-Industrial) designation may include residential dwellings in association with shops, buildings, or storage areas that are part of the residents business or personal activities.
2. All residential development east of Road 16 shall acknowledge in writing prior to approval of any residential permit that it is the intent of the City to permit light and heavy industrial development to the east of Road 16 there is the potential for land use conflicts of noise, dust, smoke, odor, traffic associated with those uses operated within the acceptable business practices. The property owner or successors in interest shall not unnecessarily or without due cause bring forward complaints to the City regarding operations of such light or heavy industrial uses operated within normal business practices.
3. Road 16 is planned as a major street serving the residential, commercial, and industrial land uses of the City. Future additional traffic, including truck traffic is anticipated to use this major street. Additional set backs or noise attenuation may be required for any residential development within 600 feet of Road 16.

Non Residential

Objective LU 8

Identify and plan for adequate land within the City to sustain commercial activity that will:

1. **Encourage regional retail shopping in Chowchilla;**
2. **Conveniently serve current and future residential needs;**
3. **Provide employment opportunities;**
4. **Contribute to the attractiveness of the community;**
5. **Be served by arterial streets; and,**
6. **Contribute to the City's revenue base**

Policy LU 8.1

Developers of commercial uses shall be required to participate in funding of transportation improvements necessary to accommodate the level of activity

anticipated. Transportation improvements may include construction of major streets, signalization, public transit operational improvements, freeway ramps, bridges, interchanges and other major improvements to the extent such improvements are necessary to serve the commercial uses.

Implementation Measure LU 8.1. A

Development conditions of approval should reflect that the City's Capital Improvement program has been considered, and that action is taken to ensure the Program's implementation.

Objective LU 9

Promote the vitality of the Downtown Commercial District by encouraging it to become a unique shopping district with a variety of retail sales, restaurants, entertainment, public gathering facilities, offices, artisans, government offices, residential and open space uses.

Policy LU 9.1

Promote an aesthetically pleasing, pedestrian friendly and diverse downtown.

Implementation Measure LU 9.1. A

The City shall work with the Chamber of Commerce, and other interested groups to develop a Master Plan for the planning and implementation of standard and programs to support the continued evolution of the Downtown Commercial District. The Master Plan shall include detailed development requirements and guidelines for the Downtown Commercial District.

Policy LU 9.2

Mixed uses which support the overall intent of the Downtown Commercial District should be encouraged by the adoption of a flexible zoning district applicable only in the Downtown Commercial District.

Implementation Measure LU 9.2. A

Amend the Zoning Ordinance to provide for a new Downtown Commercial District Classification which allows flexibility in the combination of uses including retail sales, restaurants, offices, entertainment, artisans, government offices, residential, and open space use consistent with an adopted Master Plan.

Policy LU 9.3

A mixture of retail should with supporting public and private office development is desired within and around the Downtown Commercial District.

Implementation Measure LU 9.3. A

Prepare a Downtown Master Plan that defines the desired character of Downtown incorporating design guidelines, allowing a mixture of design supportive of the historic character of Downtown, adequate and convenient parking, and pedestrian friendly.

Policy LU 9.4

The City shall continue to support the Redevelopment Project Area for the Downtown Commercial Core and consider new Project Areas as the need arises.

Objective LU 10

Contribute to neighborhood identity by locating Neighborhood Commercial uses on major collector streets.

Policy LU 10.1

Neighborhood Commercial sites shall include neighborhood-oriented mixed uses that provide for convenience shopping and services. Residential uses on a second floor will be considered on a case by case basis.

Policy LU 10.2

Neighborhood Commercial Centers shall be designed at a pedestrian scale and contribute to the visual value of the area.

Implementation Measure LU 10.2. A

Site Plan review of Neighborhood Centers shall consider the following:

- 1. Location of ingress and egress in relation to surrounding uses and adjust those locations to minimize traffic conflicts.*
- 2. Promote comprehensive street and parking lot landscaping to ensure that the Neighborhood Center substantially contributes to the overall appearance of the area and integrate the site with the balance of the neighborhood.*
- 3. Ensure that noise and lighting are not disruptive to adjacent uses, in particular delivery vehicles and drive through activities.*
- 4. Design of structures is in scale and architecturally compatible with the existing or planned surrounding uses.*

Policy LU 10.3

Neighborhood Commercial sites are intended to serve the daily needs of a surrounding residential population base, and generally be located one mile from each other at the intersections of Major Collector streets or in special circumstances at Arterial and Major Collector intersections. Special circumstances include the proximity of existing Neighborhood Commercial sites, projected land use, and location and configuration of Major Collector streets within the area.

Policy LU 10.4

Neighborhood Commercial designations should be limited to a parcel or parcels which, individually or in aggregate, total between five to seven acres. Small corner parcels containing only a convenience store shall be discouraged in favor of an integrated commercial development. Convenience stores which have been demonstrated by a project proponent to be an integral part of the overall Neighborhood Commercial development are acceptable.

Implementation Measure LU 10.4. A

Expansion of a Neighborhood Commercial designation to adjacent properties may be permitted if the following findings can be made:

- 1. The adjoining parcel is too small to reasonably support its current land use designation;*
- 2. Expansion of the Neighborhood Commercial designation would not significantly impact other adjoining uses; and,*
- 3. That the expansion will not place significant new demands on traffic or other existing infrastructure facilities.*

Implementation Measure LU 10.4. B

Incremental development of a project site should not limit or preclude the integrated, logical design of a larger Neighborhood Commercial center.

Implementation Measure LU 10.4. C

When proposals are received by the City to develop only a portion of a parcel with Neighborhood Commercial designation, that proposal shall be accompanied by a master plan which relates the proposed project to full build-out of the center and demonstrates how the incremental project fits with the overall circulation and parking scheme, site layout, architectural design, and utility services plan for the center.

Objective LU 11

Ensure all Service Commercial, Service Commercial-Highway and Mixed Use Commercial uses are well planned and developed to meet the needs of the community and contribute to the resolution of traffic, public transit, and parking impacts created by additional traffic demands generated by those businesses.

Policy LU 11.1

Commercial development proponents are required to demonstrate that adequate circulation improvements including street improvements, signalization, bridges, public transit, and parking facilities are available or required through mitigation measures to serve the proposed project.

Implementation Measure LU 11.1. A

Occupancy Permits will not be issued until associated traffic, public transit, and parking impact mitigation measures are completed or an agreement has been approved for their completion.

Policy LU 11.2

Commercial development proponents are required to demonstrate that proposed projects fit the scale of existing and planned development surrounding the site and have adequate safeguards to prevent noise, traffic, lighting, odor, or other potentially disruptive activities from substantially effecting surrounding uses.

Policy LU 11.3

Commercial development proponents are required to submit project design elements such as site plans, building elevations, signage plans, building materials and colors, in development proposals in sufficient detail for the City to determine that the proposed project is consistent with the intent of the Commercial designation, compatible with the surrounding existing and planned land uses, provides functional and safe access for vehicles and pedestrians, can be well served by public transit, appropriately landscaped enhancing the urban scale of the project and provide shade in parking lots, and where mixed-use is proposed provide convenient residential parking.

Policy LU 11.4

The City shall first determine that insufficient space is available in the planned Service Commercial or Service Commercial-Highway Designations or existing undeveloped Service Commercial or Service Commercial-Highway Designations prior to considering new Service Commercial or Service Commercial-Highway development designations or Service Commercial or Service Commercial-Highway Designations outside of the existing limits of public utilities and services.

Policy LU 11.5

New Service Commercial and Service Commercial-Highway designations would typically be less than 30 acres in size and located at major arterial intersections.

Policy LU 11.6

Where Neighborhood Commercial uses proposed in a Service Commercial Designation, the location should be generally compatible with the surrounding urban uses in design and character. Interspersing Neighborhood Commercial uses in a “patch quilt” design within a Service Commercial designation is discouraged. Neighborhood Commercial uses in a Service Commercial Designation will be held to the higher development standard of the Neighborhood Commercial Designation.

Policy LU 11.7

Business parks within the Service Commercial designation must be master planned and may include a range of supporting Neighborhood Commercial uses that are appropriately integrated and are only a minor percentage of the total business park. Emphasis in a Business Park is placed on pleasing design, limited outside storage at the rear of buildings, and sufficient landscaping avoids a sterile block building visual character of the business park, and screening from surrounding land uses.

Objective LU 12

Minimize conflicts between industrial and other major non-residential land uses and other potentially sensitive land uses by concentrating industrial and other major non-residential land uses activity within selected planning areas.

Policy LU 12.1

Retail Uses shall only be permitted in industrial areas as a secondary use to a permitted industrial or other major non-residential land uses. Retail and service commercial uses which serve the daily needs of employees in the area or serve regional recreation facility customers may be permitted.

Implementation Measure LU 12.1.A

New industrial development proposed near existing or planned residential land uses shall be required to provide the City with a full and complete written discussion that addresses the project's impact on the viability of the existing or proposed residential land uses. Major regional recreation facilities that may include large buildings, grandstands, out-door venues and associated commercial operations supporting the activities shall prepare master plans. The discussion shall include noise, hazardous materials, emergency response and evacuation, air quality, odors, light and glare, traffic and circulation, and aesthetics.

Policy LU 12.2

The City should seek to maintain a generous supply of industrial land which is attractive and desirable to potential industrial developers and major regional recreation facilities through the annexation of industrial land prior to receiving development applications.

Policy LU 12.3

The City will endeavor to maintain a range of industrial sites from Light Industrial, Heavy Industrial to and major regional recreation facilities that are well served by public utilities, surface, and rail transportation.

Policy LU 12.4

Any dairy within the City's Planning Area is considered an existing non-conforming use and the City shall oppose any expansion of any Dairy. City shall encourage any dairy

within the Planning Area to relocate a minimum of three miles from the boundary of the Planning Area to eliminate negative odor and other health and safety impacts to City residents.

Policy LU 12.5

The City shall oppose all new dairy operations or any other incompatible land uses within 3 miles of the City Planning Area.

Policy LU 12.6

The City shall require an analysis from development proponents within 2 miles of a dairy operation that discusses the impacts of dairy operations on the City. The analysis shall include developer proposals to mitigate issues of odors and insect proliferation.

Chowchilla Airport

Objective LU 13

Provide for compatible industrial and public facility land uses around the airport that maintain safety, health, environmental, economic concerns of the community.

Policy LU 13.1

Coordinate with the City Planning Commission and the Madera County Airport Land Use Commission considering new residential development that may fall within the existing airport area of influence.

Implementation Measure LU 13.1. A

Residential development within the southeasterly approach zone is to be restricted within a horizontal distance extending approximately 3,000 to 4,000 feet southeast of the end of the runway.

Implementation Measure LU 13.1. B

The City shall require the dedication of aviation easements as a condition of approving any development within the Airport Approach Zone.

Implementation Measure LU 13.1. C

Incompatible land uses which would diminish the existing operation and the future expansion of the Chowchilla Airport shall be fully evaluated for the impacts on the airport prior to approval.

Implementation Measure LU 13.1. D

The Land Use Element of the Chowchilla General Plan and the Chowchilla Zoning Ordinance shall be used to restrict potentially hazardous land uses from being established within Compatibility Zones A & B1 as defined by the Madera County Airport Land Use Compatibility Plan (refer to Figure CI-3).

1. *Compatibility Zone A is the area nearest the airport runway where the probability of an accident and the impact of noise are the greatest. The following restrictions would apply in Compatibility Zone A:*
 - a. *No new residential construction;*
 - b. *No new schools, churches, or other facilities accommodating large groups of people;*
 - c. *Height limitations of structures shall be in conformance with Federal Aviation Administration regulations; and*
 - d. *No new structures shall be built within 300 feet of the center line of the runway or 1,000 feet from the ends of the runway.*
2. *Compatibility Zone B1 is the area immediately adjacent to Zone A, where the probability of an accident is lower than in Zone A and where there may be unacceptable noise levels. The following restrictions apply in Compatibility Zone B1:*
 - a. *Creation of new residential subdivisions is be prohibited, however, division of existing large residential lots for more efficient use of the land or in conjunction with a redevelopment project may be allowed;*
 - b. *New single family residential construction may be allowed on existing lots on a case-by-case basis after evaluation for potential hazards;*
 - c. *No new schools, churches, or other facilities accommodating large groups of people may be constructed;*
 - d. *Height limitations of structures shall be in conformance with Federal Aviation regulations; and*
 - e. *No new structure may be built within 300 feet of the center of the runway or 1,000 feet from the ends of the runway.*

Objective LU 14

Provide for a General Aviation airport within the Chowchilla General Plan Planning Area that will continue to provide reliable service to the community.

Policy LU 14.1

Alternative locations to the existing airport will be considered by the City for a General Aviation airport within the General Plan Planning Area. The City's Airport Commission shall investigate alternative sites for an airport and provide recommendations including proposed development strategy to the City Council.

Implementation Measure LU 14.1. A

The criteria for siting a potential airport shall include the following:

1. *Access from existing City urban area.*

2. *Surrounding uses and long-term absence of any potential conflicting land uses.*
3. *Potential to aggregate parcels of land of sufficient size and orientation for airport development.*
4. *Estimated cost of airport development and potential for funding development from non-city sources.*
5. *Consistency with State and Federal aviation regulations.*

Fairgrounds

Objective LU 15

To provide for a Fairgrounds facility within the Chowchilla General Plan Planning Area that will continue to provide a multi-purpose resource to the community.

Policy LU 15.1

Consider alternative locations for the County fairgrounds within or near the General Plan Planning Area to provide an area that will serve the community and allow for an expansion of the facility.

Implementation Measure LU 15.1.A

The criteria for a new fairground site shall include the following:

1. *Access from existing City urban area.*
2. *Surrounding uses and long-term absence of any potential conflicting land uses.*
3. *Potential to aggregate parcels of land of sufficient size for development.*

Berenda Reservoir

Objective LU 16

To provide for an integrated recreation facility in cooperation with the Chowchilla Water District and private property owners to utilize Berenda Reservoir, Ash Slough and Berenda Slough as a recreational and open space trail system.

Policy LU 16.1

The City shall acquire, through dedication or in fee, an open space trail system along Ash Slough and Berenda Slough from the City to Berenda Reservoir. The City shall develop a multi-use trail system within the area acquired.

Policy LU 16.2

The City shall continue to participate with the Chowchilla Water District in the development and maintenance of Berenda Reservoir as a public recreation area.

Policy LU 16.3

The City shall encourage the expansion of the Berenda Reservoir if:

1. New development funds and implements the expansion;
2. The expanded reservoir is designed to maximize groundwater recharge areas / opportunities; and
3. The expanded reservoir provides additional recreation opportunities for both residents of any future Specific Plan Area as well as all City residents.

Growth Management

Objective LU 17

Resist the premature conversion of agricultural lands to urban uses.

Policy LU 17.1

The City supports the Madera County General Plan objectives and policies that:

1. Direct new industrial and commercial development to cities;
2. Require new residential development to be contiguous to urban development and to annex to the City; and
3. Maintain limited agriculture land use designations within the City's General Plan Planning Area boundary.

Policy LU 17.2

The City supports the Madera County General Plan objectives and policies which protect agricultural lands by:

1. Maintaining large parcel sizes and preventing the development of incompatible urban uses;
2. Specifically maintaining large parcels adjacent to urban areas prior to conversion to urban uses; and
3. Preventing the division of parcels less than ten acres in size within the City's General Plan Planning Area.

Policy LU 17.3

The City does not support Madera County's agricultural residential designation. Parcels less than 20 acres in size are not considered adequate for agriculture.

Policy LU 17.4

The City will seek an agreement with Madera County to control and regulate growth east of the Planning Area boundary at Road 19 and SR 99 to maintain an agricultural buffer of at least ½ mile between the community of Fairmead and the City. In no circumstances shall public utilities or services be extended beyond the eastern Planning Area boundary that will promote or allow urban growth in the buffer area unless a reasonable position can be taken that such infrastructure is necessary to support only the HSR Heavy Maintenance Facility, extension of major road facilities that provide improved access to the State system, or another major jobs producing industry.

Policy LU 17.5

The City prefers contiguous urban development within the General Plan Planning Area; however this may not always be feasible or possible given short-term ownership and development financial constraints. Development farther than one half mile from existing urban uses shall be discouraged.

Policy LU 17.6

Urban development shall only occur within the City. Any urban development requiring basic City services shall occur within the incorporated City and within the Planning Area, subject to findings that the development is not a premature use of agricultural land.

Policy LU 17.7

Land designated on the Land Use Map as "Urban Reserve" and in agricultural production should not be converted to urban uses until all the following findings are made:

1. The subject land is in the Secondary Planning Area and a master plan has been prepared acceptable to the City and that there is a compelling reason why adequate growth within the Planning Area can not accommodate the planned growth in the City, or the growth is reasonably necessary to serve the needs of the HSR Heavy Maintenance Facility, extension of major road facilities that provide improved access to the State system, or another major jobs producing industry.
2. That the development of the land will contribute to the establishment of a stable urban limit and represents contiguous urban development;
3. The land is needed to fill next ten year's projected growth;
4. More than 50 percent of the land designated in the City for urban uses has been developed or is under a tentative map;
5. The land is necessary to maintain 150% of projected urban need; and
6. Annexation would not otherwise create substantial infrastructure limitations.

Objective LU 18

Require pre-zoning and annexation proposals to ensure that infrastructure development is consistent with overall City plans and that the City can reasonably extend services within the proposed development time frame.

Policy LU 18.1

Master Plans or Specific Plans prepared by annexation and development applicants of 20 acres or more shall address all community infrastructure, public facilities, and services under the jurisdiction of the City, the local school districts, and other local and regional public agencies, including but not limited to:

1. Infrastructure planning of the proposed project, including water, sewer, drainage, and permanent and interim school facilities, and how the infrastructure relates to adjacent properties.
2. Financing and phasing of infrastructure necessary to serve the proposed project.
3. Phasing of the project, and a representation of full project build-out for all property within the master plan area.
4. A plan for how other public facilities such as roadways, water, parks, public safety facilities, schools, etc. will provide service to, or be expanded at the time of development into the master plan area.

City / County / Regional Relationships

Objective LU 19

Support Madera County's General Plan goals, objectives, and policies that promote the Madera County Local Agency Formation adoption of the Chowchilla

Sphere of Influence and General Plan Land Use Plan for areas outside the City Limits.

Policy LU 19.1

Support Madera County planning activities which direct commercial, industrial and residential and urban growth outside of the Chowchilla Planning Area to established unincorporated communities.

Objective LU 20

Maintain and enhance a cooperative relationship with Madera County, and the City of Madera, the Chowchilla Elementary School District and the Chowchilla Union High School District, water and irrigation districts, and other local and regional public and quasi-public agencies and districts through active participation in local and regional planning activities.

Policy LU 20.1

Actively participate in regional transportation planning, solid waste disposal, ground water recharge, air quality, and other significant regional issues affecting multiple agencies.

Jobs / Housing Relationship

Develop sufficient employment generating uses to maintain a positive fiscal condition and housing balance within the City.

Policy LU 20.2

Land use designations for commercial, office, service commercial, and industrial should be held for such use to assure that there will be sufficient land available to create an economic base and job generating potential to serve future residents. Efforts to utilize this land for residential purposes should be discouraged unless proponents can demonstrate that there is a sufficient amount of land in desirable and accessible locations to maintain positive fiscal and housing to job ratio of at least one to one (1:1) in the City.

Air Quality and Sustainability

Objective LU 21

Support the principles of reducing air pollutants through land use, transportation, and energy use planning.

Policy LU 21.1

Encourage transportation modes that minimize contaminant emissions from motor vehicle use.

Implementation Measure LU 21.1. A

New development shall be located and designed to conserve air quality and minimize direct and indirect emissions of air contaminants. Minimize impacts of new development by reviewing development proposals for potential impacts pursuant to CEQA and the SJVAPCD CEQA Guidelines. Apply land use and transportation planning techniques such as:

1. Incorporation of public transit stops;
2. Pedestrian and bicycle linkage to commercial centers, employment centers, schools and parks;
3. Preferential parking for car pools and van pools;
4. Traffic flow improvements; and
5. Employer trip reduction programs.

Implementation Measure LU 21.1. B

Control dust and particulate matter by implementing the SJVAPCD fugitive dust control measures, including:

1. Restricting outdoor storage of fine particulate matter;
2. Requiring liners for truck beds and covering of loads;
3. Controlling construction activities and emissions from unpaved areas; and
4. Paving areas used for vehicle maneuvering.

Implementation Measure LU 21.1. C

The City of Chowchilla shall work with the SJVAPCD, to the extent feasible, to meet federal and state air quality standards for all pollutants. To ensure that new measures can be practically enforced in the region, participate in future amendments and updates of the San Joaquin Valley Clean Air Plan.

Implementation Measure LU 21.1. D

The City of Chowchilla shall promote development that is compact, mixed use, pedestrian friendly or transit oriented, and by promoting energy efficient building design and site planning.

CIRCULATION

The Circulation Element is closely linked to the Land Use Element. The adequacy and capacity of circulation systems influences the nature, extent and pace of urban development. As a result, the goals, policies and objectives of both the Land Use Element and Circulation Element must be complementary. Circulation not only covers the movement of automobiles, but the whole range of transportation alternatives: pedestrian, bicycle, air, truck and rail. For the circulation system to be successful, all of these methods of transportation must be integrated with land uses. Such a system is considered "multi-modal" in that many different modes of transportation can be used to achieve a destination.

An orderly network of streets, and pedestrian and bicycle facilities are essential for the health and welfare of a community. It is the intent that Chowchilla becomes a more walkable community with easy access to neighborhoods, commercial and employment centers, and public amenities. This Element defines circulation concepts that provide for safe and convenient movement of people and goods throughout Chowchilla.

Expansion of the City requires adequate east / west and north / south circulation systems capable of accommodating the forecasted traffic in the City. Chowchilla is limited by the location of natural and manmade barriers such as Ash Slough, Berenda Slough, Highway 99, Highway 152, and Union Pacific Railroad Company (UP) main rail corridor. Planning for City development must include interconnecting "loop streets" that allow circulation throughout the Planning Area supported by adequate bridges across Ash Slough, Brenda Slough, Highway 99 and Union Pacific Railroad. The existing location of the Chowchilla Airport will remain for the foreseeable future. Its location precludes any traffic crossing of UPRR and an alternative major circulation corridor through Chowchilla. At present there are no grade separated crossings of the UPRR mainline in Chowchilla Planning Area. Future demands, especially the response of emergency services could be greatly hindered by blockage of UPRR. The 2040 Circulation Plan includes a grade separation crossing of UPRR north of Ash Slough at Penny Lane. A second grade separated crossing is also planned for Sierra View Blvd, south of Brenda Slough.

The disposition of State Highway 233 (Robertson Blvd.) from Highway 152 to Highway 99 is a major issue for circulation in the City of Chowchilla. With increased traffic in the Central Valley and improvements underway or planned on Highway 99, the continued necessity and utility of Highway 233 is in question versus the long-term needs of the City

for a main street without truck traffic. Multiple issues are present with the relinquishment of Highway 233 such as the repair and condition of the street, alternative surface connection between Highway 152 and 99, maintenance agreements between Madera County and the City of Chowchilla, and timing of transition.

The voters of California approved the funding of the California Fast Rail System. The High Speed Train System (HST) will connect northern and southern California through the Central Valley. The north/south and east/west corridors for this system will converge in Madera County at or near Chowchilla. The final location of those facilities along with the systems maintenance facility will have a great impact on land use and circulation planning in the City of Chowchilla. The City of Chowchilla continues to work with the HST team to avoid walling the City in between transportation systems.

ROADWAY CLASSIFICATIONS

The 2040 Chowchilla General Plan Circulation Diagram shown in Figure CI - 1 (which can be found in the rear pocket folder of this document) illustrates an orderly network of roads in the City's General Plan Planning Area to support existing and planned growth in the community. The 2040 Chowchilla General Plan Circulation Diagram identifies and classifies a hierarchy of roads based on their intended function and projected traffic levels they are to support. The hierarchy of roadways and their functional classifications servicing the General Plan Planning Area are listed in Table CI - 1 are recognized within the General Plan Planning Area and are described below.

Table CI - 1
Roadway Classifications

Facility Type	Functional Emphasis
Freeway / Highway	Mobility with no direct land access and access limited to interchanges.
Expressway	Mobility with more frequent access to "arterial" but no direct land access.
Arterial	Mobility with access to "collectors", some "local" streets and major traffic generators.
Collector	Connects "local" streets to "arterials", also provides access to adjacent land uses; balances mobility and access. May be "major" or "minor" collector streets.
Local	Access to adjacent land uses only; no mobility function.
Alley	Access to adjacent land use only, no mobility function

All street and highway facilities listed in Table CI - 1 serve two basic functions; mobility and land access. Mobility refers to the movement of through traffic and neither origin nor destination in the immediate area. Access refers to the connection to immediately fronting properties. Each roadway type is designed to emphasize varying degrees of mobility or access. Unfortunately, these two functions are often not complementary.

Unlimited access often degrades mobility. Mobility without access is acceptable for long trips - such as across town, but of little help for trips to the local store. For example, arterials provide large amounts of service to through traffic, but little or no access to surrounding land uses. Local streets provide unlimited access to adjacent properties, but little service to through travel. Collector streets (major and minor) are in the midrange of mobility and access as they provide property access with mobility appropriate for connecting local streets to the higher speed arterials. The street and highway facilities listed in Table CI - 1 are described below.

Freeways and Highways

Freeways and highways provide long-distance corridor routes within and between urban areas. Typically, but with some exceptions, they carry high volumes of traffic at high speeds. There are three state highways serving the General Plan Area — Highways 99, 152 and 233 (West Robertson Boulevard). Highway 99, a four-lane divided corridor as it passes through the Planning Area, is currently designated and functions as an “expressway” by the California Department of Transportation. Highway 99 is planned to be improved to full freeway status during the timeframe of the 2040 General Plan. Highway 152, a four-lane undivided facility, is also designated and functions as an expressway. Highway 233 (West Robertson Boulevard) is a four lane undivided facility between 15th Street and the Highway 99 / 233 interchange and a two lane undivided facility between 15th Street and the Highway 152 / 233 interchange. West Robertson Blvd. also functions as a City arterial street and main street.

Arterials

Arterials are the backbone of the City’s street network by providing continuous thoroughfares. Traffic mobility of arterials is often challenged due to their attractiveness as business addresses, an attractiveness that is often fostered by the traffic function of the street itself.

Arterials function as high volume thoroughfares with intersection intervals between one-half mile and 1 mile apart. Generally, Arterial streets are located approximately every mile with Collector streets located between the Arterial at approximately half-mile intervals. Designated Arterials are listed in Table CI - 2.

Arterial streets are generally four-lane routes constructed on right-of-ways of 80 to 110 feet wide. Arterial streets provide for through traffic movements on a continuous route joining other major transportation corridors such as a highway, arterial, or collector.

Table CI - 2
Arterial Streets

North / South-Alignment	East / West Alignment
North/South Dairy Lane	West/East Penny Lane
North Santa Cruz Avenue	West Robertson (from SR 152 to West Palm Parkway)
North/South Chowchilla Boulevard	East Robertson Boulevard (from South Chowchilla Boulevard to North Manzanita Road)
South 3 rd Street (from SR 152 to East Palm Parkway)	West/East Sierra View Boulevard (from South Dairy Lane to South Manzanita Road)
Opportunity Road	West Artesian Avenue (from West Moonlight Drive to Paradise Road)
North Montgomery Lake Road (From East Robertson Boulevard to Pacific View Avenue)	West Moonlight Drive (from North Santa Cruz Avenue to West Robertson Boulevard)
Minturn Road	Pacific View Avenue from SR 99 to North Spring Road
North Fig Tree Road	
North/South Spring Road	

Collectors

Collector streets are minor tributaries, gathering traffic from numerous smaller (local) streets and delivering it to and from arterials. Most collectors are bordered by properties (industrial, commercial and residential land uses) with limited access opportunities.

There are two levels of Collector streets in the City – Major and Minor. Designated Major Collector streets are listed in Table CI - 3. Designated Minor Collector streets are listed in Table CI – 4.

Table CI - 4 Some streets designated as a Collector may not have all of the improvements required for new Collectors (e.g., right-of-way width, travel way paving, limited access, etc.). These streets present problems in contrast between definition and are addressed in the Goals, Objectives, Policies & Implementation Measures section of the Element.

Collector streets provide internal traffic movement within an area and connect Local streets to the Arterial network system. Collectors are normally wide two lane streets and access from adjoining property may be controlled. Most existing Collector streets are two lane roads with 60 foot right-of-ways and are contained within local neighborhoods. The original design of the City did not allow for wider right-of-way for Collector streets. The current standard for all new development is 80 feet of right-of-way for a Collector street.

To the extent possible, future plan lines should be shown in the General Plan for the purpose of encouraging developers of underdeveloped land to coordinate Collector street design to intersections with Arterial streets that will promote efficient and safe traffic flow.

Table CI - 3
Major Collector Streets

North / South Alignment	East / West Alignment
Washington Avenue	West Sierra View Boulevard (from Westgate Road to South Dairy Lane)
Paradise Road	Maze Avenue
Sunset Road	East Artesian Avenue (West Robertson Boulevard to Sunrise Street)
Sunrise Street	West Robertson Boulevard (from southern Sphere of Influence (SOI) line to SR 152)
South 15 th Street (from West Robertson Boulevard to East Sierra View Boulevard)	West Robertson Boulevard (from West Palm Parkway to South Chowchilla Boulevard)
South 3 rd Street (from East Palm Parkway to Mariposa Avenue)	East Robertson Boulevard (from North Manzanita Road to BNSF track (SOI line))
Front Street (from Mariposa Avenue to North Robertson Boulevard)	Kings Avenue (Washington Avenue to North Chowchilla Boulevard)
Prosperity Boulevard	Legacy Boulevard
South Fig Tree Road	East Palm Parkway (South 15 th Street to Prosperity Boulevard)
South Montgomery Lake Road	East Sierra View Boulevard (from South Manzanita to BSNF track (SOI line))
North Montgomery Lake Road (from Pacific View Avenue to North Manzanita Road)	Pacific View Avenue (from North Spring Road to North Manzanita Road)
North Fig Tree Road (from Pacific View Avenue to North Montgomery Lake Road)	East Penny Lane (North Fig Tree Road to Pacific View Avenue)
Abbey Road (East Penny Lane to Pacific View Avenue)	Washington Avenue
North/South Manzanita Road	
Westgate Road	
Road 13 (North Dairy Lane to Chowchilla River)	

Plan lines are defined as a general description of future roadways. Plan lines are not precise plan lines. Precise plan lines are future roadways that provide little design flexibility for developers. Plan lines indicate the need of the City to make a particular connection and the developer must consider this need in subdivision planning and design. Proposing plan lines instructs all concerned in advance of the needs of the City. In most instances plan lines are common sense and would have been included such subdivision designs. However, large property holdings may be parceled over the years without specific subdivisions being proposed. A plan line provides coordinative advice to future developers.

Table CI - 4
Minor Collector Streets

North / South Alignment	East / West Alignment
Copper Road	Berenda View Avenue
Apricot Road	Pole Way
North/South 3 rd Street	Reservoir Way
North/South 5 th Street	Ash Way
North 10 th Street	Grape Wood Avenue
North 15 th Street	Strawberry Lane
	South Lake Tahoe Road
	Ventura Avenue
	Howell Road (from South Dairy Lane to North Santa Cruz Avenue)
	West Moonlight Drive (from South Dairy Lane to North Santa Cruz Avenue and from West Robertson Boulevard to Sunrise Street)
	West Palm Parkway (from South Dairy Lane to South 15 th Street)

Local Streets

Local streets constitute the bulk of the City's circulation network and serve as the predominant way of travel for most of the City. These streets may be short in length or frequently interrupted by traffic control devices (stop signs or signals) and have numerous driveways that provide direct access to adjacent properties. Local streets connect residences, schools, parks and other uses not appropriate for access onto major roadways, to the City's network of arterials and collectors. Local streets may also serve professional offices and small industrial businesses that do not requiring visibility to a large number of passing motorists. In such cases "commercial streets" or "industrial streets" design may be adopted by the City.

Trip lengths are normally short and traffic volumes small. Local streets are two-lanes with 60 foot right-of-ways (there is some flexibility of right-of-way widths where design considerations or elements warrant and do not substantially minimize the efficiency of the street for traffic and public services). Since these streets traverse internal residential areas, traffic volume, frequency of noise, and safety are very important issues to local residents. Often the quality of these streets may make the difference between a desirable or an undesirable neighborhood.

Local street sections vary depending on the type of land use the local street directly serves – residential neighborhoods; commercial centers or business / industrial parks. Typically, local streets support low traffic volumes and do not require wide travel lanes. Local streets should strive to create a pedestrian friendly, walkable environment.

Residential neighborhoods may include cul-de-sacs. Proper design of a cul-de-sac is fundamental to successful pedestrian and bicycle circulation. Open-ended or “day-lighted” cul-de sacs can provide pedestrian and bicycle access to major and minor collectors or arterials, while restricting vehicular traffic. The use of cul-de-sacs is prohibited in residential neighborhoods that do not promote a pedestrian friendly walkable environment. The use of cul-de-sacs is also prohibited in commercial centers and business or industrial parks. Variation of cul-de-sac design may be permitted in planned developments where innovative and functional designs are appropriate.

Alleys

Alleys also constitute transportation facilities in older neighborhoods. Many times alleys contain other public utilities, serve as limited access to rear yards and are sometimes used as refuse collection routes. Occasionally, alleys may be used as access to parking areas for higher density residential developments. All dedicated alleys are included in this definition.

LEVELS OF SERVICE

It is too expensive to build every road to handle all types of traffic at all times. Instead, the system of Arterial, Collector and Local streets is designed to move traffic onto the most efficient routes for a given destination. Even these facilities are too expensive to design for the worst-case scenario, and are usually designed to meet "normal" traffic volumes for a given day. These classifications are termed *Levels of Service (LOS)* and are based on the amount of traffic a given section of road can handle taking into account speed, width of roadway, number of lanes, etc. As shown in

Table CI - 5, the LOS ranges from "A" to "F" and is based primarily on the driver's perception of roadway conditions.

The City of Chowchilla has adopted an overall LOS standard of "C" with peak hour LOS standard of "D" acceptable in some instances. Due to the nature of the roadway system, improvements to existing developed areas is extremely difficult. As a result, there may be instances where a lower LOS is acceptable.

Connectivity

Generally, Chowchilla has developed its existing street system with excellent connectivity. All Arterial streets are continuous within the community and the expansion of these facilities to provide for future development can be accommodated.

Chowchilla has two major transportation facilities that will influence the future connectivity of the Collector street system: The Union Pacific Railroad (UPRR) corridor, which bisects

the community; and Highway 99 which roughly parallels the UPRR corridor through the City. While the arterial system has developed around the UPRR corridor with five existing at grade crossings (Robertson Boulevard, Kings Avenue, Avenue 24 ½ [Palm Parkway], Avenue 24 [East Sierra View Avenue], and Minturn Road [Pacific View Avenue]), the railroad's policy of limiting the number of at-grade crossings greatly effects the location and layout of Arterial and Collector streets.

Table CI - 5
Level of Service Description

LOS	Conditions	Description	Street Segments	Intersections	
			Volume-to-Capacity Ratio	Signalized	Unsignalized
				Delay (seconds)	Reserve Capacity
A	Free Flow	Users are unaffected by other traffic, freedom of speed and movement, level of comfort, convenience and safety is excellent.	0.00-0.59	5.0	400
B	Stable Operation	Users begin to notice other traffic, freedom of speed continues, but freedom to maneuver declines slightly.	0.60-0.69	5.1 to 15.0	300-399
C	Stable Operation	Users are affected by other traffic, freedom of speed and maneuver are greatly affected. Traffic signals operate at maximum efficiency.	0.70-0.79	15.1 to 25.0	200-299
D	Approaching Unstable	Users are greatly affected by traffic, comfort, convenience and safety significantly affected. Users wait one signal cycle to pass through an intersection.	0.80-0.89	25.1 to 40.0	100-199
E	Unstable Operations	Traffic volumes at or near capacity, users wait several signals to pass through intersection.	0.90-0.99	40.1 to 60.0	0-99
F	Forced Flow	Traffic volumes exceed the capacity of the street and traffic queues develop. Stop and go traffic conditions.	1.00-plus	>60.0	<0

Sources: 1985 Highway Capacity Manual, Special Report 209, Transportation Research Board.
1965 Highway Capacity Manual, Special Report 87, Highway Research Board.

Highway 99 is presently classified by the California Department of Transportation as an expressway through Chowchilla. Medium term plans are to upgrade Highway 99 to full freeway status. Standards limit the number and spacing of interchanges in an urban area to a mile separation. The placement of interchanges is also limited by the natural features of Ash Slough and Brenda Slough. Although not limited by regulation over-crossing spacing is basically limited to design. Highway 152 is also presently classified as a State freeway / expressway in the Planning Area. Long term plans are to also upgrade Highway 152 to full freeway status. Caltrans has designated and acquired right-of-way for future interchanges within the Planning Area along Highway 152.

The City and Caltrans are cooperating in the reconstruction of the Highway 99 / 233 interchange anticipated to begin construction in 2014. Reconstruction of this interchange is paramount to continued growth east of Highway 99. Future improvements to other interchanges serving the City, such as the Highway 99 / Avenue 24, Highway 152 / 233, and Highway 99 / Minturn Road will be necessary for serving maintaining the long-term growth plans of the City.

State Route 233 (Robertson Blvd.) is the north bound connection between Highway 152 and Highway 99. Highway 152 has a west bound connection with Highway 99 at the intersection of Highway 99 and Highway 152. Robertson Boulevard is the City's main arterial street along which the downtown is located. As a State Highway, Robertson is also a truck route through the City. The City and Caltrans have initiated dialogue as to the eventual transfer of State Route 233 to the City. The City's Redevelopment Plan for downtown calls for substantial streetscaping and parking modifications that would not meet State standards for a Highway. The City's circulation plan calls for Avenue 24 (East Sierra View Avenue) to be connected between West Robertson Blvd. and the interchange at Highway 99 / Avenue 24 (East Sierra View Avenue). This connection will require the acquisition of some right-of-way and the construction of a bridge over Brenda Slough. This street is considered a major collector street and will be capable of handling truck traffic. Connecting West Robertson Boulevard to Highway 99 would provide an alternative through street rather than using the downtown which is expected to become more congested over time.

SCENIC HIGHWAY DESIGNATIONS

The City of Chowchilla has designated West Robertson Boulevard (Highway 233) from Highway 99 to Highway 152 as a "Scenic Corridor". West Robertson Blvd. is also designated by the State Historical Resources Commission as a Point of Historical Reference. West Robertson Boulevard has also been designated as a "Road of Regional Significance" by the Madera County Regional Transportation Plan.

CHOWCHILLA MUNICIPAL AIRPORT

The Chowchilla Municipal Airport parallels the UPRR main rail corridor, south of Mariposa Avenue. The airport is located north of Avenue 24 ½ (Palm Parkway), and adjacent to the Chowchilla Fairgrounds. The Chowchilla Municipal Airport is a general aviation facility that is open 24 hours per day. The Airport's runway is approximately 3,250 feet and is equipped with medium intensity runway lights for night operations. A 300 foot safety overrun is provided at each end of the runway. Under normal weather conditions, the airport departure pattern is to the northwest over a portion of the City's downtown commercial and residential neighborhoods and the airport approach pattern is from the south. Due to the airport's location near residential development, aircraft use tight landing and departure patterns to avoid overflight of residences.

The Chowchilla Municipal Airport Layout Plan, originally adopted in 1974, was last revised in 1990. The City owns most of the property underlying the airport's runway protection

zone as well as most of the property underlying the airport's approach and departure zone. The City has obtained easements over the balance of the airport's runway protection, and approach and departure zones which prohibits or restricts the type and intensity of development in those areas.

The Chowchilla Municipal Airport, classified as a "Basic Utility Stage II" facility, serves single-engine and light, twin-engine propeller aircraft. A Basic Utility Stage II facility can accommodate 75 percent of the single-engine and small twin engine aircraft used for personal and business purposes, plus small business and air taxi-type twin-engine aircraft.

A significant proportion of the airport operations are by single-engine aerial applicator (crop duster) aircraft. No commercial passenger service operates from the Chowchilla Municipal Airport. The nearest airports providing commercial passenger services are Merced Regional Airport or Fresno – Yosemite International Airport.

Aircraft operations is estimated to be 129 per week for single-engine and light, twin-engine propeller aircraft.¹ The estimated aircraft operations do not account for flights associated with agricultural operations.

While it is highly desirable to relocate the Chowchilla Municipal Airport due to increased urbanization and resulting safety considerations as well as surface circulation needs, it is financially and regulatory impossible in the short to medium term. Nevertheless the City will continue to consider whether to pursue the relocation of the Airport to a suitable within the 2040 General Plan Planning Area, but likely within the City's Sphere of Influence boundary where land use and airport design requirements can be accommodated safely.

The City will review alternative locations for the airport over the next 10 years. Reuse of airport land is considered for industrial or business park development.

Transit Services

The City of Chowchilla and the surrounding areas are served by a number of public, private, and social service transportation organizations. The following provides a description of some of these transit services.

Public Transit

Chowchilla's relative small size and short commuting distances result in a small role for public transit. The Chowchilla Area Transit Express (CATX), established in 1995, is operated by the City of Chowchilla Parks and Recreation Department. The CATX provides senior transit for nutrition and other needs of seniors. Since the initiation of the service, ridership has been increasing. CATX also provides transportation to others in the community who require transit services on a demand responsive basis. CATX has a seven mile service radius. CATX is funded by a number sources including: local

¹ The annual operations estimate was prepared for the City by California Department of Transportation Aeronautics Division and represents a 12 month period ending August 2008.

transportation funds, donations, Fresno-Madera Agency on Aging, the County of Madera, and the City of Chowchilla.

As the City's population increases and the community geographic boundary expands outward, the need for public transit services such as fixed route services will take on a greater role. While a larger population base and higher development intensities have proven to increase levels of public transit, small communities such as Chowchilla must rely on other methods to improve public transit utilization. Providing convenient, reliable and ample access to public transit within the City will improve public transit ridership. In residential neighborhoods, residents should be within the proximity of public transit or "bus" stops. Public transit routes and bus stops should be planned in the areas of high public activity in the City. The more important the designation, the closer the bus stop should be. For example, a government center or retail center would be well served at the edge of the one-quarter mile service area of a bus stop and probably should have a stop at the center. Bus stops should be well marked, clean and provide adequate shade, seating and shelter.

Private Transportation

Until 2004, the City of Chowchilla was served for a number of years by Greyhound Bus Lines. Greyhound Bus Lines closed its depot in Chowchilla in 2004. No other bus service has a depot in Chowchilla. The nearest bus service depots are in Madera or Merced at the present time. The City and the Redevelopment Agency will consider locating a "multi-modal" transit stop in an appropriate Downtown area where access to major transportation facilities is convenient and where both public and private transportation providers may establish service depots. The advent of the Fast Rail may also prompt public transit from outlying communities to stations in Merced or Fresno.

Social Service Transit

The City of Chowchilla participates with Madera County and others in the intra-city transportation of senior citizens. The City of Chowchilla has opted for a demand responsive system because of low route demand statistics and cost factors.

Other transportation opportunities for Chowchilla residents are provided by public or non-profit organizations, such as Madera County Action Committee (Nutrition Program), Madera Family Health Center, Madera Mental Health Center, Heartland Opportunity Center, and other volunteer programs.

Rail Service

Union Pacific Railroad Company main rail corridor traverses the City in a northwest / southeast direction, roughly parallel with Highway 99. There are rail spurs and sidings serving a portion of the City's industrial area, west of Highway 99 that were recently acquired by the City. A "Team Track" facility was installed by UP along Front Street between Mariposa Street and Trinity Street that is available to all industry in Chowchilla's environs. Approximately 30 UPRR freight trains pass through the City of Chowchilla on a 24- hour basis.

The Burlington Northern and Santa Fe Railroad (BNSF) main rail corridor roughly parallels Highway 99, approximately three miles east of Highway 99. There are no BNSF spurs or sidings serving the City. On a daily basis, approximately 40 freight trains travel on the BNSF main line.

Passenger rail (AMTRAK) service is provided on the BNSF rail corridor. The nearest AMTRAK stations for Chowchilla residents desiring to use AMTRAK is either the City of Madera Station or the City of Merced Station. The Merced Station is a fully functional AMTRAK station, whereas the Madera Station is an unmanned platform station. On a daily basis, eight AMTRAK passenger trains pass by the City of Chowchilla on the BNSF main rail corridor.

California High Speed Rail

The California High Speed Rail Authority proposes a high-speed train system (HST) for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles. The north/south and east/west corridors for this system will converge in Madera County at or near Chowchilla. The (HST) will carry passengers at speeds in excess of 200 miles / hour on a fully grade-separated track, with state-of-the-art safety, signaling and automatic control systems.

While a no final determination has been made as to the precise corridor alignment for the (HST) will be, conceptual plans for the rail corridor and rail stations indicate the high-speed trains in route between major metropolitan centers of Sacramento, Los Angeles and San Francisco will pass through the City of Chowchilla via the Highway 99 / UPRR main rail corridor or north of Chowchilla or east of the General Plan Area via the BNSF railroad corridor. The City vehemently opposes the UPRR corridor as it would decimate the Chowchilla Downtown, and have substantial circulation impacts for the balance of the City. The City has taken a strong position that the corridor needs to be on the south side of Highway 152 so as not to substantially impact the proposed land use and circulation systems in the General Plan. Failure to plan a corridor south of Highway 152 would “box” the City into an unmanageable triangle between transportation facilities.

The high-speed rail train system does not include a rail station for the City of Chowchilla. The nearest rail station for Chowchilla residents desiring to use the high-speed rail will either be in the City of Merced or in the City of Fresno.

The 2040 General Plan supports the possible siting and implementation of a Heavy Maintenance Facility for the California High-Speed Train System (HST). The locations identified within the Plan Area are consistent with the California High Speed Rail Authority preliminary guidelines for locating and designing HST maintenance facilities. The preliminary guidelines were developed based on practices used on similar HST systems around the world and detailed operational analysis of the California HST.

Bicycle and Pedestrian

The 2040 General Plan encourages bicycling and walking for recreation and mobility. On-street bikeways can provide enormous benefits to both the cycling and non-cycling public.

Bicycle and pedestrian facilities create opportunities to incorporate exercise into one's daily routine as well as increase the carrying capacity of community's transportation system. Sidewalks and landscape parkways provide pleasant and safe paths for pedestrians that encourage people to walk to schools, parks, and to commercial and employment centers. Indirectly, bicycle and pedestrian facilities provide air quality and noise attenuation benefits to a community.

To encourage and facilitate bicycle and pedestrian mobility, the 2040 General Plan includes a comprehensive trails system linking residential areas, schools, parks, and commercial and employment centers so that residents can travel within the community without driving. Bicycling, in particular, can be a viable alternative to local work commutes. Chowchilla's pedestrian traffic is heaviest in the immediate vicinity of schools and in the City's Central Business District.

The 2040 General Plan recognizes four classes of bicycle and pedestrian facilities. Class I facilities (e.g., multi-modal trail, pedestrian / bike path, paseo, landscape parkway) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized. In instances where Class I facilities are interrupted by streets, traffic control devices (i.e., yield or stop sign, signal, traffic lane choker) should be provided to improve the safety for all users - motorist, bicyclist and pedestrian. Class I facilities need to provide adequate pavement width to allow for two directional flow and multiple users of the facilities.

Class II (e.g., bike lane) facilities provide a restricted right-of-way on the City's roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles with through-travel by motor vehicles or pedestrians prohibited. Vehicle parking and cross flows by pedestrians and motorists are permitted. Bicycle lanes are typically provided on collector and arterial streets and are designated by striping and pavement markings for the exclusive or preferential use of bicycles.

Class III (e.g., bike route) facilities provide right-of-way designated by signs or permanent markings and may be shared with pedestrians and motorists. Bike routes work well for short connections and in connection with a comprehensive bikeway. Bike routes should not be used as a substitute for appropriate bike lanes on collector or arterial streets.

The City's existing and planned Class I and Class II facilities are shown on Figure CI – 2 Trails and Bikeways.

City linkages to regional Class I and Class II facilities are also shown on

Figure CI - 2. Pedestrian Trails are also shown on Figure CI – 2 and the connectivity to public facilities, shopping, and employment.

Relationship to Regional Transportation

The City of Chowchilla supports and participates in the development of the Madera County Regional Transportation Plan, and its policies and implementation measures. Key facilities of the City's Circulation Element supports the Regional Plan. Likewise, the Regional Plan supports the City's transportation system in such areas as airports, public transit, bike and pedestrian facilities, and roads of regional significance.

**Figure CI - 2
Trails and Bikeways**



CIRCULATION GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

Circulation goals, objectives, policies and implementation measures must correlate and support the goals, objectives, policies and implementation measures of the Land Use Element. Circulation goals, objectives, policies and implementation measures must treat vehicular traffic as an integral part of the community's well being while not ignoring the need for alternative forms of transportation such as bicycle and pedestrian. Therefore, the Circulation Element must establish a framework for an efficient street system with minimal adverse effects on safety, noise, energy use, community appearance, and air quality. Additionally, the Element should allow for alternatives to motor vehicles where practical and support public transit where needed and feasible. Particularly in new development, designs will be required to address bicycle and pedestrian connectivity to shopping, schools, and parks.

GOALS

The goals of the Circulation Element are to:

- ❖ **Plan for, create, and maintain an efficient, cost effective, safe, and coordinated multi-modal circulation system, serving the needs of a variety of users.**
- ❖ **Plan for and develop streets in accordance with the ultimate functions they have been designated to serve.**
- ❖ **Minimize conflicts between different types of vehicular traffic and to discourage the intrusion of both through traffic and truck traffic into residential areas.**

- ❖ **Provide adequate off-street parking for all uses.**
- ❖ **Continue to support the development of inter-city and intra-city transit systems, with special emphasis toward serving the needs of senior citizens, the physically handicapped, and low-income residents.**
- ❖ **Provide for reasonably safe and efficient non-motorized (bicycle facilities and pedestrian) access within the City.**

OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

General Circulation

Objective CI 1

Establish a circulation system that is consistent with the land use patterns of the City.

Establish a hierarchy of streets and improvement standards to support existing and future transportation needs.

CI 1.1. A

The Classification of Existing and Future Streets shall be used in determining right-of-way acquisitions, design and land use decisions.

CI 1.1. B

Future street development shall be consistent with the street classifications. The City reserves the right to reduce the ultimate right-of-way to avoid existing development, and to construct a travel-way which generally meets the street classification standards, by reducing the area provided for landscaping, utilities, parking and other non-travel use.

CI 1.1.C

The City will encourage property owners in newly developing areas to prepare Specific Plans or Area Plans which identify future major street alignments. The City will participate in the design of street alignments in advance of development to ensure consistent and logical design of the circulation system.

CI 1.1 D

Incorporation of moderately curved streets, cul-de-sacs, knuckles and "T" intersections in site plans is encouraged. Maximum length of straight streets should not exceed 900 feet, unless appropriate design allows for a longer street.

CI 1.1. E

All streets entering upon opposite sides of any given street should have their centerline directly opposite to each other or separated by at least 150 feet.

CI 1.1. F

New residential development over 20 units shall provide at least two connections to arterials or collector streets.

Coordinate planning and development of the circulation system with development approvals throughout the City.

CI 1.2. A

The City shall prepare, adopt and maintain Improvement Standards and Specifications for the development of all street improvements, and to implement the Goals, Objectives, Policies and Implementation Measures of this General Plan.

CI 1.2. B

When new streets are provided at the periphery of a project, minimum construction shall consist of full half-width construction on the site nearest the project plus a minimum of one lane of travel in the opposite direction.

Locations of Collector street intersections with Arterial streets shall be fixed by the Circulation Map. Street dedications and development design shall implement the Circulation Map. Location of Collector and Arterial Street alignments in newly developing areas shall be logical, efficient, and established early in the development process to aid in the consistent design of subdivisions.

Objective CI 2 Provide timely and effective means of programming and constructing street and highway improvements to maintain an overall Level of Service of "C" as referred in

Table CI - 5, with an A.M. and P.M. peak hour Level of Service of "D" as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) and / or better unless other public health, safety, or welfare

factors determine otherwise.

Street improvements identified in the Capital Improvement Plan shall be prioritized with emphasis on reducing traffic congestion and improving circulation.

CI 1.5.A

Improve intersections operating at less than an A.M. and P.M. peak hour Level of Service "D" conditions by adding appropriate turning lanes to congested approaches, widening intersection approaches, or modifying signal timing at intersections and coordinating with other signals, as appropriate, unless other public health, safety, or welfare factors determine otherwise.

CI 1.5.B

The City may pursue the reservation of right-of-way and define specific development standards and requirements through the preparation and adoption of Precise Plan Lines.

CI 1.5.C

The City may pursue the identification of right-of-way for major streets and work with developers to ensure that the general location of these road segments are integrated in development plans. Plan lines may be shown on the Circulation Map or on the Land Use Map for the purpose of identifying these general locations.

CI 1.5.D

To help ensure that adequate and safe travel-ways can be created through existing developed areas of the City, right-of-way standards for each classification may be modified upon approval by the City Engineer.

CI 1.5.E

Properly space and coordinate traffic signals in order to minimize the acceleration, idling and deceleration that produce higher vehicular emissions levels as part of a Transportation System Management program.

New development shall be required to mitigate traffic impacts associated with the project on the Highways, Arterial streets, Collector streets, and Local streets, including signalization, interchanges, public transit facilities, and other traffic facilities.

CI 1.6.A

Traffic studies of affected Highways, Arterial, Collector, and Local streets, may be required as part of the environmental assessment of proposed projects to assure City-wide traffic service levels are maintained. The criteria for requiring traffic studies includes the potential for significant environmental effects from the project, number of vehicle trips generated by the project, location of project relative to existing circulation system, actual or assumed level-of-service of surrounding streets or intersections, and relevance of prior traffic studies which may have considered the proposed project. Traffic studies shall include level-of-service forecasts to account for individual and cumulative major land use changes in the City. Level-of-service forecasts should be used to identify deficient roadways and update street improvement plans and priorities.

The City of Chowchilla shall consider accepting relinquishment of State Highway 233 by the year 2012.

CI 1.7.A

The City of Chowchilla shall establish a committee of elected officials and staff to initiate negotiations with Caltrans for the smooth and equitable transition of State Route 233 to the City of Chowchilla. The committee shall provide the City Council with its recommendations not later than June 30, 2010.

The overall Level of Service for the City of Chowchilla is LOS standard of "C" with peak hour LOS standard of "D" acceptable in some instances such as at peak hour or where right-of-way limitations exist and removal of those limitations is an economic hardship or environmentally damaging. Due to the nature of the roadway system, improvements to existing developed areas are occasionally extremely difficult. As a result, there may be instances where a lower LOS than "D" is acceptable such as in the Downtown District.

ARTERIAL STREETS

Objective CI 3

To develop and maintain an efficient and effective roadway system using major and minor Arterial streets.

The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing and developed Arterial streets when a zone change to a greater density or intensity, division of property, or new development, or a major remodeling occurs.

CI 2.1.A

Existing points of ingress and egress shall be consolidated whenever possible. Driveway consolidation for new development shall be encouraged through access agreements along Arterial or higher classification streets.

CI 2.1.B

Left-hand turn lanes or center lanes shall be provided for all left-turn access from Arterial streets in commercial and industrial areas.

CI 2.1.C

If parcel size demands and alternative shared access is not available, commercial driveways may be provided not less than 50 feet from an intersection. (Measurement shall be from the curb return to the nearest edge of the driveway.) These driveways shall not be serviced by median breaks. If more than one is required to serve a property, the driveways shall be separated by not less than 50 feet. (The separation is to be measured nearest edge to nearest edge of the driveways.).

CI 2.1.D

The distance between commercial driveways on Arterial streets should not be less than 50 feet. (Measurements shall be from the curb return of the intersection to the nearest edge of the driveway.)

CI 2.1.E

Driveway access to major activity centers, should be located no closer than 100 feet to the intersection of a Collector or Arterial street. (Measurements shall be from the curb return of the intersection to the nearest edge of the driveway.)

CI 2.1.F

Where practical and desirable, commercial driveways should be located on adjacent Collector streets rather than on Arterial streets.

CI 2.1.G

Single family residential driveways are prohibited on new Arterial streets, and shall be discouraged on existing Arterial streets.

Design of Arterial Streets shall minimize unsignalized intersections where cross traffic is allowed. The number of signals shall be kept to a minimum and shall be spaced to encourage efficient traffic flow.

CI 2.2.A

Traffic signals shall not be closer than 1/4 mile apart on Arterial and Collector streets unless conditions warrant additional signalization to improve traffic flow or public safety.

CI 2.2.B

Separation of Collector Street entry points should not be less than 500 feet apart on Arterial streets, and other Collector streets.

Planning and development of Arterial and Collector streets shall include design features which can be used as public transit stops.

CI 2.2.A

Arterial and Collector streets shall be designed to allow transit vehicles to pull in and out of traffic by using a parking lane with bus stops.

To avoid conflict between the circulation system and residential uses, it is recommended that truck traffic be oriented only onto the designated Arterial streets, where feasible.

CI 2.4.A

The City shall periodically review the list of streets designated as truck routes, and provide public notification of any changes to the truck route system.

CI 2.4.B

The City shall proceed with the connection of Avenue 24 (East Sierra View Avenue) between West Robertson Blvd. and Highway 99 / Avenue 24 interchange as a truck route to reroute trucks from downtown Chowchilla.

COLLECTOR STREETS**Objective CI 4**

The circulation system shall coordinate Collector streets with Arterial streets and Local streets.

The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed Collector streets when a zone change to a greater density or intensity, division of property, or new development or a major remodeling occurs.

CI 3.1.A

Driveways to multi-family residential property along Major Collector streets should be consolidated whenever possible.

CI 3.1.B

The distance between driveways and intersecting Collectors or Local streets should not be less than 50 feet. (Measurements shall be from curb return to the nearest edge of the driveway.)

CI 3.1.C

Whenever possible, left-hand turn lanes or center turn lanes shall be provided as access on Collector Streets in commercial and industrial areas of the City.

CI 3.1.D

Single-family residential driveways should not be allowed along Major Collector or higher classification streets. If driveways are to be allowed, lots fronting the street shall be designed at such a width to allow multiple access driveways to discourage backing out into traffic.

CI 3.1.E

In commercial and industrial areas, if parcel size demands and an alternative shared access is not available, driveways may be provided not less than 50 feet from the intersection. (Measurement shall be from the curb return to the nearest edge of the driveway.) These driveways shall not be serviced by median breaks. If more than one is required to serve a property, the driveways shall be separated by 50 feet. (The separation is to be measured nearest edge to nearest edge of the driveways.)

CI 3.1.F

Driveway access to major activity centers should be located no closer than 50 feet to the adjacent intersection of a Collector or Arterial street. (Measurement shall be from the curb return to the nearest edge of the driveway.)

Design of Collector Streets shall encourage efficient movement of traffic and minimize uncontrolled cross-traffic.

CI 3.2.A

Where possible, Arterial, and Collector streets shall form 4-leg, right-angle intersections; jogs, offset and skewed intersections of streets in near proximity shall be avoided.

CI 3.2.B

To the extent possible Collector streets shall be curvilinear and incorporate “traffic calming” features such as “roundabouts” at strategic locations as approved by the

City.

CI 3.2.C

Residential development shall be oriented away (side-on or rear-on) from future Arterial streets, and properly buffered so that the traffic carrying capacity on the street will be preserved and the residential environment protected from the potentially adverse characteristics of the street. "Daylighted" cul-de-sacs for pedestrian access are also encouraged.

CI 3.2.D

If the design of the Collector street is constrained by significant right-of-way limitations, the Collector street or an existing street which connects one part of the City with another, must function at Collector traffic levels.

CI 3.2.E

To create an efficient and effective circulation system, Collector Streets Intersection should be no less than approximately 300 feet apart.

LOCAL RESIDENTIAL AND PRIVATE STREETS

Objective CI 5

To encourage the design of local and private streets so that they are safe and pleasant for residents.

Discourage through-traffic on Local streets in residential areas.

CI 4.1.A

To keep Local street volumes within design capacity, street length should be kept under 1,000 feet unless interrupted by an Arterial or Collector street. (The overall length of Local streets should not exceed 1,200 feet unless appropriate design allows for a longer street).

CI 4.1.B

To assist in alleviating traffic delays, Local street intersections should be no less than 150' apart.

CI 4.1.C

Where feasible in overall subdivision design, curvilinear streets shall be constructed.

CI 4.1.D

Subdivision designs should be encouraged to use "daylighted" cul-de-sacs opening on to Arterial and Collector streets thereby providing enhanced pedestrian access to future public transit system routes.

CI 4.1.E

Residential subdivisions shall be designed to encourage access from Local to Collector streets and discourage use of Local streets as an access onto, or bypass of, Collector or Arterial streets.

CI 4.1.F

Integrate into the City Public Works Construction Standards design details for "daylighted" cul-de-sacs which can be jointly used for public transit pick-up locations along Arterial and Collector streets.

CI 4.1.G

A cul-de-sac shall be constructed on all permanent dead-end streets. Cul-de-sacs are strongly discouraged in commercial and industrial developments. Cul-de-sac lengths shall not exceed 600 feet. Temporary cul-de-sacs may be permitted on streets planned for extension.

Development or redevelopment of alleys should ensure the fair share of improvement costs and shall be clearly identified early in the development process.

CI 4.2.A

Alleys or Lanes, when allowed in new residential areas shall be paved and incorporated into an overall design theme and development program that includes ongoing maintenance and replacement costs as an integral component of the development.

CI 4.2.B

New alley or lane standards within the Downtown District should be maintained to provide for pedestrian corridors, access to off-street parking, delivery services, and refuse collection. The alleys or lanes should be fully improved and may contain ornamental paving, landscaping and lighting.

CI 4.2.C

Existing alleys or lanes used as access to new development shall be required to improve the alley to City standards. Such improvements shall extend in length along the full alley frontage of the property, and extend to the nearest public street. Width of improvements shall encompass full existing and dedicated alley width.

CI 4.2.D

Proposals for private streets and new alleys or lanes constructed in conjunction with development shall be required to demonstrate fiscal ability for long-term maintenance.

RIGHT OF WAY ACQUISITION**Objective CI 6**

Acquire the ultimate right-of-way for streets during the earliest stage of development possible. Where existing right-of-way is substandard, acquire additional right-of-way to satisfy ultimate needs.

Work with new development to ensure that the fair share of street improvement costs are clearly identified early in the development process and that street development is consistent with the City's Capital Improvement Plan.

CI 5.1.A

Ultimate right-of-way shall be dedicated and / or developed to the appropriate width when a zone change to a greater density or intensity, division of property, or when new development or major remodeling occurs.

CI 5.1.B

The City shall adopt minimum right-of-way development standards for residential and non-residential developments. Dedication or construction in excess of this minimum level shall be included for funding in the City-wide Capital Improvement Plan.

CI 5.1.C

The City will include in its Capital Improvement Plan the acquisition of right-of-way and the construction or reconstruction of those streets not otherwise obtainable under Program CI 6.1-A.

CI 5.1.D

The City will work with Madera County to apply City standards to all land use and development permits issued in the unincorporated territory within the City's Planning Area boundary.

CI 5.1.E

Where public infrastructure is installed within easements, the City shall consider placing public streets in the alignment of infrastructure where practical.

On developed streets, where the existing right-of-way does not meet the current

standards, the City will adopt and fund a program to acquire the ultimate right-of-way where practical. The City reserves the ability to deviate from the standard if the ultimate right-of-way is not obtainable due to existing development or other limitations.

CI 5.2.A

The City shall establish an additional fund base, and periodically update, a City-wide Capital Improvement Plan, that shall identify both funded and unfunded portions of the street improvements necessary to maintain the adopted Level of Service.

PARKING

Objective CI 7

Provide adequate parking and loading facilities while encouraging alternative means of transportation.

Encourage the development of appropriate locations for park-and-ride facilities as appropriate in all new developments.

CI 6.1.A

Sites for stand-alone park-and-ride lots should generally be located near highly traveled commute routes, (i.e., Highway 99, Robertson Blvd, Highway 152, Minturn Road, and Avenue 24.).

T

The City shall establish off-street parking ratios for all public and private development within the City.

CI 6.2.A

Parking standards shall be evaluated for new development to ensure that parking requirements are satisfied within walking distance of the commercial areas, and to ensure that Arterial, or higher classification streets, do not separate parking facilities from the parking demand generator.

CI 6.2.B

Adjacent parking areas for large commercial and professional developments should be designed to allow interconnection and free flow of traffic between those facilities. Access easements and agreements should be obtained during the development process to ensure future access and recorded to run with the land.

CI 6.2.C

The City will establish off-street parking ratios for development within the Downtown District.

CI 6.2.D

Where it is infeasible for new development to provide off-street parking within the Downtown District, the City will establish an in-lieu fee with the proceeds used to increase parking within the District.

AESTHETICS AND FACILITY DESIGN**Objective CI 8**

The circulation system shall be designed to create an aesthetically pleasant environment for the City. When new development occurs, aesthetics shall be an important factor in circulation design.

Noise wall standards approved by the City shall incorporate decorative block elements and landscaping between the wall and any pedestrian and / or bicycle facility, or the curb and gutter of an arterial or Collector Street.

All new development shall implement the City's Street Tree Program on all levels of streets in the City.

The City will investigate the feasibility of locating commercial truck parking facilities at strategic locations throughout the City where residents' truck and tractor rigs can be parked over night as a means of keeping City streets clear of these vehicles when the residents are at home.

CI 7.3.A

The City Community Development Department shall cooperate with the Redevelopment Agency to identify locations for potential truck parking and develop a funding plan for land acquisition and improvements by the year 2010.

Provide for adequate spatial separation and landscaping for development along regional highways rights-of-way.

CI 7.4.A

Additional landscape design requirements and dedications of at least 20 feet wide shall be considered for new projects along the entryway into the City, specifically Highways 99 and Highway 152 at Robertson Blvd., Avenue 24 / SR 99, and Minturn Road / SR 99. Maintenance of these areas may be included in a Maintenance District established by the City.

Appropriate truck routes shall be designated serving the industrial area which promote direct access and are functionally adequate.

Protect and enhance the efficiency of Highways 99 and 152.

CI 7.6.A

The City will continue to preserve the required right of way for the eventual widening of Highway 99 and the eventual connection of Highway 152 with Highway 99 southeast of the City.

CI 7.6.B

The City will pursue funding and a negotiated agreement with Caltrans to achieve the necessary upgrades of Highways 233 interchange with Highway 99 under the State Transportation Improvement Plan (STIP).

PUBLIC TRANSPORTATION

Objective CI 9

Develop a public transit system capable of satisfying both local and regional travel demand.

The City shall integrate the planning for a “Transit Service Center” with the “Downtown Development Guidelines” to attract major national bus carriers to reestablish a bus depot in the City of Chowchilla.

CI 8.1.A

The City Community Development Department and the Redevelopment Agency shall initiate a cooperative program with local property owners and / or businesspersons to identify a location and funding for a “Transit Service Center” within the downtown of the City by the year 2014.

Developers of new commercial uses (in excess of 20,000 square feet gross leasable floor space in a single development or a combination of stores in a single development) shall be required to participate in funding public transit improvements that may include but not be limited to public transit vehicles, transit stops, or employee van pools.

Recognize in the planning of transit systems the efforts of other social service transit provided by schools, mental health services, and others who provide specialized transit services.

CI 8.3.A

Continue to refer development requests to the Chowchilla Unified School District for review and comment.

Development adjacent to arterials, or to minor and major collectors shall coordinate with City to identify appropriate locations for public transit improvements (i.e. bus pullouts, seating shelters) to encourage public transit use.

CI 8.4.A

Public transit stops shall be provided as recommended by the City to ensure residents are within the proximity of a public transit stop.

CI 8.4.B

Street design for arterials, major collectors and minor collectors shall include provisions for fixed route public transit system.

CI 8.4.C

Public transit routes and stops shall be planned in the areas of high public activity in the City.

Provide local transit service to the City via the CATX demand / response system.

CI 8.5.A

Annually evaluate public transportation needs of the City and modify services as demand and funding allow.

NON-MOTORIZED TRANSPORTATION

Objective CI 10

Provide an extensive and regionally linked public bicycle and pedestrian trails

system.

Incorporate bicycle and pedestrian trails in future development projects.

Promote maximum opportunities for pedestrian traffic throughout the City by continuing to develop and maintain a safe sidewalk system which facilitates pedestrian access, including disabled person accessibility, to public transit for commuting, recreation or other purposes.

Subdivision layouts should include safe and pleasant designs which promote pedestrian access to Arterial and Collector streets, and consider the location of community services, such as schools, parks, the needs of disabled persons, and neighborhood shopping activity centers in their design.

CI 9.3.A

Encourage the use of "daylighted" cul-de-sacs for residential sidewalks to increase pedestrian access to Arterial or Collector streets.

CI 9.3.B

Implement street standards that include sidewalks or walkways on both sides of streets, where appropriate. Where existing streets may require additional right-of-way to accommodate full improvements including sidewalks, and where it is impractical to acquire sufficient right-of-way, the vehicle travel-way will be the first priority.

A bicycle route system shall be identified and maintained which serves the existing developed City. This route system may utilize City streets, canals, or other rights-of-ways. Where on-street bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.

CI 9.4.A

The bicycle route system should be consistent with the Madera County Regional Plan.

Sources of funding for operation and maintenance of multi-use trails accommodating

pedestrian and bicycle use shall be clearly identified before planning and construction. Trail systems shall be supported by a long-term funding mechanism for maintenance.

Plan for and implement a trail system along Ash Slough and Berenda Slough which will connect the urbanized areas of the City with Berenda Reservoir. This program should be implemented in connection with land development projects or through dedications of private property or grant funded programs.

Plan for and implement a combination pedestrian and bicycle path from newly developing areas to the downtown, schools, parks, and other shopping opportunities.

INTER-JURISDICTIONAL COOPERATION

Objective CI 11

Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.

Work with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs and funding mechanisms to assist in improving Highways 99, 233 and 152, and their intersections.

Support coordination with other cities, counties and planning agencies concerning consideration and management of land use, jobs / housing balance and transportation planning as a means of improving air quality.

Cooperate with local and regional jurisdictions in the preparation of state-mandated regional plans, including the San Joaquin Valley Clean Air Plan.

MUNICIPAL AIRPORT

Objective CI 12

Ensure that the Chowchilla Airport is located in an appropriate area so as to maintain long-term operational characteristics without creating or being influenced by land use conflicts.

As funding and the regulations of airports allow, the City of Chowchilla shall study and evaluate the potential relocation of the airport to a suitable site outside the 2040 General

Plan Planning Area, but preferably within the City's Sphere of Influence boundary.

In the long term, the City of Chowchilla shall coordinate with the Madera County Airport Land Use Commission to find and evaluate suitable sites, identify funding sources, and implement the relocation the Municipal Airport.

As directed by the City at the appropriate time, the City of Chowchilla Community Development Department, Redevelopment Agency, and the Airport Commission shall work together to identify a future site for the relocation of the Chowchilla Airport and a reuse plan for the existing airport land. An implementation plan shall be prepared that identifies funding for land acquisition, airport development costs, and disposition of the existing airport.

CI 11.3.A

When relocation of the airport appears feasible, a City ad-hoc airport relocation committee shall be established to assist in identifying a future site for the relocation of the Chowchilla Airport and prepare an implementation plan that identifies funding for land acquisition, airport development costs, and disposition of the existing airport for City Council consideration.

HIGH SPEED RAIL SYSTEM

The City shall strive to participate in every aspect of planning for the High Speed Rail System as it affects the City. The City will take a strong and vigorous position on selecting a rail corridor and final route that does not detrimentally impact the City's land use and circulation system. The City will pursue the location of the HSR Heavy Maintenance Facility in a location that is beneficial to the City and its economic development potential.

OPEN SPACE AND CONSERVATION ELEMENT

The Open Space and Conservation Element combines the State requirements for an open space element (California Government Code, Sections 65302[e] and 65560 *et seq.*) and for a conservation element (California Government Code, Section 65302(d)), and adds a parks and recreation component into a one single comprehensive element.

The California Government Code mandates that an open space element address four basic areas: (1) open space for resource management including agricultural and mineral resources; (2) open space for outdoor recreation including parks and recreational facilities; (3) open space for public health and safety including flood prone areas and earthquake fault zones; and (4) open space for the preservation of natural resources, including natural plant communities, habitat for fish and wildlife, and water resources. Added to this, a conservation element is required by the California Government Code to address waterways, soil, wildlife preservation, natural and riparian habitats and the conservation of scenic, historical and cultural resources. Park and recreational topics addressed in this Element include neighborhood and community parks, and pedestrian and bicycle trails. Important aspects of each of these topics are also addressed through goals, objectives, policies and implementation measures in this Element as well as in other Elements of the 2040 General Plan. This Element groups the State requirements of the open space and conservation elements as follows:

- | | |
|---|--|
| ☐ Open Space | ☐ Mineral Resources |
| ☐ Agriculture | ☐ Historical / Cultural Resources |
| ☐ Water Resources | ☐ Parks and Recreation |
| ☐ Biological Resources | ☐ Air |
| ☐ Climate Change | ☐ Energy and Energy Efficiency |
| ☐ Green Building/Low Impact Development/ LEED. | |

OPEN SPACE

Open space, as defined by the California Government Code, includes any parcel or area of land or waters which is essentially unimproved and designated for the preservation of natural resources, resource management, outdoor recreation, and for public health and safety. Several of the land use classifications defined in the Land Use

Element and identified on the Chowchilla 2040 General Plan Land Use Diagram (refer to Figure LU-1) apply all or in part to open space lands. The four categories of open space and their relationship to the 2040 General Plan Land Use Diagram are described below.

Open Space for the Preservation of Natural Resources

The riparian scrub and aquatic habitats of Ash and Berenda Sloughs and the Chowchilla River provide the only known natural biotic habitat of substantial size within the 2040 General Plan Planning Area or Sphere of Influence boundaries. The 2040 General Plan Land Use Diagram designates Ash Slough and Berenda Slough as “Open Space” corridors.

Open Space for Resource Management

Resource management categories identified by the State include forest lands, agricultural resources, soil resources, groundwater recharge areas, water bodies important for commercial fisheries, and mineral resources. In the Chowchilla General Plan Planning Area, lands in agricultural production or with the potential for agricultural production are by far the most important of these categories of open space. No forest lands, water bodies or significant mineral resources are found in the Planning Area.

Agricultural lands planned for short-term production are designated as “Urban Reserve” and lands planned for long-term production are designated as “Agriculture” on the 2040 General Plan Land Use Diagram. The majority of these lands have been designated as Prime Farmland by the California Department of Conservation. Some of these lands are also subject to Williamson Act contracts encouraging the preservation of productive agricultural lands. Policies for the preservation and promotion of viable agricultural production in the Planning Area are found in this Element.

The Planning Area is dependent on groundwater for water used for all non-irrigated purposes as well as for some agricultural purposes. While irrigation practices associated with agriculture production does recharge groundwater in the vicinity of Chowchilla, no groundwater recharge area within the General Plan Planning Area has been definitively mapped by either local or state agencies. Surface irrigation water storage at Berenda Reservoir, and water carried in the Chowchilla River and in the Ash and Berenda Sloughs are presently the most effective groundwater recharge methods available. Both Ash and Berenda Sloughs are designated “Open Space” corridors.

The 2040 General Plan Planning Area is not identified by the California State Geologist as an area of significant mineral deposits. Nor is the General Plan Planning Area located within a State designated construction aggregate production-consumption region.

Open Space for Recreation

The 2040 General Plan Land Use Diagram identifies existing public parks and the general location of planned public parks to serve and support the recreation needs of the community. Policies for dedication and development of future parks and linear recreation corridors along Ash and Berenda Sloughs are found in this Element. Facilities for pedestrian and bicycle circulation are addressed in this Element as well as in the Circulation Element of this General Plan.

Open Space for Public Health and Safety

Public health and safety categories identified by the State include geology and seismicity, slope stability, cliff erosion, flood-prone areas and wild land fire risk. In the Chowchilla General Plan Planning Area, only the categories of flood-prone areas and possible wild land fire risks apply. No known geologic faults or instability are found in the Planning Area. The extremely level topography of the Planning Area means the risks associated with slopes are negligible.

The two public health and safety categories that apply to the General Plan Planning Area – flood-prone areas and wildland fire risk – are limited to Chowchilla River, and to Ash and Berenda Sloughs. The Chowchilla River and Ash and Berenda Sloughs have been mapped by the Federal Emergency Management Agency (FEMA) as areas prone to flooding. Given the riparian scrub habitats of the Chowchilla River and of Ash and Berenda Sloughs, the River and the Sloughs may be prone to wildland fires.

The City of Chowchilla is at risk of flooding in the event of the collapse of the Buchanan Dam. Buchanan Dam at Eastman Lake is an earth and rockfill structure designed to hold flood flows in the Chowchilla River. Eastman Lake on the Chowchilla River can hold up to 150,000 acre feet of water. In the event of the collapse of the Buchanan Dam, the entire 2040 General Plan Planning Area would be inundated.

While the 2040 General Plan Land Use Diagram does not designate any open space land exclusively for the public health and safety classification, the “Open Space” corridor designation applied to Ash Slough, Berenda Slough and to the Chowchilla River aid in reducing public exposure to potential wildland fires and flooding.

AGRICULTURE

Agricultural land is Madera County's most important economic resource. The preservation of agricultural resources is important to the economic vitality of the City and the region. Additionally, agriculture and its associated open space are essential to preserving regional heritage and contribute to the quality of life for residents in the County. Nevertheless, urban expansion in the Central Valley almost inevitably results in conversion of agricultural lands to urban uses. The General Plan Land Use Diagram and policies define the long-term edge between urban and agricultural activities, and support continuing agricultural production in the region.

Important Farmlands

Virtually all farmland land outside the Chowchilla City Limits but within the General Plan Planning Area and Sphere of Influence boundaries is designated by the California Department of Conservation as “important farmlands”.¹ Important farmlands consist of farmland designated as prime farmland, farmland of statewide importance, unique farmland and farmland of local importance. Important farmlands mapped within the 2040 General Plan Planning Area and the City’s Sphere of Influence by the California Department of Conservation is shown on Figure OS - 1.

Prime Farmland

This category includes land with the best combination of physical and chemical characteristics able to sustain long-term production of crops. Prime farmland has the soil quality, growing season and moisture supply needed to produce sustainable yields of crops when treated and managed. Such land must have been used at some time for the production of irrigated crops during the four years prior to the mapping date.

Farmland of Statewide Importance

These lands have a good combination of physical and chemical characteristics for the production of crops. To maintain this designation, such land must have been used at some time for the production of irrigated crops during the four years prior to the mapping date.

Unique Farmland

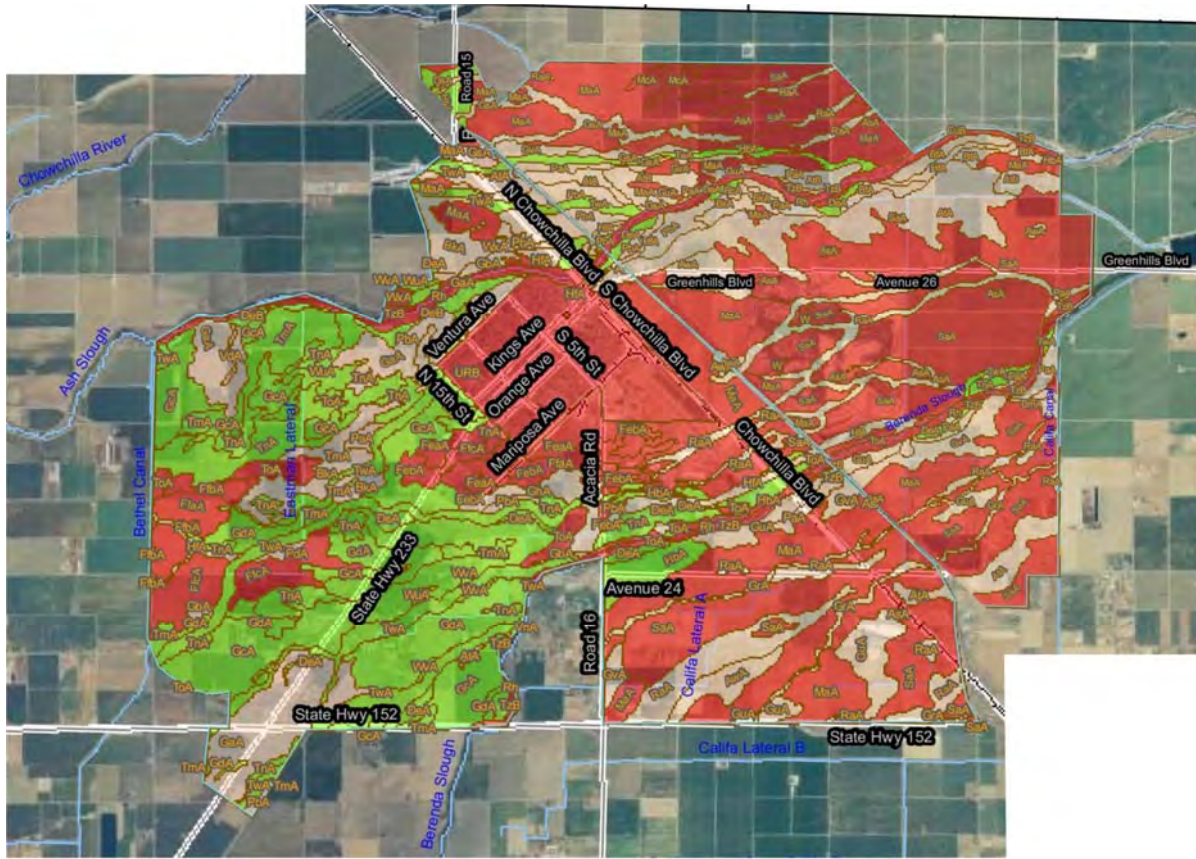
Unique farmland is land which consists of lesser quality soils used for the production of the states leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards, vineyards as found in some climate zones in California. Land must have been used at some time for crops during the four years prior to the mapping date.

Farmland of Local Importance

These farmlands are non-irrigated properties that are either currently producing crops or have the capacity to be cultivated for row / field crop use.

¹ California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program, Rural Land Mapping Edition, Madera County Important Farmland 2006.

Figure OS - 1
Important Farmlands



MAP LEGEND

Area of Interest (AOI)			
Area of Interest (AOI)	Prime farmland if subsoiled, completely removing the root inhibiting soil layer	US Routes	
Soils	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60	Major Roads	
Soil Map Units	Prime farmland if irrigated and reclaimed of excess salts and sodium		
Soil Ratings	Farmland of statewide importance		
Not prime farmland	Farmland of local importance		
All areas are prime farmland	Farmland of unique importance		
Prime farmland if drained	Not rated or not available		
Prime farmland if protected from flooding or not frequently flooded during the growing season	Political Features		
Prime farmland if irrigated	Cities		
Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	Water Features		
Prime farmland if irrigated and drained	Oceans		
Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season	Streams and Canals		
	Transportation		
	Rails		
	Interstate Highways		

Williamson Act

Much of the agricultural land surrounding the City of Chowchilla is subject to the California Land Conservation Act of 1965, also known as the Williamson Act. The Williamson Act was adopted as an incentive program to encourage the preservation of the state's agricultural lands. As a means to implement the Act, a land contract is established whereby a county or city stabilizes the taxes on qualifying lands in return for an owner's guarantee to keep the land in agricultural preserve status for a 10-year period. Each year, on the contract's anniversary date, the contract is automatically renewed for a 10-year period unless a notice of non-renewal is filed. In exchange for this guarantee, the property owner receives a property tax assessment that are much lower than normal because they are based upon farming and open space uses as opposed to full market (speculative) value. The local governments receive an annual subvention of forgone property tax revenues from the State via the Open Space Subvention Act of 1971.²

As a general rule, land can be withdrawn from a Williamson Act contract only through a nine-year non-renewal process. If a property owner files a "notice of non-renewal" of the contract, the property taxes are gradually increased over a nine-year period. At the close of the non-renewal process, the property may be developed consistent with the property's General Plan land use designation and zoning classification subject to applicable project review and approval requirements.

If the property owner desires not to wait for the contract to expire over the nine-year non-renewable process, a "cancellation" must be filed by the property owner, a series of findings must be made and approved by the State, and a penalty equal to 12.5 percent of the assessed value of the land were it not under the contract must be paid to the State. The findings are virtually impossible for a County to make, but under certain circumstances, can be made by a City. Immediate termination via "cancellation" is reserved for "extraordinary" unforeseen situations. Non-renewal is the preferred approach to removing a parcel from a Williamson Act contract.

Williamson Act land has affected the growth pattern of many communities, and can often prevent annexations and / or the efficient provision of services. This is especially true when adjacent parcels may not be covered by the Act, or have different times left to run on the contract. Williamson Act preserve areas can be found within the 2040 General Plan Planning Area as well as within the City's Sphere of Influence boundaries. These preserve areas are under active contracts that were approved for initial 10-year term and are subject to an automatic annual review. Williamson Act preserve areas within the 2040 General Plan Planning Area and the City's Sphere of Influence are shown on Figure OS - 2

Williamson Act Preserves.

² California Government Code, Section 51200 *et seq.*

To address property subject to Williamson Act contracts within the General Plan Planning Area, the City has adopted guidelines for the cancellation of Williamson Act contracts, including procedures, timelines, and requisite findings. The 2040 General Plan and the City's Zoning Ordinance includes an Agricultural land use designation and zoning district, respectively to allow for the logical expansions of City boundaries and for the expansion of City services.

Farmland Security Zones

In 1998, the Williamson Act's farmland security zone provisions were enacted with the passage of Senate Bill 1182.³ This program dubbed "Super Williamson Act" enables agricultural landowners to enter into contracts with a county for 20-year increments with an additional 35 percent tax benefit over and above the standard Williamson Act contract.

Annexation of farmland security zones is generally not allowed. Section 56749 of the California Government Code requires Local Agency Formation Commissions (LAFCo) to reject plans that would result in the annexation of farmland security zone into cities. Nevertheless, annexation of farmland security zones is permissible under certain circumstances including voter approval, necessary public improvements, and landowner consent.

There are no farmland security zones within the City of Chowchilla 2040 General Plan Planning Area or Sphere of Influence boundaries. There are, however, farmland security zones adjacent to the City of Chowchilla Sphere of Influence boundaries (refer to Figure OS - 2).

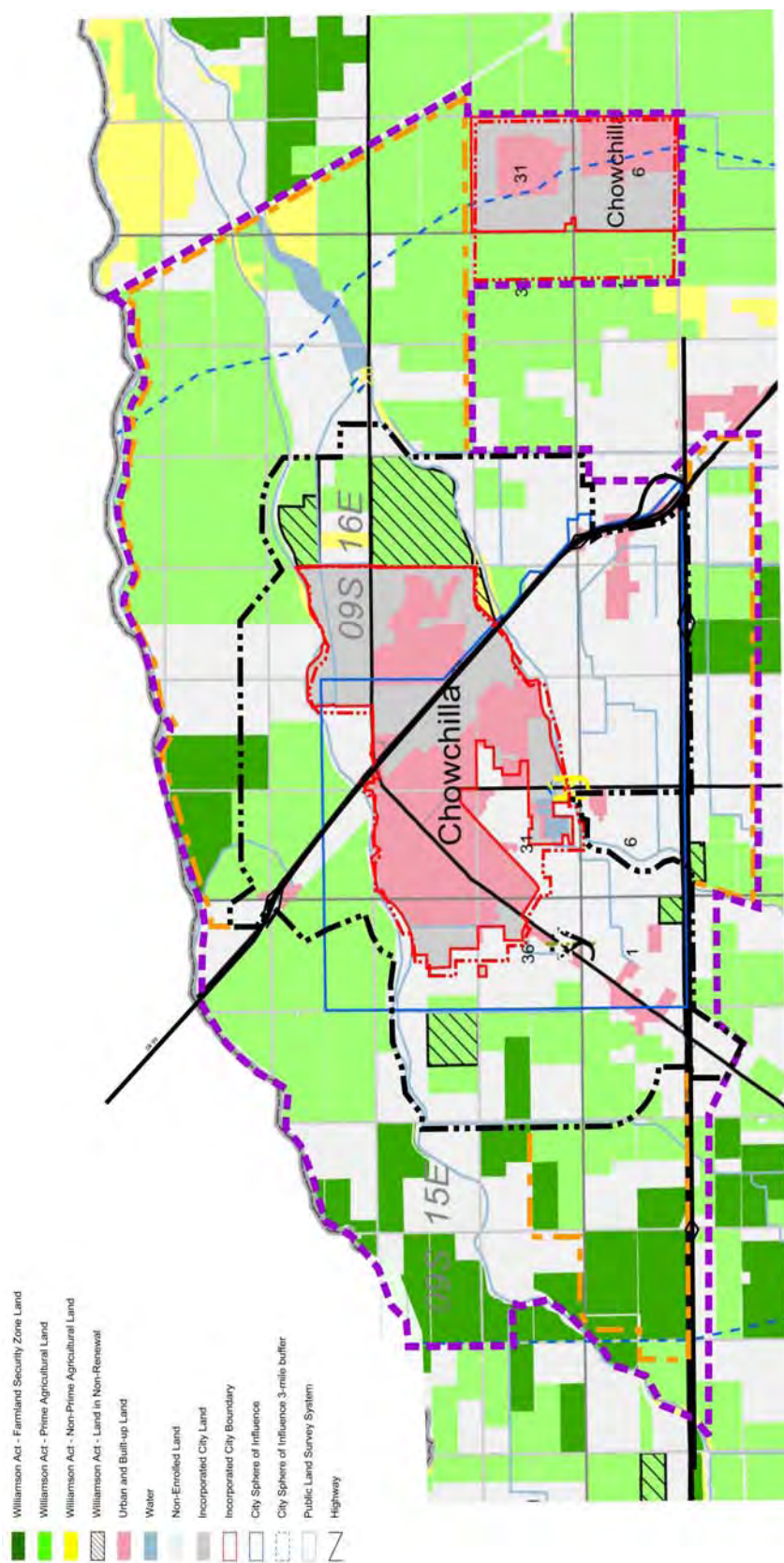
WATER RESOURCES

The City of Chowchilla is located in the San Joaquin River Hydrologic Region and Groundwater Basin and extracts its groundwater from the Chowchilla Sub-basin. The 248 square mile Chowchilla Sub-basin includes lands in Madera and Merced Counties. The Chowchilla Sub-basin is bound by the San Joaquin River to the west, the Merced Sub-basin to the north, and the Columbia Canal Company Service Area to the east. The southern boundary from the west to its connection with the northern boundary runs along the southern boundary of Township 11 South, Ranges 14 East and 15 East, northerly along the eastern boundaries of Sections 9, 29, 27 and 33 of Township 11 South, Range 15 East, and northeasterly along the southern and eastern boundaries of the Chowchilla Water District, then northeasterly following Berenda Slough and Ash Slough to the Chowchilla River. Major rivers in the Sub-basin are the Chowchilla and Fresno Rivers.⁴

³ California Government Code Section 51296-51297.4

⁴ California Department of Water Resources, DWR Bulletin 118 – Update 2003.

Figure OS - 2
Williamson Act Preserves



Groundwater flow in this Sub-basin is generally in a southwesterly direction, but with groundwater mounds occurring at the Sub-basin center and pumping depressions in the western portion during 1999. Based on current and historical groundwater elevations maps, no groundwater barriers, with the exception of the Corcoran Clay or E-Clay (a lacustrine and marsh deposit), appear to exist in the Sub-basin. The E-Clay, which underlies most of the Sub-basin at depths ranging between 50 and 250 feet, restricts the vertical movement of groundwater and divides the water bearing deposits into confined and unconfined aquifers. The total storage capacity of the Chowchilla Sub-basin is estimated to be approximately 8,000,000 acre-feet to a depth of 300 feet and 13,900,000 acre-feet to the base of fresh groundwater.⁵

Annual urban and agricultural groundwater extractions are 6,000 acre-feet and 249,000 acre-feet, respectively. There are no other extractions, and subsurface outflows have not been determined.⁶

The San Joaquin River Groundwater Basin is not adjudicated. Therefore, there are no limitations placed on groundwater pumpage volumes. The San Joaquin River Basin and the Chowchilla Sub-basin have been in a state of overdraft for many years. The California Water Plan Bulletin 160-98 estimated the average overdraft in the San Joaquin River Basin to be 239,000 acre feet (AF) in 1995. The 2007 draft Madera County Integrated Regional Water Management Plan (IRWMP) concluded that the current average annual overdraft in the Valley floor portion of Madera County is approximately 100,000 AF per year. The Valley floor area includes both the Madera and Chowchilla Sub-basins. According to the IRWMP 97% of water used in Madera County is for agriculture. All urban uses in Madera County (including cities and the unincorporated towns and homes on individual wells) account for 3% of total water use.

Water Supply

State planning law requires that general plan conservation elements address water resources in coordination with all water providers within the jurisdiction for which the general plan is prepared. Therefore, descriptions of agricultural water providers are included. A clear distinction exists between water service provided by the City for municipal use and water service provided by agricultural irrigation districts for agricultural use. According to the Integrated Regional Water Management Plan, almost all urban water used in the county comes from wells. About three-fourths of agricultural use is from wells; the rest is from surface water.

Municipal Water Supply

The City of Chowchilla provides potable water service to the majority of residences, commercial and industrial business and institutions within the 2040 General Plan Planning Area. As noted above, the California Women's correctional facilities provide

⁵ Ibid.

⁶ Ibid.

their own potable water service. Residences in the unincorporated areas rely on individual private wells for their personal potable water supply.

The City of Chowchilla along with the residences in the unincorporated areas of the 2040 General Plan Planning Area, and the California Department of Corrections Central Valley Women's Facility and Valley State Prison water supplies are produced solely from groundwater wells within the Chowchilla Sub-basin. The City does not share water sources with other agencies other than indirectly through precipitation recharge and pumping from the same groundwater basin.

The 2040 General Plan Public Facilities Element addresses in detail the City's municipal water supply distribution and management.

Agriculture Water Supply

The City is surrounded by the Chowchilla Water District. The District contracts for and delivers to its agricultural customers Central Valley Project water along with other various surface waters for which it has entitlement to. The City of Chowchilla does not receive surface water deliveries from the District. The District's surface water supply is supplemented by groundwater pumped by District customers. Agricultural production is a major user of groundwater during dry years or when surface water irrigation supplies are not available. Some agricultural areas in Madera County rely completely on groundwater supplies in dry years. Agricultural groundwater wells pump from the upper unconfined aquifer and the lower confined aquifer.

Groundwater Level Trends

The San Joaquin River Groundwater Basin is not adjudicated. Therefore, there are no limitations placed on the quantity of groundwater extraction in the San Joaquin River Groundwater Basin. As a result, the San Joaquin River Groundwater Basin and the Chowchilla Sub-basin have been in a state of overdraft for many years.

On the average, the Chowchilla Sub-basin water level has declined nearly 40 feet from 1970 through 2000. The period between 1970 through 1978 showed steep declines totaling 30 feet. The nine year period from 1978 to 1987 saw stabilization and rebound of approximately 25 feet, taking the water levels close to where they were in 1970. The period between 1987 and 1996 again showed steep declines, bottoming out in 1996 at approximately 45 feet below 1970 levels. Groundwater levels rose approximately eight feet from 1996 to 2000.⁷

Groundwater level declines have been more severe in the eastern portion of the Sub-basin from 1980 to the present between the Cities of Chowchilla and Madera. The Valley floor includes both the Madera and Chowchilla Sub-basins. The overdraft in the area of the valley floor that primarily covers the Chowchilla Water District (CWD) and

⁷ Ibid.

the Madera Irrigation District (MID) is approximately 20,000 acre-feet annually. The current average annual overdraft in the Valley floor portion of Madera County is approximately 100,000 acre-feet annually. There are no available estimates as to the portion of the current overdraft attributable to the City groundwater pumping.⁸

Water Quality

The Federal Environmental Protection Agency (EPA) and the California Department of Health Services are the agencies responsible for establishing and enforcing water quality standards. These standards limit the amount of certain contaminants in water provided by public water systems.

The water in the Chowchilla Sub-basin is of a calcium-sodium bicarbonate type in the eastern part of the Sub-basin. This turns into calcium bicarbonate, sodium-calcium bicarbonate, and sodium chloride water types towards the western part of the Sub-basin. While there are local areas of high nitrate, hardness, iron and chloride in the Sub-basin, the California Department of Health Services, which monitors Title 22 water quality standards, reports water quality in public water supply wells sampled in this Sub-basin between 1994 and 2000 to below concentration level standards for inorganics, radiological, nitrates, pesticides, volatile organic compounds (VOCs) and SVOCs.⁹

The City of Chowchilla vigorously tests the quality of its drinking water to meet standards required by state and federal regulatory agencies. Quality of groundwater use for domestic supply in Chowchilla meets present state and federal water quality standards. Nevertheless, water quality standards have changed over the past several years and are expected to continue to change during the 2040 General Plan planning period. Thus, many cities, including Chowchilla, have opted to chlorinate the municipal water supply to avoid chemical test failures. The City of Chowchilla has embarked on a long-term process to identify potential causes of minute contamination from mechanical well equipment, routine testing programs, and potential cross connections between non-City water supplies, back flow prevention, and other potential causes.

Groundwater quality and water rights issues are managed by the California Department of Water Resources and the California Water Quality Control Board – Central Valley Region (RWQCB). The RWQCB is authorized to adopt regional water quality control plans, enforce waste discharge requirements for point and non-point sources established by state or federal Water Pollution Control Act, and to control groundwater quality through wastewater discharge requirements and well permitting.

The primary source of water pollution is urban runoff. Stormwater runoff from streets, parking lots, commercial and industrial businesses, private yards and agricultural land may contain oil, grease, pesticides and herbicides, heavy metals, paints, household

⁸ Madera County Integrated Regional Water Management Plan, 2007 draft.

⁹ California Department of Water Resources, DWR Bulletin 118 – Update 2003.

chemicals, construction materials, sediment and eroded soil. These materials ultimately end up in storm drains and storm basins that directly or indirectly lead into Ash Slough or Berenda Slough and the Chowchilla River where they may cause water degradation and / or affect plant, wildlife and aquatic species that depend on Ash and Berenda Sloughs or the Chowchilla River habitat for survival.

The 2040 General Plan Public Facilities Element addresses in detail discharge and management of stormwater.

Groundwater Recharge

The groundwater basin has not shown significant potential for rapid groundwater recharge in the vicinity of Chowchilla – the most advantageous groundwater recharge area is found in the central portion of the San Joaquin Valley. Natural recharge of the Sub-basin is estimated to 87,000 acre-feet. Agricultural irrigation does recharge groundwater in the vicinity of Chowchilla. There are approximately 179,000 acre-feet of applied water recharge primarily from deep percolation of applied irrigation water. Water carried in the Chowchilla River, Ash Slough, Berenda Reservoir, and Berenda Slough is seen as the most effective recharge method for the Chowchilla Planning Area. Artificial recharge and subsurface inflow have not determined The City may consider purchasing agricultural water from irrigation districts to increase groundwater recharge efforts the City is already making.

Water Conservation

Water is a finite resource. To ensure adequate water supplies to meet both current and future demands, the City manages water supplies and cooperates with regional agencies to avoid extracting more water from the groundwater basin than percolates back into it. The City of Chowchilla is actively managing its water system and water use in an attempt to reduce or eliminate groundwater overdraft. The City of Chowchilla, Chowchilla Irrigation District and Madera Irrigation District all encourage water conservation.

Madera Irrigation District is planning to construct and operate a groundwater bank facility – Water Supply Enhancement Project. The Water Supply Enhancement Project is intended to help alleviate water supply storages and overdraft conditions in the Madera Sub-basin. Although still in the development stage, such a project may make opportunities available for the City of Chowchilla to participate in the project which may make various sources of water available for groundwater recharge within the City's service area through exchanges with other banking participants.

The Chowchilla Irrigation District is also evaluating the potential for water banking opportunities in the Chowchilla Irrigation District which may provide an opportunity for City of Chowchilla participation in the future. Potential opportunities may exist for the City and the Chowchilla Irrigation District to explore groundwater recharge programs wherein excess water allocated to the Chowchilla Irrigation District via the Central Valley Project or other surface waters for which the District has entitlement is carried out

through impounding surface water within sinking basins and natural water courses such as Ash and Berenda Sloughs or Chowchilla River.

Reclaimed and treated effluent from local wastewater treatment plants represents a potential source of water for non-potable use in the City of Chowchilla. While the City has provided reclaimed water on a limited basis for agricultural irrigation, historically the costs of constructing parallel lines (“purple pipe”) to service new urban users and providing the resource have been higher than the costs of producing local groundwater. Nevertheless, the City is committed to evaluating and pursuing reclaimed water programs consistent with sound economic practices.

BIOLOGICAL RESOURCES

The 2040 General Plan Planning Area contains several biological communities and wildlife habitats that contribute to the overall recreational, educational and aesthetic values of the community. As the City expands outward, the need for preservation of the valuable diversity of these biological communities and wildlife habitats becomes increasingly important.

Plant and Wildlife Communities

Primary plant and wildlife communities within the 2040 General Plan Planning Area are urban and agricultural land with associated irrigation / drainage ditches / ponds. The only natural biotic habitat of substantial size within the General Plan Planning Area and Sphere of Influence is the riparian scrub and aquatic habitat associated with Ash and Berenda Sloughs and the Chowchilla River. While only one seasonal wetland (northern hardpan vernal pool) has been mapped within the City’s Sphere of Influence boundaries, there may be other small, isolated seasonal wetlands or other natural habitats such as non-native grassland given the soil types present in the Chowchilla area.

Urban

The majority of the General Plan Planning Area within the existing City limits consists of developed lands in the form of residences, or commercial and industrial uses. The biotic resources of the developed areas are extremely restricted due to their lack of naturally occurring biotic habitats and continual use and disturbance by humans. The majority of the vegetation in these areas consists of landscaped, ornamental species.

Agriculture

The majority of the General Plan Planning Area consists of agricultural lands. The agricultural fields and pastures of the General Plan Planning Area vary in consistency. Dry farming, orchards, vineyards, irrigated pastures and dry pastures all occur within the boundaries of the General Plan Planning Area. Some of these areas lie fallow for portions of the year, while others have not been farmed for a number of years. A number of irrigation / drainage ditches and catch basins run through the agricultural fields / pastures or along their boundaries.

Grass and forbs species grow in the fallow fields or along the boundaries of those areas actively farmed are generally limited to non-native annuals of European origin. The various ditches and basins range from supporting little to no vegetation to supporting a diverse assemblage of wetland species. For the most part, trees and shrubs (with the exception of planted orchard trees and vines) are absent from the agricultural habitat.

Sloughs and River

Two sloughs traverse the General Plan Planning Area and one river forms a portion of the City's northern Sphere of Influence boundary. The two sloughs traversing the Planning Area and the river forming a portion of the City's northern Sphere of Influence boundary are:

- ☐ Ash Slough
- ☐ Berenda Slough
- ☐ Chowchilla River

The Chowchilla River, which originates in the easterly Sierra Nevada foothills of Madera County, forms the City's northerly most Sphere of Influence Boundary. The Chowchilla River also forms the boundary between Madera County and Merced County. The Chowchilla River primarily consists of a broad barren, sandy wash that remains dry much of the year with the flow depending mainly on water released Buchanan Dam (Eastman Reservoir). The Chowchilla River, which receives most of its water from rainfall runoff in the lower elevations of the Sierra Nevada foothills, is subject to short durations of substantial flows during winter storm events or in very wet winters. Seasonal flows in the Chowchilla River are sufficient to support riparian shrubs and trees. The bed and banks of Chowchilla River is vegetated with patchy riparian scrub vegetation with scattered trees.

Approximately seven miles downstream from Eastman Lake, the Chowchilla River's water is diverted into both the Berenda and Sloughs, with excess water continuing down the Chowchilla River channel. Both Ash Slough and Berenda Slough flow in a southwesterly direction through the Planning Area and eventually empty into the San Joaquin River. Similar to the Chowchilla River, the sloughs consist primarily of broad barren, sandy washes that remain dry much of the year, but are subject to short durations of substantial flows during winter storm events or in very wet winters. Seasonal flows in the Sloughs are controlled by upstream diversions (Buchanan and Hensley Dams). Berenda Reservoir located just east of the General Plan Planning Area on Berenda Slough is inundated for most of the year. A portion of Ash Slough is used for transporting irrigation water from Berenda Reservoir between the months of March and September. Seasonal flows of Ash and Berenda Sloughs are sufficient to support riparian shrubs and trees. The bed and banks of Ash and Berenda Sloughs are vegetated with patchy riparian scrub vegetation with scattered trees.

Ash Slough, Berenda Slough and the Chowchilla River are considered Waters of the United States and Waters of California. Ash Slough, Berenda Slough and the Chowchilla River are characterized as having defined bed and bank, and are hydrologically connected to other Waters of the United States, as they flow into the San

Joaquin River before emptying into the San Francisco Bay. Ash and Berenda Sloughs, and the Chowchilla River are subject to the regulatory authority of the U.S. Army Corps of Engineers (USACE), the California Department of Fish and Game (CDFG) and the California Regional Water Quality Control Board (RWQCB). The limit of USACE jurisdiction, as well as that of the RWQCB would be the ordinary high water level of both of the Sloughs and of the Chowchilla River. The Sloughs and the Chowchilla River would also be subject to the jurisdiction of the CDFG up to the top of the bank or the edge of associated riparian vegetation, whichever is greater.

Open Water / Reservoir

Open water / reservoir habits are called lacustrine habitats and are characterized by inland depressions or dammed riverine channels containing standing water, including both the near-shore (limnetic) and deepwater habitat (littoral). Usually, to meet this criterion, each area must exceed 20 acres and be deeper than 6.6 feet. Berenda Reservoir, east of Highway 99 is classified as an open water / reservoir within the City's Sphere of Influence boundaries.

Vernal Pools

Vernal pools are generally found in grassland habitats. It is possible that small, isolated patches of historical vernal pool habitat may occur within the 2040 General Plan Planning Area. However, the majority of the land in and around Chowchilla has been converted to agricultural land uses and thus greatly diminishing the possibility of the presence of historical vernal pool habitat. Only one vernal pool, a northern hardpan vernal pool, has been mapped within the City's Sphere of Influence boundaries. None have been mapped within the General Plan Planning Area.

Special Status Species

Among the diverse plant and wildlife species within Chowchilla General Plan Planning Area, there is the possibility that some may have protected status under the Federal Endangered Species Act and / or under various California statutes. State and federal laws have provided the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species native to California. A sizable number of native plants and animals have been formally designated as threatened or endangered under state and federal endangered species legislation. Others have been designated as candidates for such listings. Still others have been designated as species of special concern by the CDFG. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened or endangered. Collectively, these plants and animals are referred to as "special status species".

A few special status species have the potential to occur within the 2040 General Plan Planning Area.¹⁰ These species include the lesser saltscare (*Atriplex minuscula*), a California Native Plant Society listing; conservancy fairy shrimp (*Branchinecta conservancy*), a federally endangered species; longhorn fairy shrimp (*Branchinecta longiantenna*), a federally endangered species; vernal pool fairy shrimp (*Branchinecta lynchi*), a federally threatened species; vernal pool tadpole shrimp (*Lepidurus packardii*), a federally endangered species; valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), a federally threatened species; California tiger salamander (*Ambystoma californiense*), a federal threatened and California species of concern; western spadefoot (*Scaphiopus hammondi*), a California species of concern; western pond turtle (*Clemmys marmorata*), a California species of concern; California horned lizard (*Phrynosoma coronatum frontale*), a California species of concern; Swainson's hawk (*Buteo swainsoni*), a California threatened species; northern harrier (*Circus cyaneus*), a California species of concern; Copper's hawk (*Accipiter cooperii*), a California species of concern; western burrowing owl (*Athene cunicularia*), a California species of concern; long-eared owl (*Asio otus*), a California species of concern; black tern (*Chlidonias niger*), a California species of concern; California horned lark (*Eremophila alpestris acitia*), a California species of concern; loggerhead shrike (*Lanius ludovicianus*), a California species of concern; tri-colored blackbird (*Agelaius tricolor*), a California species of concern; Yuma myotis (*Myotis yumanensis*), a California species of concern; Townsend's western big-eared bat (*Corynorhinus townsendii townsendii*), a California species of concern; pallid bat (*Antrozous pallida*), a California species of concern; western mastiff bat (*Eumops perotis*), a California species of concern; and the American badger (*Taxidea taxus*), a California species of concern.

Of the special status species identified above, only the California tiger salamander has been observed within the 2040 General Plan Planning Area. The valley elderberry longhorn beetle and the lesser saltscare have been observed within the Sphere of Influence boundaries. A number of special status species listed above have been observed in the vicinity of 2040 General Plan Planning Area. Most of the special status species identified above are associated with the riparian scrub and aquatic habitats associated with Ash and Berenda Soughs and the Chowchilla River, or with seasonal wetland habitat. Site specific biotic studies would be necessary to ascertain the presence or absence of special status species within the 2040 General Plan Planning Area.

MINERAL RESOURCES

The California Surface Mining and Reclamation and Reclamation Act of 1975 (SMARA) requires the California State Geologist to classifying lands into Mineral Resource Zones (MRZ) based on the known or inferred mineral resource potential of that land. The primary goal of mineral land classification is to ensure that the mineral resource

¹⁰ California Department of Fish and Game Natural Diversity Database, 2005 and California Native Plant Society Listing 2001.

potential of lands is recognized and considered in the land use planning process. The classification process is based solely on geology, without regard to land use or land ownership and identifies lands that contain economically significant mineral deposits. The classification process includes an assessment of the quantity, quality and extent of aggregate deposits in a study area. The loss of regionally significant mineral resource deposits to land uses that preclude mining activities is one of the main emphases of SMARA.

The MRZ categories are as follows:

MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.

MRZ-2: Areas where adequate information indicates significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.

MRZ-3: Areas containing mineral deposits the significance of which cannot be evaluated from available data.

MRZ-4: Areas where available information is inadequate for assignment to any other MRZ.

The California Geological Survey (formerly the California Division of Mines and Geology) is responsible under SMARA for carrying out the classification phase. The California Mining and Geology Board is responsible for designating areas within a production-consumption region that contain significant deposits of Portland cement concrete-grade aggregate (valued for its versatility and its importance in construction) that may be needed to meet the region's future demand.

The 2040 General Plan Planning Area and the City of Chowchilla Sphere of Influence Area are designated MRZ-1. Neither the Chowchilla 2040 General Plan Planning Area, nor its Sphere of Influence Area is located within a State designated production-consumption region. The nearest State designated production-consumption region is the Fresno Production-Consumption Region which extends into the southern portion of Madera County along the San Joaquin River. The California Geological Survey's Special Report 158 and Open-File Report 99-02 provide the results of a classification of aggregate resources within the Fresno Production-Consumption Region.

CULTURAL / HISTORICAL RESOURCES

Cultural and historic preservation is an important element in the planning of communities. The preservation of cultural resources is the preserving of tangible presence of the past. Historic preservation is the identification and protection of sites and structures of architectural, historical, archaeological, or cultural significance. Historical sites and landmarks are unique reminders of the social, economic and political history of an area and their preservation includes many benefits.

The City of Chowchilla, which lies within a culturally rich Central Valley and provides a number of physical links with its ethnographic and historic past, is comparatively young when compared with other California communities. Being a comparatively young community, the City has an excellent opportunity to incorporate the protection of cultural and historic properties at an early point in its history. Cultural resources are defined as buildings, sites, structures, objects or places of importance that may have historical, architectural, archaeological, cultural or scientific importance. Historic sites, buildings and objects are reminders of the City's unique heritage and its place in the development of the Central Valley and the State.

The economic benefits of historic preservation are many, including, but not limited to: 1) tourism; 2) an increase in rental and resale value of property; 3) lower replacement costs by recycling older buildings; and 4) increased tax revenues. Historic preservation can also be considered as a reinvestment in a neighborhood to stop its decline and reverse its downward spiral. The reuse of vacant or abandoned buildings and the reuse of existing infrastructure have evolved into a viable approach to revitalizing neighborhoods.

Native American

Prior to Euro-American settlement, most of the San Joaquin Valley and the bordering foothills of the Sierra Nevada and Diablo Range were inhabited by Native American tribes of the Valley Yokuts. The bulk of the Valley Yokuts lived on the eastern side of the San Joaquin Valley. The City of Chowchilla is located within the Cauchela (also known as Chowchilla) Yokuts territory. Chowchilla is derived from the Native American Yokuts tribelet which once lived in the area. The Cauchela, meaning lowlanders or westerners by the hill tribes, were formerly a populous tribe. The Cauchela occupied the valley plains along the several channels of the Chowchilla River. A Cauchela village site was located along the Chowchilla River at the eastern edge of the plains. A Cauchela village was also located on Berenda Slough.

Archaeological sites can yield information about the historic activities of man, evidence of earlier cultures that once inhabited the area, and sites having spiritual or cultural significance to living Native Americans. A number of small archaeological surveys have been conducted within the Chowchilla 2040 General Plan Planning Area. These surveys have resulted in a number of recorded archaeological sites within the City of Chowchilla, and its 2040 General Plan Planning Area and Sphere of Influence boundaries.¹¹ Given these discoveries, there is a possibility that additional archaeological resources may be present in the 2040 General Plan Planning Area and Sphere of Influence boundary. Because systematic archaeological surveys have not been conducted in the 2040 General Plan Planning Area, it is not possible to predict where sites may be located, or to determine the archaeological sensitivity of any specific property.

¹¹ The Southern San Joaquin Valley Information Center at California State University, Bakersfield.

Archaeological sites, unlike other historic resources, are not publicized to minimize the potential risk of damage, vandalism or removal of artifacts from the site. Archaeologists recommend that such sites be left untouched until competent professional research can be undertaken. Site locations should be filed with the appropriate local archaeological society or institution, and locations should be identified only to qualified researchers or when projects may threaten the integrity of a site.

A typical condition of any construction or development permit issued by the City is that if a potential archaeological site is discovered, all work on the project shall be stopped immediately, and a qualified archaeologist retained to evaluate the site and prepare a report. Only after the site has been evaluated, and appropriate agencies have made findings and recommendations, will work be allowed to continue.

Euro-American

While many of the towns and cities that developed along the Southern Pacific Railroad corridor (now the Union Pacific Railroad Company corridor) were founded by the railroad, Chowchilla was developed by Orlando Robertson using the colony farm system model found elsewhere in California and made popular in the 19th century. The colony system of development unlike the utopian communities of Kaweah in Tulare County or the Llano community of Los Angeles County – also known by some as colonies – were much like the housing developments of today.

Chowchilla dates back to 1912 when Orland Robertson purchased the Chowchilla Ranch from the California Pastoral & Agricultural Company LTD. Mr. Robertson parceled and developed the northeastern portion of the Ranch as the town site of Chowchilla. Robertson's development included the 12 mile palm lined Robertson Boulevard, 300 miles of county roads, streetlights and a town water system. The town site of Chowchilla was incorporated on February 7, 1923.

The City of Chowchilla gained some importance due to its location along the Southern Pacific Railroad corridor. A 12-mile railroad spur line (Chowchilla Pacific Railroad) off the Southern Pacific Railroad mainline corridor was constructed to serve the agricultural needs of the area. The 12-mile spur line was eventually absorbed by the Southern Pacific Railroad.

The City's largest population and housing construction boom began in the late 1980s and continued through the early 21st century. During this time, the majority of the housing construction has occurred west of the City and east of Highway 99. During this time, Chowchilla also experienced a number of other significant changes. The stretch of Highway 99 through Chowchilla was realigned further east of the present day Union Pacific Railroad Company (UP) main rail corridor.

Overtime, the City's older buildings have slowly given way to newer structures or have undergone substantial remodel. The majority of the oldest buildings are located to the west of the intersection of Chowchilla and West Robertson Boulevards. The City block between Second and Third Streets contains the largest concentration of older buildings

that remain in the City's downtown. Newer buildings can be found as infill and in the outer reaches of the City. Moving further west, south or east from the City's core, one can trace the progression of the City's growth through time.

Architectural Character

The Central Business District along West Robertson Boulevard includes one – and two – story commercial properties generally constructed with concrete block, red brick, or steel or wood framed walls with flat or barrel roofs. Freestanding commercial buildings include gas stations, restaurants, offices and stores constructed with various materials.

Residential properties are generally modest one – story houses built in many styles of architecture and with wood frame, concrete block or brick wall construction. The various residential architectural styles include:

Craftsman Bungalows characterized by low pitched gable ends, and full length and partial porches supported by wood columns;

Tudor Revival characterized by its steeply pitched roofline, a dominant cross gable on the façade and narrow grouped window types;

Colonial Revival characterized by a simple footprint, front entry porches, symmetrical facades and double hung windows;

Mission Revival characterized by mission shaped parapets, wide overhanging eaves, and smooth surfaces;

Neoclassical characterized dominant porches, classical columns and symmetrical facades;

Art Moderne characterized by smooth stucco walls, flat roofs and curvilinear corners;

Minimal Traditional characterized by low pitched roofs with closed eaves with little or no overhang; and

Ranch characterized by one story symmetrical facades, low pitched roofs, rectangular footprints and wide eave overhangs.

The most abundant style of architecture represented could be considered Vernacular Architecture or Folk style homes built by contractors without a specific plan or knowledge of the more high styles of architecture. These structures often incorporate elements from different architectural styles and usually do not include all the character defining features of a specific building type.

Historic Preservation

The City of Chowchilla relies on the criteria of the National Register as a standard measure of the potential historic status of properties in the City. The criteria for inclusion in the Local Register of Historic Resources are found in the City of Chowchilla Municipal Code.¹²

In 2003, the City of Chowchilla established a Heritage Preservation Commission to oversee the preservation of historic resources in the City. The seven member commission focuses on preserving resources from the 20th Century forward. The Heritage Preservation Commission is charged with making recommendations for the preservation, restoration, rehabilitation, conversion, or demolition of older structures in the City. The Commission also takes an active role in considering the scope and appropriateness of renovation, rehabilitation, and remodeling of buildings in the downtown as part of the Redevelopment Agency's effort to revive and perpetuate downtown as a retail and business center of the City.

The City Heritage Preservation Commission commissioned a Historical Resources Reconnaissance Survey in April 2007. The historical resources survey, which was completed in October 2008, identified and evaluated the historical resources within the City of Chowchilla. The survey resulted in the identification of 71 historical resources which have been evaluated as potentially significant and eligible for listing in the City of Chowchilla's Local Register of Historical Resources. In addition to the 71 potentially significant structures, a potential residential / social heritage district was identified around the downtown Chowchilla Park – Chowchilla Park Residential / Social Heritage District.¹³

The potential heritage district, which includes portions of Robertson Boulevard, North 6th and 7th Streets and a portion of South 6th Street, is composed of residences, public buildings and a public park. This potential heritage district includes a number of architectural styles that reflect both the social and residential evolution of the City between 1912 and 1941. Architectural styles that can be found in this area include Craftsman, Tudar Revival, Colonial Revival, Neo Classical, Works Progress Administration, Streamline Moderne and public - park design. Character defining features of this potential heritage district include public landscaping (Chowchilla Park), and features associated with various architectural styles that include different fenestration patterns and building materials, various façade arrangements and one to two story facades.

¹² City of Chowchilla Municipal Code, Title 18, Chapter 18.55.

¹³ Chowchilla Historical Resources Reconnaissance Survey Final Report, October 2008.

Historical Landmarks

The most identifiable landmark in the City is the palm – tree lined West Robertson Boulevard (Highway 233). The palm trees were planted at the direction of Orland Robertson, the founding father of Chowchilla. The palm tree lined thoroughfare is a link to the City's origin and past. The City of Chowchilla, [Madera County](#) and Caltrans [consider the palm trees lining West Robertson Boulevard a historical resource.](#)

West Robertson Boulevard is listed as a California Historical Landmark. Chowchilla Boulevard is part of the original routing of the former U.S. Route 99, often called the “Main Street of the West”. U.S. Route 99 was an important route of travel until it was relegated to county road status with the opening of State Route 99 freeway to the east of the City center in the 1960s. Portions of U.S. Route 99 are recognized as part of the “National Park to Park Highway” or the “Pacific Highway (Valley Route Portion).”

A historical landmark is located at the intersection of Chowchilla and West Robertson Boulevards denoting the site of the original Chowchilla Arch.

PARKS AND RECREATION

Parks contribute to and enhance a city's quality of life for its citizens in a number of ways. Parks reflect how a neighborhood and a city regard itself, and they can be objects of community pride. Parks also define city neighborhoods. Green spaces soften urban development and add visual enhancements to a city. Park facilities enable residents to be active and engage in a number of recreation activities and outdoor pursuits. Recreation programs provide a focus for youth activities. Community centers serve as focal points for neighborhood and community-wide events.

Parks, trails and open space areas can also add value to a city. For example, a park can add to the assessed value of adjacent and nearby properties by making the area a more desirable place to live. Visitation and tourism to city attractions directly add to the appeal of the city and provide venues for sporting activities and special events. Special purpose venues encourage people to visit, dine and stay in a community. These visitors generate revenue by dining and participating in other activities that support the local economy.

Caring for and preserving park and recreation resources, as well as adapting to the changing recreation needs of the community, is an essential component of Chowchilla's future health and wealth. As the City changes and develops, the City looks to maintain a balance between the urban environment and landscaped oasis where citizens of Chowchilla can relax and recreate. The objectives and policies in the 2040 General Plan focus on the enhancement and appropriate use of Chowchilla's park and recreational facilities and programs to meet the changing needs of Chowchilla's diverse population.

Parks and Recreation Needs

Meeting the parks and recreation needs of the present and projected population of the Chowchilla area is a responsibility of both the public and private sectors. The public

sector – city, county, and schools – typically addresses recreational needs through the provision of public parks, playgrounds, and neighborhood and community centers with various facilities (e.g., play equipment, ball fields and courts, swimming pools, passive play and picnic areas) and through a variety of organized recreational programs, instructional programs and special events conducted at neighborhood and community centers. The City of Chowchilla Park and Recreation Commission are responsible for the planning and oversight role for the recreation needs of the overall community. The City's Parks and Recreation Department has the basic responsibility of carrying out recreation activities in the City.

The private sector addresses community recreational needs through the development of bowling alleys, roller skating rinks, movie theaters, private recreation and swimming pool associations, arcade centers and a variety of other businesses serving the leisure demand. The demand for major land intensive recreation activities, such as a golf course, could be addressed by either the public or private sector. Development of private golf courses are typically associated with integral housing development projects. Chowchilla's only golf course, a private membership golf course, is located east of Highway 99.

Parks and Recreation Master Plan

The City of Chowchilla has an adopted Parks and Recreation Master Plan. The City's Parks and Recreation Master Plan establishes long-range strategies for the development of public parks, open space, parkways, trails and other recreational facilities found in the 2040 General Plan Planning Area. The Master Plan includes detailed planning guidelines and design criteria, as well as development and improvement standards for public parkland, parkways, trails and recreation facilities in the City of Chowchilla.

Figure LU-1 the General Plan Land Use Map, identifies existing and future public parks, parkways, trails and open space areas. The location of future parks, parkways, trails and open space areas, which will be dedicated and constructed as the 2040 General Plan Planning Area is urbanized, represent a conceptual size and location. The exact size and location of future parks, parkways, trails and open space areas are to be determined at the master plan / specific plan stage of a development; or at the tentative subdivision map stage, if the development is not within on of the General Plan Growth Areas. Nonetheless, the actual size and location of future parks, parkways, trails and open space areas are to be consistent with the policies, standards and implementation measures of 2040 General Plan and that of the City's Parks and Recreation Master Plan.

Park Classifications

The City's Parks and Recreation Master Plan identifies and categorizes several different types of parks to meet the park and recreational needs of the community. Each park classification includes a general description of the purpose and intent, recreational

elements to be provided, location, and standards for park size and service area. The following park classifications define the various types of parks in the City.

Playlot

A playlot is a small area intended for children up to 6 or 7 years of age. A playlot is essentially a substitute or adjunct for a residential backyard and thus is normally provided in areas designated on the 2040 General Plan Land Use Diagram as Medium High Density Residential or High Density Residential. A playlot may range from 2,500 to 12,500 square feet, and typically is improved with play apparatus, paved areas for wheeled toys, benches, sand areas, or a small wading or spray pool, and landscape treatment. Since a playlot is intended to serve as a playground for small children, they are to be located near the center of a residential neighborhood or complex and away from a major street (arterial, or minor or major collector) to promote the safety of children.

Due to the inefficiency inherent in the development and maintenance of such a small area, a playlot is a “non-credited” park and is only permitted when developed or improved with private funds and accompanied with a permanent funding mechanism for on-going maintenance of the facility. Rarely should the City consider developing a playlot in conjunction with its normal parks and recreation program. The City may consider playlots on an as needed basis, but does not encourage public playlots given the high maintenance expense and difficulty of monitoring playlot activities. Playlots identified in a subdivision map are to be designed and constructed as part of the subdivision improvements.

Pocket Park

Pocket parks are small open space areas that serve residential neighborhoods. A pocket park, which can range from 0.25 to 2.0 acres in size that is strategically located in a neighborhood, may provide recreational opportunities within a short walking distance from homes. A pocket park is generally limited to passive recreation or an esthetic amenity in a neighborhood. A pocket park may include a playlot for children, a seating area and / or a picnic area. A pocket park that includes a playlot for children, a seating area and / or a picnic area are not be located adjacent to a major street (arterial, or minor or major collector) and be a minimum of one net acre in size to ensure the safety of children.

Due to the inefficiency inherent in the development and maintenance of such a small area, a “neighborhood serving” pocket park is considered a “non-credited” park and is only permitted when developed or improved with private funds and accompanied with a permanent funding mechanism for on-going maintenance of the facility. Rarely should the City consider developing a “neighborhood serving” pocket park in conjunction with its normal parks and recreation program. Pocket parks identified in a subdivision map are to be designed and constructed as part of the subdivision improvements.

A pocket park may serve as a civic monument site, a public art site or as a beautification area in the City’s Downtown District or in a designated Mixed Use area in the City. A

pocket park in the City's Downtown District or designated Mixed Use area should be designed to serve the needs of shoppers or employees as places to rest or eat, or provide access to adjacent commercial streets or parking areas, or simply provide open space texture to an otherwise commercial storefront or mixed use block. The City encourages pocket parks in the Downtown District and in Mixed Use designed areas if they are a part of a planned development and are considered an integral element of the project's design. If a pocket park is constructed as part of a planned development, a legally established maintenance district is required to provide funds for maintaining the facility.

Neighborhood Park

A neighborhood park is intended to serve as the neighborhood center for both physical and social activities. Neighborhood parks should provide a sense of place, while at the same time be tailored to reflect the surrounding neighborhood they represent. Each neighborhood park should be based on design elements that give the neighborhood it serves its own sense of place, and emphasize on providing both active and passive pre- and primary school-aged child facilities.

A neighborhood park should be 3 to 9 net acres in size, and developed primarily to serve the recreational needs of 1,000 to 3,000 residents living within a one-half (1/2) mile radius of the park. A neighborhood park service area should avoid the need for residents to cross natural or manmade barriers (i.e., expressway, arterial, major or minor collector, railroad corridor, canal, slough or industrial area) that inhibits the access to the park. It is desirable for a neighborhood park to be surrounded on all sides by local streets with residential units fronting the adjacent street for convenient access to the park as well as providing visibility onto the park for security purposes. A neighborhood park may be located adjacent to an elementary school to provide a greater range of activities at one site. A neighborhood park may also serve as a trailhead to the City-wide trail network.

Community Park

A community park generally provides passive and active recreational amenities oriented to both adults and children, often providing specialized facilities such as tennis courts, community centers, swimming pools, and sports fields such as baseball, softball or soccer. Community parks supplement neighborhood parks by providing for activities requiring more space, special facilities, and allow for more intensive uses that are not typically suitable or physically possible in a neighborhood park.

A community park should meet the park and recreational needs of those living or working within a two (2) mile radius of the park and serve as a trailhead to the City-wide trail network. To accomplish this, a community park should provide a direct connection to a City-wide trail. If a community park provides facilities required of a neighborhood park, the community park may serve as the neighborhood park for residences within one-half (1/2) mile radius of the community park.

Community parks must provide adequate parking within the park to support the intended uses of the park, as patrons of the park can be expected to drive to the park. To avoid the need to travel through residential neighborhoods or add substantial traffic to the local street network in the vicinity of the park, a community park requires two or more accesses from an arterial, and / or minor or major collector street. A community park may be located adjacent to a high school to provide a greater range of activities at one site. Since special facilities could be developed to allow for more intensive uses, care must be taken when designating a site for a community park to avoid potential conflicts with nearby residential or other noise or light sensitive land uses as these parks may have night lighting, and have recreational activities at night with attendant noise from spectators or public address systems.

Community parks may be designed and developed as dual-use facility capable of serving as seasonal stormwater drainage basin or serve as a City water well site. A community park that is intended to also serve as a seasonal storm drainage basin must be designed to avoid the appearance of a “perimeter park” or a “rectangular shaped depression” and all physical improvements (e.g., playground equipment, picnic areas, baseball or softball fields, hard court areas, swimming pool, parking facilities, equipment and storage facilities, restrooms, etc) must be placed in locations above the intended high-water elevation of the storm drainage basin. The use of curvilinear contours is strongly encouraged and the maximum side slopes of a dual-use facility may vary between 6:1 and 8:1.

There are two community park levels in the City – major and minor. A minor community park, generally 10 to 15 net acres in size, are typically designed to provide a diversity of passive and active recreation opportunities to meet the recreational needs and desires of the surrounding neighborhoods within a two mile radius of the park. A minor community park may also be designated and designed to serve a group of neighborhoods separated from the balance of the City by major transportation facilities or other forms of physical barriers or provide a specific set of recreational needs such as baseball, softball, swimming pool, or a community center or a performing arts theater.

A major community park is where most organized activities and league sports are intended to occur. To allow for organized activities and league sports, a major community park should 15 to 50 net acres in size and be based on a “focus” sport (e.g., soccer, baseball, softball, etc.) where at least one-third (1/3) of the active sports fields are for a focus sport. However, maintaining a diversity of recreation activities is still necessary. Thus, in addition to accommodating a focus sport, a major community park should reflect the recreational needs and desires of the City at large.

Regional Park – 50 Plus Acres

A regional park is typically a large natural or preservation area along a waterway, adjacent to a water-body or scenic area for the use by the general public. A regional park should offer a natural and relaxing environment for personal, family and group recreational activities such as trails for walking, hiking, jogging and cycling as oppose to

the more intensely used neighborhood, or minor or major community park facility. A regional park may include wooded areas, varying topography and water features, picnic areas, boating and swimming, a nature center, day camps and some sports facilities on a less formal basis than provided in a minor or major community park.

A regional park should be a minimum of 50 acres in size, with 200 to 500 acres being a desirable size, and serve the recreational needs of approximately 50,000 residents living within a 30-minute drive of the park. The recommended standard for a regional park is 4 net acres per 1,000 residents. Berenda Slough Park has the potential to expand and evolve into a regional park for the City of Chowchilla.

Park Standards and Service Areas

Parkland standards provide a means of measurement for the allocation of recreational space and facilities for residents in a given area. Parkland standards can also be used to determine whether an existing developed area has an excess, or a deficiency of, recreational space and / or facilities. Finally, standards can be used to identify and establish programs to for improvements to meet the recreational needs of the community.

The City standard for developed parkland is 5 acres per 1,000 residents. As shown in Table OS - 1, this standard is further broken down to favor neighborhood parks, with 3 acres of neighborhood parkland per 1,000 residents and 2 acres of community parkland per 1,000 residents. Based on adopted park classifications and standards, a neighborhood park should be located within a one-half mile radius of every residence. A community park should be located within a two-mile radius of every residence. Regional parks are not included City's standard for developed parkland requirements.

Table OS - 1
Parkland Standards

Park Type	Acres Per 1,000 Persons	Acres Per Park	Service Area
Neighborhood Park	3.0	3 to 9 Acres	1/2 mile radius
Community Park	2.0	10 to 50 Acres	2 miles radius

The City's Municipal Code provides specifics on parkland dedication requirements and in-lieu fees for development projects. Playlots and neighborhood pocket parks are considered "non-credited" parks and are not eligible for parkland dedication credit or parkland in-lieu fee credit.

Existing Park and Recreation Facilities

The City of Chowchilla presently operates and maintains 4 parks ranging in size from 2 to 18 acres. Of the 4 parks the City operates and maintains, 2 are designated as neighborhood parks and 2 are designated as community parks. The facilities at each park vary depending on the location, size and needs of the residents served by the

park. All of the City's parks provide playground apparatus and family picnic areas. One of the major community parks the City operates and maintains is owned by the Chowchilla Irrigation District - Berenda Reservoir Park. Berenda Reservoir Park is located outside the 2040 General Plan Planning Area.

Table OS - 2 lists the City's existing park and recreation facilities.

Table OS - 2
Existing Park and Recreation Facility Inventory

Park Name	Park Type and Acreage			Facilities Available
	Neighborhood Park	Community Park	Joint Facility	
RC Wisner	4.5 Acres			Three ball fields, playground, batting cages, concession building.
Veterans Memorial	2.1 Acres			Restroom facilities, playground, horse shoe pits, two BBQ shelters.
Sports & Leisure ¹		18.0 Acres		Community center, two lighted ball fields, soccer fields, playground, BBQ shelter, horse shoe pits, basketball courts, handball courts, concession building and sand volleyball court, restroom facilities.
Dower Aquatic			0.25 Acre	Pool area, joint agreement with CUHSD, and Madera County Fairgrounds.
Community Sports Center			1.2 Acres	Gym, joint facility with CESD, Parks and Recreation Department.
Berenda Reservoir Park		6.0 Acres		Restroom facilities, BBQ shelter, scout island (picnic area), boat launch area, concession building, swimming beach area.

Total	6.6 Acres	24.0 Acres	1.45 Acres	
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Notes:

¹Sports & Leisure Park is planned 24 acre community park. As of January 2008, only 18 acres of the Sports & Leisure Park site has been improved.

CUHSD = Chowchilla Union High School District

CESD = Chowchilla Elementary School District

Parkland and Recreational Needs

Table OS - 3 identifies the neighborhood and community parkland needs to serve the projected 2040 General Plan population growth. The City is deficient in meeting both the neighborhood parkland acreage and service area standards. As identified in

Table OS - 2, only 2 neighborhood parks (RC Wisner and Veterans Memorial) with a combined total of 6.6 net acres existed in January 2008. Both existing neighborhood parks are located west of Highway 99. As a result of the existing parkland shortage, available parks and recreation facilities are often overused.

Table OS - 3
2040 General Plan Parkland Type and Acreage Needs

Year	Population ¹	Neighborhood Park Acres ²	Community Park Acres ³
2008	10,776	32.3	21.6
2015	15,469	46.4	31.0
2020	20,026	60.1	40.0
2025	25,926	77.8	51.8
2030	33,565	100.7	67.2
2035	43,453	130.4	87.0
2040	56,256	168.8	112.6

Notes:

¹Population forecast excludes the prison population housed at the Central Valley Women's Facility and the Valley State Prison for Women.

²Based on 3.0 acres of neighborhood parkland per 1,000 residents.

³Based on 2.0 acres of community parkland per 1,000 residents.

The City is committed to alleviating the neighborhood parkland acreage shortage and providing neighborhood park facilities in underserved areas of the community. The

City's Parks and Recreation Master Plan outlines measures to correcting the City's existing neighborhood park deficiencies.

Joint – Use Facilities

The City of Chowchilla has joint-use agreements with Chowchilla Irrigation District, Chowchilla Elementary School District (CESD) and Chowchilla Union High School District (CUHSD). The City has a long-term joint-use agreement with the Chowchilla Irrigation District for the use and operation of the Berenda Reservoir Park, which include a watercraft launch ramp, concessions, swimming area, family and group picnic areas, and restrooms (refer to

Table OS - 2).

The school districts make considerable contributions to community recreation needs through use of on-site facilities and programs for athletics, and social and cultural activities. The City has long-term joint-use agreements with the Chowchilla Elementary School District and with the Chowchilla Union High School District for the use and operation of the Community Sports Center and Dower Aquatic Center, respectively. These centers include ball fields, a gymnasium and a swimming pool. The CUHSD campus facilities include a football stadium, play fields, tennis courts, and gymnasium. The school facilities most often used for recreation are play fields and various ball courts (i.e., basketball, tennis, volleyball). Interior facilities such as gymnasiums and multi-purpose rooms are also used, but are typically only available for organized activities.

Table OS - 2 provides a current inventory of joint-use recreation facilities.

Joint Use Parks and Schools provide a valuable asset to the Community by coordinating the design, layout, and use in a way that creates economic advantages to both the City and the local school districts. By creating joint use facilities the school district can reduce the amount of land required for the school by allowing for the use of the park during school operations. During non-school operations the open space of the school property can be used in conjunction with the designated park area providing for greater open space and use of the combined property. In addition, the cost of maintenance can be shared in a way that is mutually agreed upon between the City and

the school district thereby enhancing the utilization of financial resources. The City and the local school districts are encouraged to formulate plans for future parks and schools that attain this intention, and to enter into appropriate agreement that would provide for the cooperative effort.

The City will continue to coordinate with the Chowchilla Elementary School District, Chowchilla High School District and with the Chowchilla Irrigation District in maintaining and operating joint-use or shared facilities.

Open Space Corridor Trails

Trails, while providing recreational opportunities, also serve as transportation corridors to key destinations throughout the City. Several existing watercourses (Ash Slough and Berenda Slough), an abandoned railroad right-of-way corridor and overhead utility corridors traversing the City provide excellent opportunities for trail corridors in the community.

The 2040 General Plan Land Use Map (refer to Figure LU - 1) designates multi-purpose recreational trails for bicycling and pedestrian use. Multi-purpose trails are designated along Ash Slough and Berenda Slough that would provide recreational opportunities along the banks of the Sloughs. The trails along the Sloughs are linked via a "Central City" pedestrian / bicycle trail corridor paralleling the UP mainline right-of-way. The multi-purpose recreational trails along Ash Slough, Berenda Slough, and the UP mainline right-of-way combined provides an City-wide linear parkway that also function as alternative transportation network that links neighborhoods, retail, employment, schools and recreation to one another.

Parkways and Paseos

Similar to trails, parkways function as transportation corridors and provide safe and aesthetically pleasing corridors for bicycling and pedestrian use. Parkway provide opportunities for linear connection between parks and open space corridors. A parkway may also lead from residential neighborhoods to places such as schools, community centers, commercial centers or business parks.

A parkway may be located adjacent to major transportation thoroughfares. Parkway provide an opportunity to soften the visual affects of a wall or other utilitarian feature, or attenuate noise. Although a parkway may have park-like attributes, they are not parks and therefore are not defined as part of any the above parkland categories. While there are no specific standards for dedication, design and development of a parkway, the minimum width of a parkway should be no less 100 feet with portions of the parkway being wider than 100 feet wide to encompass passive or active recreation facilities or amenities.

Paseos are provided to promote walking and bicycling by establishing connectivity between residences, parks, local businesses, City-wide trail system and / or other connections. Paseos are typically 75 to 150 feet wide depending on the intended use

and location. Paseos should be open to the surrounding neighborhood by maintaining at least one, but preferably two street frontages to ensure the paseo is not hidden and to allow for visibility and access by the residents and City for security purposes.

AIR AND AIR QUALITY

Both the state and federal governments set standards and monitor air quality based on the need to protect public health. The City of Chowchilla is located in the Central Valley where polluted air enters the region from local and surrounding areas and, due to the topography and prevalent wind conditions, becomes stagnant. These conditions expose residents and sensitive receptors to increased pollution related health risks. The three major pollutants of concern in the San Joaquin Valley are particulate matter, ozone, and carbon monoxide.

Particulate matter includes a wide range of solid and liquid particles, including smoke, dust, aerosols, and metallic oxides. Of specific concern are particles less than 10 microns in diameter, called PM 10. These particles can be more easily inhaled into lungs, and therefore can have more serious health impacts. Recently air quality standards have been established for particles less than 2.5 microns in diameter, or PM2.5.

Ozone is not directly emitted into the air, but is a product of chemical reactions between nitrogen oxides (NOx) and reactive organic gases (ROG) in sunlight and heat. These ozone precursors are caused by automobile emissions gasoline or diesel powered on and off-road equipment, and the evaporation of solvents, paints, and fuels. Exposure to ozone can cause eye irritation, aggravate respiratory diseases, and damage lung tissue, as well as damage vegetation and reduce visibility.

Carbon monoxide inhibits the blood's ability to carry oxygen to body tissues including vital organs such as the heart and brain.

Recent (2005 - 2007) air quality information for Chowchilla is shown below.

Table OS - 4
Air Quality Summary From Nearest Monitoring Station

Pollutant/Standard	2005	2006	2007
O ₃ (1-hour)			
Maximum Concentration ppm)	0.095	0.113	0.091
Days > CA Standard (0.09 ppm)	1	4	0
Days > US Standard (0.12 ppm)	0	0	0

O ₃ (8-hour)			
Maximum Concentration (ppm)	0.081	0.095	0.084
Days > CA Standard (0.070 ppm)	19	35	12
Days > US Standard (0.08 ppm)	0	1	0
PM _{2.5} (24-hour)			
Maximum Concentration (µg/m ³)	86.0	88.1	104.0
Days > US Standard (65 µg/m ³)	10	1	11
PM ₁₀ (24-hour) ^s			
Maximum Concentration (µg/m ³)	102.0	132.0	92.0
Days > CA Standard (50 µg/m ³)	19	16	10
Days > US Standard (150 µg/m ³)	0	0	0
CO (8-hour) ^p			
Maximum Concentration (ppm)	2.33	3.31	2.37
Days > CA Standard (9.0 ppm)	0	0	0

Data derived from Madera County Madera Pump-Yard Monitoring Station.

Data derived from the San Joaquin Valley APCD Fresno-1st Street Monitoring Station.

Data derived from the San Joaquin Valley APCD Fresno-Drummond Street Monitoring Station.

CLIMATE CHANGE

Climate change has become an issue of increasing concern in California, the nation, and the world. Climate change is presently thought to be both naturally occurring and induced by increases in the amounts of carbon dioxide (CO₂) and other greenhouse gases (GHGs) in the earth's atmosphere attributable to the burning of fossil fuels.

Greenhouse gases have become the subject of increasing attention worldwide in recent years. Evidence has been steadily growing that human activities have helped speed and magnify changes in the global climate. The burning of fossil fuels (mostly coal and oil) is the primary manmade cause of greenhouse gases, a fact that has led to calls for increased energy efficiency.

According to the Environmental Protection Agency, gases that trap heat in the atmosphere are known as "greenhouse gases". Four types of gas are generally considered to be the cause of most climate change:

Methane (CH₄) is emitted during the production and transport of coal, natural gas and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.

Nitrous Oxide (N₂O) is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.

Fluorinated Gases hydro fluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. These gases are typically emitted in smaller quantities, but because they are potent greenhouses gases, they are sometimes referred to as High Global Warming Potential gases.

State of California Action on Reducing Greenhouse Gas Emissions

Since 2005, there have been a number of legislative changes that cover greenhouse gas impacts from land use planning decisions.

Governor Schwarzenegger issued executive order **S-3-05** in June 2005, setting GHG emission targets for the state to meet, starting with a reduction to 2000 GHG emission levels by 2010 and concluding with a reduction to 80% below 1990 numbers by 2030. This order directed the California EPA, Business Transportation and Housing Agency, California Air Resources Board (CARB), the California Energy Commission and the Public Utilities Commission to work together to develop a Climate Action Plan and report back on progress on meeting the statewide targets.

In 2006, Governor Schwarzenegger signed **AB 32**, which established the first set of limits on GHG emissions for the state of California and put into place the regulatory framework needed to reach those targets. AB 32 set the 1990 GHG emissions level as a target to be achieved by 2020. In order to meet this goal, CARB is required to develop greenhouse gas emissions reporting procedures and adopt rules and regulations for reducing emissions by January 1, 2011, enforceable by January 1, 2012.

In 2008, Governor Schwarzenegger signed **SB 375**, which sets out planning concepts intended to reduce vehicle travel by promoting more compact development (ideas which are incorporated in this General Plan). A goal of SB 375 is to help curb greenhouse gas emissions.

Taken together, both S-3-05 and AB 32 set the emission targets that Chowchilla will eventually be required to attain. While explicit thresholds and requirements have yet to be developed, various state agencies have begun to examine proposed land use plans and specific projects for their potential GHG impacts.

Addressing Climate Change

Two important steps in helping to reduce climate change impacts are the creation of an inventory of existing greenhouse gases and a plan to reduce these emissions.

Step 1: Greenhouse Gas Inventory

A Greenhouse Gas Inventory allows a city or community to understand the level of greenhouse gases they emit, where these emissions come from, and how they are projected to increase over time. To calculate the level of harmful pollutants a City or community emits within a given year, data on electricity use, natural gas consumption, waste production, and vehicle miles traveled is collected and converted into an equivalent of carbon dioxide. This provides a baseline against which a city can track its progress on lowering greenhouse gas emissions. Additionally, by taking into account population and job growth rates, a City can predict what its GHG emissions will be in the future if nothing is done to reduce GHG production.

Step 2: Climate Action Plan

A Climate Action Plan (CAP) is a guiding document to identify ways in which a city, county, or community can reduce greenhouse gas emissions and adapt to the inevitable effects of climate change. A common goal for a CAP is a 15% reduction below 2005 levels by 2020. A CAP outlines transportation, land use, energy use, and waste production measures to achieve its target and proposes a timeline for implementation. CAPs are becoming increasingly popular as a way to spread awareness of climate change, reduce an area's impact on the environment, and save money on energy bills. Additionally, when referenced in General Plans and environmental documents, CAPs signify a public agency's efforts to combat climate change. The use of compact growth, increased non-vehicle travel, energy efficiency, and other policies in this General Plan will help to achieve reductions in greenhouse gas emissions in Chowchilla.

ENERGY AND ENERGY EFFICIENCY

In California, most of the energy used to power modern society comes from three sources: electricity, natural gas, and oil. To a lesser extent, energy is also derived from renewable sources (such as solar energy), nuclear, and other sources. In the Chowchilla Planning Area, two of the three major sources— electricity and natural gas—area supplied by Pacific Gas and Electricity (PG&E).

The other major source of energy in Chowchilla is oil, refined into gasoline and other fuels to power the cars and trucks used by residents and businesses. Some homes in the Planning Area rely on propane, delivered by truck to individual tanks. Although still a small part of the energy supply, solar power is gaining acceptance as a source of power in the Madera County area. One group exploring this alternative energy source is farmers, who use solar electricity for water pumps and other uses.

Green Building/Low Impact Development

“Green Building” is broadly defined as the construction or rehabilitation of buildings and homes in a manner that conserves resources. Green building can include numerous elements affecting virtually every aspect of the development and construction process of a building. Green building seeks to ensure that buildings are designed and operated as efficiently and appropriate for their surroundings as possible. Generally, it involves one or more of the following:

- o Land planning and design techniques that preserve the natural environment and minimize disturbance of the land.
- o Site development to reduce erosion, minimize paved surfaces and runoff and protect vegetation, especially trees.
- o Water conservation indoors and outdoors.
- o Energy efficiency in heating/cooling systems, appliances, lighting and the building envelope.
- o Selection of materials based on recyclability, durability and the amount of energy used to create the material.

- o Waste reduction, reuse and recycling during construction and throughout the life of the home.

Green building has a number of potential benefits:

- o Reduced Material Consumption;
- o Lower Energy Costs;
- o Lower Water Bills;
- o Low maintenance Due to Durability;
- o Increased Home Value;
- o Potential Lower Insurance Costs;
- o Potential Tax Credits & Incentives.

Perhaps the most important aspect of green building is that it provides benefits even when it is used sparingly. Carefully selected and implemented, even modest measures can result in significant conservation of resources. Green building can also be tailored to match local conditions, including those in Chowchilla. Because climates, customs, availability of materials and preferences vary so much throughout the nation, green building measures that are essential in some areas may not be appropriate for others. Green building uses improvements from architects, construction management, engineering, planning, and other fields to create a more efficient, practical, and environmentally- friendly way to create and modify buildings.

“Low Impact Development” is an approach to land development that uses various land planning and design practices and technologies to simultaneously conserve and protect natural resource systems and reduce infrastructure costs. The focus of Low Impact Development focuses on three key issues:

- o Storm water management;
- o Wastewater treatment; and
- o Circulation and site design.

Examples of Low Impact Development include:

- o Reducing impervious surfaces to decrease runoff and aid in groundwater recharge—replacing impervious pathways with pervious ones, reducing the size of driveways, and including on-site water filtration systems such as bioswales and infiltration trenches.
- o Incorporating natural features—such as trees and water features— into site design.
- o Designing compact, walk able developments.

Goals and policies related to Green Building and Low Impact Development are included in this Conservation Element. These issues are also addressed in the Land Use and Circulation/Infrastructure Elements of the General Plan, which contain goals and policies related to compact development, walkability, and better site design. Also see the Public Facilities and Services Element for policies and implementation measures related to recycling and reducing the amount of waste sent to local landfills.

OPEN SPACE AND CONSERVATION GOALS, POLICIES AND IMPLEMENTATION MEASURES

Goals

- ❖ **Designate, conserve and protect open space, peripheral agricultural areas, recreational, and historic / cultural resources in the Chowchilla Planning Area for current and future residents of the City.**
- ❖ **Air quality that meets or exceeds all state and federal standards.**
- ❖ **Meet or exceed all current and future state-mandated targets for reducing emissions of greenhouse gases.**
- ❖ **To provide safe and reliable energy—including energy from renewable sources—to meet Chowchilla’s needs and enable continued economic growth.**
- ❖ **Integration of green building practices in public and private sector planning, design, construction, management, renovation, operations, and demolition of buildings.**
- ❖ **Establish a comprehensive system of public and private open space, including interconnected open space corridors that include Ash and Berenda Sloughs.**
- ❖ **Establish open space corridors in the City linking, parks, schools, and commercial and business centers together.**
- ❖ **Integrate passive recreational opportunities with the preservation and protection of biological resources.**
- ❖ **Provide adequate parkland, recreational facilities and programs within the City of Chowchilla through public and private resources.**
- ❖ **Provide City of Chowchilla residents with both active and passive recreational opportunities by maximizing the use of dedicated parklands and open space areas.**
- ❖ **Designate, provide and maintain park facilities for passive and / or active recreational opportunities for the citizens of Chowchilla.**

Objectives, Policies and Implementation Measures

The following objectives, policies and implementation measures are organized into the categories and sequence outlined above. The categories, in the order they are presented, are as follows: Open Space; Agriculture; Water Resources; Biological Resources; Cultural / Historical Resources; and Parks and Recreation. The category of

Mineral Resources is not included as neither the Chowchilla 2040 General Plan Planning Area or Sphere of Influence Area presents significant mineral deposits or designated by the State as an area where significant mineral deposits are present.

Open Space

Objective OS 1

Preserve a greenbelt / open space buffer around the perimeter of the City of Chowchilla Sphere of Influence boundary that provides a clear sense of identity for the City of Chowchilla.

Policy OS 1.1

Coordinate with Madera County in the creation of a greenbelt / open space buffer around the perimeter of the City of Chowchilla Sphere of Influence boundary.

Implementation Measure OS 1.1.A

The City of Chowchilla shall work with Madera County to preserve agricultural uses.

Policy OS 1.2

Use open space in new development at the edge of the City of Chowchilla Sphere of Influence boundary to create a greenbelt that delineates the edge of the City's urban area.

Policy OS 1.3

Coordinate with Madera County to maintain viable agricultural land on the periphery of the City of Chowchilla Sphere of Influence boundary for purpose of resource and view protection and establish standards that protect views of these lands.

Policy OS 1.4

Support preservation of existing agricultural lands at the periphery of the City of Chowchilla Sphere of Influence.

Implementation Measure OS 1.4.A

Low density residential and industrial land uses will be included in the land use plan to reduce density toward the edge of the Chowchilla Planning Area.

Implementation Measure OS 1.4.B

The sizing of sewer lines will be reduced as they approach the edge of urban development in the Planning Area to limit growth influences beyond the Planning Area.

Implementation Measure OS 1.4.C

The City of Chowchilla will continue to coordinate land use planning efforts with Madera County to ensure that agricultural land uses surrounding the Chowchilla Planning Area are maintained.

Implementation Measure OS 1.4.D

Landscape design requirements shall be required for new projects along the entryways to the City, in particular Highways 99, 152, and 233. Landscape design within required minimum 200 foot setback should promote a sense of transition from the surrounding agricultural area and urban setting. Utilization of trees to screen urban uses along these entryways is encouraged within the setback.

Objective OS 2

The City of Chowchilla may consider annexing and approving urban development on Williamson Act lands if such annexation is necessary to provide for logical urban development, provide connectivity to other new development, provide for low and moderate income housing, or the provision of municipal services within the Planning Area.

Policy OS 2.1

Prior to annexing any Williamson Act lands, the City shall adopt guidelines consistent with state laws that have specific criteria for agricultural conversion.

Policy OS 2.2

The City shall work with the County to preserve lands dedicated as “Agriculture” within and adjacent to the City Sphere of Influence boundaries.

Objective OS 3

Maximize public open space that requires minimum public management responsibilities.

Policy OS 3.1

Open Space dedications shall provide a plan for funding to ensure financing for long-term maintenance is provided.

Policy OS 3.2

Ownership and management responsibility of public open space shall be assigned to the agency / organization best suited to meeting this responsibility.

Policy OS 3.3

Adequate security of open space shall be provided to ensure that applicable laws and regulations are enforced.

Policy OS 3.4

Maintenance of pocket parks shall be born by a Landscape and Lighting District or other similar mechanism.

Objective OS 4

Maximize open space through appropriate acquisition mechanisms with willing sellers.

Policy OS 4.1

All future developments shall include appropriate mechanisms for acquisition, improvement, and maintenance of open space through the formation of special districts or other methods to provide for the cost of maintenance.

Policy OS 4.2

An equitable balance shall be sought between development density and open space to be preserved.

Implementation Measure OS 4.2. A

The City may require participation, directly or indirectly in the acquisition of land for the disposal of treated wastewater or storm drainage outside of the Chowchilla Planning Area. Such programs may be used as credit for the long-term preservation of agricultural or open space lands.

Implementation Measure OS 4.2. B

Require dedication of appropriate open space land as a condition of approval for proposed development projects. Establish a method for permanent maintenance of open space land through maintenance districts.

Objective OS 5

Generate funds within the community for acquisition, improvement, maintenance and management of open space lands.

Policy OS 5.1

The City shall actively pursue and use public and private funding sources that become available for land acquisition, facility construction, program development and maintenance of park and open space areas.

Implementation Measure 5.1. A

The City shall collect park impact fees as a part of its development approval process.

Implementation Measure 5.1. B

The City shall consider formation or annexation to existing districts that provide for the long term financing of parks and open space facilities.

Objective OS 6

Provide and maintain open space resources for outdoor recreation.

Policy OS 6.1

Utilize open space areas to provide neighborhood identity and to the extent feasible, insulate the neighborhood from conflicting land uses and noise generators.

Policy OS 6.2

Multi-family residential developments shall be encouraged to provide private open space areas.

Objective OS 7

Provide for landscaping features to be present in all major street and circulation improvements.

Policy OS 7.1

Arterials and major collector streets, where feasible, should be designed to include landscaping along the edges and medians to enhance these street systems as aesthetic open space corridors.

Implementation Measure OS 7.1.A

The City shall develop design guidelines and standards for the construction of landscaping and improvement of arterial and major collector streets which are to be landscaped.

Policy OS 7.2

Provide open space and landscape improvements along the Highway 99 and Highway 152 right-of-way to present an attractive entry to the City of Chowchilla.

Implementation Measure OS 7.2. A

Along Highways 99 and 152, buffer areas may be designated as open space or require property owners to landscape buffers along these routes. This land should be either acquired by the City or development conditions attached to the land which requires improvements and maintenance of the open space area.

Implementation Measure OS 7.2. B

Interchanges between state highways, and interchanges between state highways and City streets or roads shall be appropriately landscaped to standards established by the City.

Agriculture

Objective OS 8

Protect agricultural lands and other open spaces used for the managed production of resources from premature urban development by guiding urban development toward vacant or under-used land within the urbanized area and direct new growth toward land adjacent to the urbanized area.

Policy OS 8.1

Existing agricultural areas in the Planning Area shall be retained in agricultural use until the time that such areas are needed for logical urban expansion.

Policy OS 8.2

Encourage the use of landscaped open space as a buffer between potentially non-compatible land uses.

Policy OS 8.3

Land designated Agricultural in the Planning Area may be converted to urban uses if the following findings are made:

- a. Conversion to urban use will not be detrimental to the long term agricultural use of neighboring properties.
- b. No other land within the Planning Area is readily available for urban development of the quality and intensity proposed by a development proposal.
- c. The extension of major infrastructure through the land is necessary for the efficient cost effective implementation of the City's General Plan.
- d. That the proposal is consistent with Land Use policies regarding conversion of Agricultural lands.

Objective OS 9

Preserve agricultural lands in recognition of their economic, historic and open space benefits and their importance to the character of the City of Chowchilla and to the Central Valley.

Policy OS 9.1

Identify land for the encouragement and retention of agricultural use outside the City's Sphere of Influence boundary based on the historic use, soil suitability, agricultural significance and prevailing parcel sizes of the land.

Policy OS 9.2

Establish an agriculture conservation program for the preservation of valuable agricultural land outside the City's Sphere of Influence from urban development through the use of appropriate development regulations and /or financial incentives.

Implementation Measure OS 9.2. A

The City shall explore the possibility of establishing a fee program for all new development in Chowchilla for the conservation and preservation of agricultural land.

Implementation Measure OS 9.2. B

The City shall evaluate proactive programs for agricultural conservation and preservation such as transfer of development rights, purchase lease back, public and / or private university purchase for research, etc.

Policy OS 9.3

Coordinate programs to preserve agricultural lands with other public, private and non-profit organizations where feasible.

Water Resources

Objective OS 10

Promote the conservation of water within the Chowchilla community.

Policy OS 10.1

Maintain ordinances as necessary within the Chowchilla Municipal Code which promotes water conservation.

Implementation Measure OS 10.1. A

Maintain permanent water conservation measures such as:

- 1. Continue enforcement of water waste ordinances*
- 2. Continue penalties for water waste offenders*
- 3. Enforce guidelines for drought tolerant landscapes*
- 4. Structure water rate schedules to encourage conservation*

Implementation Measure OS 10.1. B

Maintain water use limitations that could be enacted by the City Council in the event of severe drought. Measures could include, but are not limited to, the following:

- 1. Limit all domestic outdoor water usage to designated days*

2. *Limitations on all auto washing by individuals, auto dealerships, and private and charitable car washes*
3. *Prohibit domestic irrigation between 10:00 am and 7:00 pm*
4. *Designate specific types of landscape irrigation to be discontinued*

Policy OS 10.2

Explore use of alternative water sources within the Chowchilla Community.

Implementation Measure OS 10.2. A

Consider opportunities for usage of reclaimed waste water for open space or agricultural irrigation purposes in major developments where it is cost effective to develop a water reclamation facility and transport reclaimed water to the user. Development of such a system would require approval of the Regional Water Quality Control Board (RWQCB) and meeting state and federal requirements.

Implementation Measure OS 10.2. B

Work with the Chowchilla Water District to reroute irrigation water to Ash Slough and Berenda Slough to promote groundwater recharge.

Policy OS 10.3

Minimize the use of water for landscape irrigation by requiring new and rehabilitated water conservation landscape plans for new development in the City.

Implementation Measure OS 10.3. A

Establish standards for landscape review which include preferred plants and sprinkler / irrigation criteria.

Implementation Measure OS 10.3. B

Apply conservation requirement to all landscapes within industrial, commercial, institutional, multi-family residential common areas, model homes and developer landscaped areas.

Implementation Measure OS 10.3. C

Require projects to submit planting plans, irrigation plans, irrigation schedules and water use estimates for City approval prior to issuance of building permits.

Policy OS 10.4

Encourage large scale industrial water users to develop internal water recycling programs during plan development and review processes.

Policy OS 10.5

Require installation of domestic water conserving devices for new residential, commercial and industrial remodels.

Policy OS 10.6

Pursue the removal of bamboo in Ash Slough and Berenda Slough to promote water conservation.

Objective OS 11

Ensure adequate groundwater reserves are maintained for present and future domestic, commercial, and industrial uses.

Policy OS 11.1

Require proponents of non-agricultural water intensive land uses, which will convert from usage of surface water to exclusive use of groundwater, to mitigate groundwater impacts.

Implementation Measure OS 11.1. A

Explore agreements with the Chowchilla Water District to provide for water recharge and ensure delivery of water for recharge during drought periods.

Policy OS 11.2

The potential for groundwater recharge basins should be explored and should they be feasible establish basins within and around the City of Chowchilla.

Implementation Measure OS 11.2. B

Coordinate flood control efforts within new development to promote establishment of detention basins which enhance local groundwater recharge.

Objective OS 12

Ensure groundwater quality is maintained at a satisfactory level for domestic water consumption.

Policy OS 12.1

Avoid degradation of groundwater reserves by domestic and industrial land uses.

Implementation Measure OS 12.1. A

Seek to connect unincorporated development within the urban fringe to the sewage treatment network.

Implementation Measure OS 12.1. B

Require proponents of industrial-oriented projects to submit proposals for water use. Encourage the reuse of water within industrial systems.

Biological Resources

Objective OS 13

Encourage the provision of open space areas throughout the Planning Area through the preservation and enhancement of natural features or the joint use of other public facilities and / or rights-of-ways.

Policy OS 13.1

To the extent feasible, maintain sloughs and water courses within the Chowchilla Planning Area as components of a possible recreational trail system. Public access within sensitive habitat areas of the sloughs or waterways shall be considered individually to ensure protection of the habitat resource.

Implementation Measure OS 13.1. A

The City shall pursue the development of a recreation trail system along Ash Slough and Berenda Slough that connects the urban area and Berenda Reservoir (See City of Chowchilla Land Use Map located in pocket at end of document).

Policy OS 13.2

Utility easement corridors shall be designated for recreational open space unless an acceptable trail alternative is included in a development plan.

Policy OS 13.3

Where appropriate and feasible, establish permanent mechanisms to protect wetlands and riparian corridors.

Implementation Measure OS 13.3. A

The City shall preserve natural water courses, wetlands and riparian corridors through requirements of land dedication and open space improvement imposed during the land development process.

Implementation Measure OS 13.3. B

Establish programs in connection with environmental review processes to protect endangered wildlife and their habitats. Programs established to protect wildlife and their habitats may provide for the permanent protection or relocation of wildlife habitat areas.

Policy OS 13.4

Avoid the potential adverse impacts of increased human activity on sensitive habitat areas when establishing new recreational facilities or programs.

Policy OS 13.5

Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees in new developments.

Implementation Measure OS 13.5.A

Develop and adopt standards that provide for the planting of shade trees in new residential and commercial developments.

Policy OS 13.6

The City of Chowchilla shall support the management of riparian scrub and aquatic environments of Ash Slough, Berenda Slough and of the Chowchilla River for passive recreation, groundwater recharge, and wildlife habitat. The riparian and aquatic environments of Ash and Berenda Sloughs, and the Chowchilla River shall be restored and expanded, where feasible and appropriate.

Policy OS 13.7

New and redevelopment projects adjacent to Ash Slough or Berenda Slough are to be carefully planned and, where possible, designed to avoid existing riparian scrub vegetation and aquatic wildlife habitat.

Policy OS 13.8

Lighting associated with new and redevelopment projects adjacent to Ash Slough or Berenda Slough shall be designed to prevent artificial lighting from illuminating adjacent natural areas at a level greater than one candle foot above ambient conditions.

Policy OS 13.9

Prior to approval of a project (i.e., specific plan, master plan, General Plan Amendment, pre- or re-zone, tentative map, etc.) the City of Chowchilla shall require a biological study to be prepared by a qualified biologist for the project site. Projects excluded from preparing a biological study prior to approval are projects within the Chowchilla City Limits that are more than 500 feet away from either Ash or Berenda Sloughs.

Policy OS 13.10

On development sites with the potential to contain wetland resources, a wetlands delineation shall be prepared by a qualified biologist using the protocol defined by the U.S. Army Corps of Engineers. A report on the findings of the wetland delineation shall be submitted to the City of Chowchilla as part of the project application process.

Policy OS 13.11

The City of Chowchilla shall maintain a no net loss of wetlands on a project-by-project basis. For the purpose of identifying wetlands, the City will accept a map delineating wetlands which has been accepted by the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act of 1972. No net loss may include mitigation implementation through participation in an off-site mitigation bank or similar mitigation mechanism acceptable to the City and permitting agencies.

Cultural / Historical Resources

Objective OS 14

To promote the City of Chowchilla's cultural resources as a means to enhance the City's identity as an important center of the Central Valley history.

Policy OS 14.1

Promote the preservation of cultural resources to ensure that citizens of Chowchilla have an opportunity to understand and appreciate the City's unique heritage.

Policy OS 14.2

Promote neighborhood / City identity and the role of historic preservation in community enhancement.

Implementation Measure OS 14.2. A

The City of Chowchilla shall actively pursue establishing the Chowchilla Park Residential / Social Heritage District to include portions of Robertson Boulevard, North 6th and 7th Streets and a portion of South 6th Street. This includes documenting and recording historic buildings, structures and sites in the confines of the Chowchilla Park Residential / Social Heritage District.

Policy OS 14.3

Promote an understanding of the significance of the City's cultural resources, the criteria for historic designation, historic design review processes, building permit requirements, and methods for rehabilitating and preserving historic buildings, sites and landscapes.

Implementation Measure OS 14.3. A

The City of Chowchilla shall provide information to citizens, and the building community about what to do upon discovery of archaeological, cultural or historical resources, as well as, the treatment and preservation of such resources.

Objective OS 15

Identify, preserve and enhance archaeological, cultural and historical resources.

Policy OS 15.1

Require archaeological studies by a certified archeologist / historian in areas determined by the City or by a state or federal agency to have potential archeological or historical significance prior to approval of development and redevelopment projects.

Implementation Measure OS 15.1. A

Prior to project approval, the City of Chowchilla shall require the project applicant to have a qualified professional archeologist / historian conduct the following activities: 1) a record research at the Southern San Joaquin Valley

Information Center at California State University, Bakersfield and other appropriate historical repositories to determine the extent of previously recorded sites and surveys within the project area; 2) a field survey to locate, map and record prehistoric and historic resources; and 3) prepare a cultural resource inventory and evaluation reports meeting California Office of Historic Preservation Standards to document the results of the record search and field survey, and to provide significance evaluations and management recommendations for any identified historical resources with the project area.

Implementation Measure OS 15.1. B

In the event that archaeological resources are discovered during ground disturbance activities, the City shall require that grading and construction work within 100 feet of the find shall be suspended until significance of the features can be determined by a qualified professional archaeologist. The City will require that qualified archeologist make recommendations for measures necessary to protect the find, or to undertake data recovery, excavation, analysis, and curation of archaeological materials, as appropriate.

Policy OS 15.2

Protect sites of archaeological significance and ensure compliance with all applicable state and federal cultural resources protection and management laws in its planning and project review process.

Implementation Measure OS 15.2.A

The City of Chowchilla shall restrict the circulation of archeological resource location information to prevent potential site vandalism.

Objective OS 16

To continue an active program of identifying, designating, protecting and enhancing the City's cultural and historical resources.

Policy OS 16.1

Promote the preservation and restoration of historical sites and structures within the City of Chowchilla of local, regional, state or national significance.

Implementation Measure OS 16.1. A

The City of Chowchilla shall actively pursue a comprehensive program of documenting historic buildings, structures, districts, sites, objects, landscape and natural resources.

Implementation Measure OS 16.1. B

The City of Chowchilla shall maintain a current database of cultural resources and use that database as a primary informational resource for protecting cultural resources.

Implementation Measure OS 16.1. C

The City of Chowchilla shall continually update the identification of registered cultural resources and cultural resources eligible for listing in local, state, and national registers.

Objective OS 17

To fully integrate the consideration of cultural resources an important element of the City of Chowchilla's planning, permitting and development activities.

Policy OS 17.1

Support public and private efforts to preserve, rehabilitate and continue the use of cultural and historic structures, sites and districts. Where applicable, preservation efforts shall confirm to the current state federal standards for the treatment of historic property guidelines for preserving rehabilitating, restoring and reconstructing historic buildings.

Policy OS 17.2

Promote and encourage adaptive reuse of historic buildings. Consistent with health and safety, other basic considerations, the City shall be flexible in applying building and zoning standards to encourage continued use and adaptive reuse of historic buildings.

Implementation Measure OS 17.2. A

The City of Chowchilla shall establish construction standards for the preservation, rehabilitation and reuse of cultural and historic resources.

Implementation Measure OS 17.2. B

The City of Chowchilla shall develop standards for monitoring of mitigation measures established for the preservation, rehabilitation or reuse of cultural or historic resources.

Implementation Measure OS 17.2. C

The City of Chowchilla shall apply the California State Historical Building Code to ensure that City building code requirements do not compromise the integrity of significant cultural resources, at the property owner's request.

Policy OS 17.3

Utilize historic preservation as a tool for encouraging and supporting mixed use development and redevelopment of the City's urban core and Downtown District.

Implementation Measure OS 17.3. A

The City of Chowchilla shall use its design and permit review process to encourage new construction and reconstruction projects to be compatible in scale and historic character of the City's downtown commercial districts and surrounding residential neighborhoods.

Implementation Measure OS 17.2. B

The City of Chowchilla shall use its design and permit review process to encourage the compatibility of street design, public improvements, and utility infrastructure with cultural resources and historic character.

Policy OS 17.4

Buildings and other cultural resources that are not historically significant but have historical or architectural value should be preserved or relocated, wherever feasible. Where this is not feasible, the resource shall be documented and the information retained in a secure, but publicly accessible location.

Policy OS 17.5

Historically significant buildings shall not be modified in a way that affects their historic value or demolished except to protect public health and safety, or where saving the structure is infeasible.

Policy OS 17.6

The City of Chowchilla shall assume its responsibility for historic preservation by protecting and maintaining publicly owned cultural resources. Historic resources include, but are not limited to, buildings, monuments, landscapes, entry monuments, street lighting, street trees, and the scoring, dimensions, and patterns of sidewalks, driveways, curbs and gutters.

Parks and Recreation

Objective OS 18

Maximize public value from open space for recreational uses.

Policy OS 18.1

Secure public access to open space to the maximum extent feasible.

Policy OS 18.2

Actively participate with other governmental entities (cities, county, state, and federal) or agencies in the acquisition, management, and use of recreational / open space lands and facilities of mutual interest.

Implementation Measure OS 18.2. A

Where a project involves potential open space, natural resource reserves, or recreational lands of interest to more than one entity, the City shall work cooperatively with the other involved agencies.

Implementation Measure OS 18.2. B

To the extent feasible, large storm drainage facilities shall be designed to accommodate community open space use.

Implementation Measure OS 18.2. C

The City shall work to identify and promote potential shared arrangements for owning, improving, and managing open space / conservation / recreational areas of mutual interest.

Implementation Measure OS 18.2. D

Provide access to public open space resources except to those areas determined by the City to be sensitive to human presence.

Implementation Measure OS 18.2. E

Take into account consideration of natural habitat areas in developing linkages and in preserving open space areas. Identify alternative sites or linkages where sensitive habitat areas have the potential to be adversely affected.

Objective OS 19

Develop public park lands at the local and community levels to meet the recreational needs of current and future residents of Chowchilla.

Policy OS 19.1

The City of Chowchilla will strive to have newly dedicated pocket parks and neighborhood parks constructed by residential developers in conjunction with their project, such that new residents have immediate access to park facilities.

Policy OS 19.2

| Establish neighborhood parks at a ratio of three (3) acres of neighborhood park land / 1,000 residents.

Implementation Measure OS 19.2 A

Neighborhood parks shall be of an efficient size for operation and maintenance, generally between three (3) and nine (9) acres.

Implementation Measure OS 19.2 B

Neighborhood parks shall have a general service area of approximately one-half (1/2) mile radius, and to the extent possible located to avoid patrons having to cross arterial and / or minor or major collector streets, railroad corridors or major waterways.

Implementation Measure OS 19.2. C

Neighborhood parks shall be designed to promote a safe and clean environment for recreation. The City will encourage neighborhood park development to avoid common rear and side yard property lines with residential uses. Design of the park shall allow visibility from the road.

Policy OS 19.3

Whenever possible, neighborhood parks shall be developed adjacent to elementary schools.

Policy OS 19.4

Locate parks adjacent to compatible use areas, such as residential uses, greenbelts, bicycle corridors, schools and natural waterways to optimize public access and to minimize the negative effects of adjacent land uses.

Policy OS 19.5

Develop standards to design park facilities and landscaping that enhances and preserve natural site characteristics as appropriate, to minimize maintenance demands and to incorporate xeriscape (low-water demand) principles where feasible.

Policy OS 19.6

Establish community parks at a ratio of two (2) acres of park land per 1,000 residents.

Implementation Measure OS 19.6. A

Minor community parks shall be of an efficient size for function, safety, operation and maintenance - generally between nine (9) and fifteen (15) acres. Smaller minor community parks may be developed where the need arises and such facilities are compatible with the land uses in the surrounding area.

Implementation Measure OS 19.6. B

Major community parks shall be of an efficient size for operation and maintenance, generally between fifteen (15) and fifty (50) acres.

Implementation Measure OS 19.6. C

Minor and major community parks shall have a general service area of approximately two (2) mile radius, and located to provide adequate access to arterial and / or minor or major collector streets.

Implementation Measure OS 19.6. D

Minor and major community parks shall be designed to promote a safe and clean environment for recreation. The City of Chowchilla will encourage development to avoid common rear and side yard property lines with residential uses. Design of the park shall allow visibility from the road.

Implementation Measure OS 19.6. E

Whenever possible, parks shall be developed in conjunction with other non-conflicting uses such as storm drainage basins, water recharge, water production and noise attenuation measures.

Policy OS 19.7

Integrate public transportation routes when locating community parks and community centers.

Policy OS 19.8

Improve and create more connections and increase the safety of the bicycling and pedestrian trail system within the City of Chowchilla.

Policy OS 19.9

Discourage the development of neighborhood pocket parks in residential neighborhoods unless such parks are part of a planned development and the long-term maintenance of such facilities is guaranteed by a legally established maintenance district.

Implementation Measure OS 19.9. A

A pocket park in a residential neighborhood, if permitted as part of a planned development, shall be of an efficient size for safety, function, operation and maintenance, generally between one-quarter (0.25) to two (2) net acres in size.

Implementation Measure OS 19.9. B

A pocket park in a residential neighborhood, if permitted as part of pursuant to a planned development, shall have a general service area of approximately one-quarter (0.25) mile radius, and serve the specific interest of the planned residential neighborhood.

Implementation Measure OS 19.9. C

A residential neighborhood pocket park, if permitted as part of a planned development, shall be subject to a legally established maintenance district that addresses long-term operation and maintenance of the pocket park.

Implementation Measure OS 19.9. D

The City of Chowchilla shall not accept residential neighborhood pocket parks into its maintained park system; therefore access to the pocket park may be restricted to the residents of the planned development / or the maintenance district legally established for the pocket park.

Objective OS 20

Encourage the development of private recreational facilities for multifamily residential projects.

Policy OS 20.1

An essential element of a well planned Multi Family or Planned Unit Development shall be private recreation facilities including, but not limited to pools, gymnasiums, recreation rooms, and outdoor play space, etc.

Policy OS 20.2

Encourage private development of recreation facilities and complement and supplement the public recreational system.

Implementation Measure OS 20.2.A

Private recreational facilities shall be encouraged in multiple family residential developments of five (5) units in size in order to meet a portion of the open space and recreation needs generated by the specific development project.

Objective OS 21

Provide a diverse range of park and recreational facilities that are responsive to the needs of Chowchilla residents.

Policy OS 21.1

Private recreational facilities shall be encouraged in residential planned developments of over one (1) acre in size in order to meet a portion of the open space and recreation needs generated by the residential planned development.

Policy OS 21.2

Establish a City-wide primary City-wide trail loop that interconnects Ash Slough and Berenda Slough and the Chowchilla River.

Policy OS 21.3

Provide amenities at access points and trail hubs, including identification and directional signs, parking, water fountains for pedestrians and pets, restrooms, benches.

Policy OS 21.4

Pursue partnerships with Madera County to secure state and federal transportation funds for trail improvements.

Policy OS 21.5

The City of Chowchilla shall design trail corridors to meet the recreational needs of the community, while maximizing public safety and access. This includes locating trail corridors to ensure visibility along public roadways, where appropriate.

Policy OS 21.6

Work with adjacent jurisdictions to connect the City of Chowchilla with regional open space and trail systems, providing a network of open space and habitat resources, pathways to link nearby communities.

Policy OS 21.7

Require all new development to provide linkages to existing and planned open space corridors. Where such access cannot be provided through the dedication of open space connections, identify alternative linkages.

Air Quality

Objective OS 22

Implement feasible and reasonable programs to improve air quality in Chowchilla.

Policy OS 22.1

Residential development projects and projects categorized as sensitive receptors shall be located an adequate distance from existing and potential sources of toxic emissions such as freeways, major arterials, industrial sites, and hazardous material locations. "Adequate distance" will be based on site-specific conditions, on the types and amounts of potential toxic emissions, and other factors.

Policy OS 22.2

The City shall require new air pollution point sources (such as, but not limited to, industrial, manufacturing, and processing facilities) to be located an adequate distance from residential areas and other sensitive receptors. "Adequate distance" will be based on site-specific conditions, the type and location of sensitive receptors, on the types and amounts of potential toxic emissions, and other factors.

Policy OS 22.3

The creation of dust during construction/demolition activities should be reduced to the extent feasible.

Implementation Measure OS 22.3. A

Work with the San Joaquin Valley Air Pollution Control District to reduce particulate emissions from construction, grading, excavation, and demolition through standard and/or special conditions on these activities.

Implementation Measure OS 22.3. B

City seeks to reduce the urban heat island effect in the City, which causes increased temperatures and increases in ground level ozone formation through methods such as:

- *Increasing the amount of tree coverage in the city.*

- o *Green roofs and rooftop gardens.*
- o *The use of reflective treatments on roofs (such as those which qualify for the EPA/DOE's Energy Star rating).*
- o *The use of cool pavements such as permeable and light colored and reflective pavements.*

Implementation Measure OS 22.3. C

Develop and adopt a Tree Ordinance that protects existing trees in the public right of way and promotes the establishment of new tree resources in public areas. The tree ordinance could provide for the creation of a Master Tree Plan

that would include an inventory of the City Forest including tree type, condition and size, and a City-approved tree planting list.

Policy OS 22.4

Where feasible, the City's vehicle fleet should include clean fuel, hybrid, electric, or other fuel-efficient vehicles, so long as their utility, durability, and cost meets the City's needs.

Implementation Measure OS 22.4.A

Update the City's procurement policies to include criteria for vehicle purchases that implement this policy.

Policy OS 22.5

The City shall encourage the development of fueling stations that distribute alternative fuels (such as methanol, ethanol, compressed natural gas, and biodiesel) to support alternative fuel vehicles.

Implementation Measure OS 22.5.A

Update the City's Building and Zoning codes as needed to provide for fueling stations for alternative fuels.

Greenhouse Gas Emissions and Climate Change

Objective OS 23

To Implement and enforce State and Regional regulations pertaining to greenhouse gas emissions and climate change.

Policy OS 23.1

The City supports local, regional, and statewide efforts to reduce the emission of greenhouse gases linked to climate change.

Implementation Measure OS 23.1.A

Within one year of the adoption of this General Plan, the City will endeavor complete a Greenhouse Gas Inventory as a result of an acceptable methodology and available published data that provides an inventory of greenhouse gas emissions from manmade sources in the City.

Implementation Measure OS 23.1.B

Within one year of the completion of the Greenhouse Gas Inventory, the City will prepare a Climate Action Plan (CAP) that identifies desired goals for reducing manmade greenhouse gas (GHG) emissions, establishes resiliency and adaptation programs to prepare for potential impacts of climate change, and provides a phased implementation plan to achieve these goals. The CAP will establish a greenhouse gas emissions reduction target of 15% percent below 2007 levels by 2020, consistent with California Assembly Bill 32, the

Global Warming Solutions Act of 2006 (AB32) and the guidance provided in the associated California Air Resources Board Climate Change Scoping Plan approved in December 2008. The CAP will also outline a strategy to achieve 1990 GHG levels by 2020 and an 80% reduction from 1990 GHG levels by 2050 in accordance with California State Executive Order S-3-05.

Policy OS 23.2

To the extent resources and technology allow the City shall collaborate and coordinate with regional organizations and local jurisdictions within the City to reduce greenhouse gas emissions.

Policy OS 23.3

To the extent resources and technology allow the City shall partner with local agencies and organizations to coordinate outreach and education regarding the effects of greenhouse gas emissions and climate change.

Energy Conservation

Objective OS 24

To ensure that public and private development practices integrate design, construction, and appliances.

Policy OS 24.1

All public and private development—including homes, commercial, and industrial should be designed to be energy-efficient.

Implementation Measure OS 24.1.A

Work with the local energy providers and developers on voluntary incentive based programs to encourage the use of energy efficient designs and equipment.

Implementation Measure OS 24.1.B

Promote enhanced energy conservation standards for new construction through informational handouts, outreach to the construction industry, or other methods.

Implementation Measure OS 24.1.C

City buildings and facilities will be operated in the most energy-efficient manner without endangering public health and safety and without reducing public safety or service levels.

Implementation Measure OS 24.1.D

To the extent practical, integrate appropriate renewable energy and clean generation technologies into existing City facilities, such as solar, wind, biofuel, cogeneration, and fuel cells to power City facilities.

Green Building

Objective OS 25

To the extent economically feasible and technically practical integrate Green Building elements into new construction of private and public buildings.

Policy OS 25.1

The City supports the use of green building practices in the planning, design, construction, management, renovation, operations, and demolition of all private buildings and projects, including:

- o Land planning and design techniques that preserve the natural environment and minimize disturbance of the land.
- o Site development to reduce erosion, minimize paved surfaces and runoff and protect vegetation, especially trees.
- o Water conservation indoors and outdoors.
- o Energy efficiency in heating/cooling systems, appliances, lighting and the building envelope.
- o Selection of materials based on recyclability, durability and the amount of energy used to create the material.
- o Waste reduction, reuse and recycling during construction and throughout the life of the project.
- o Other new aspects of green design and construction included in LEED or other certification programs.
- o Control nighttime lighting to lower energy use, reduce glare, and prevent illumination of the night sky.

Implementation Measure OS 25.1.A

Develop a voluntary, market-driven Green Building Program that includes performance standards, guidelines, review criteria, incentives, and implementation schedules for private sector development, with criteria tailored to project types (i.e., residential, commercial, retail), size, and location.

Implementation Measure OS 25.1.B

Identify, evaluate, and provide incentives to encourage projects that incorporate green building practices and site design, including the potential for certification through the City's Building Department.

Implementation Measure OS 25.1.C

Facilitate the professional development and education of City staff to learn about green building practices and to have the tools to evaluate development proposals.

Implementation Measure OS 25.1.D

Offer information, technical assistance, and training to promote green building to property owners, building, design, and planning professionals, school districts, and special districts.

Policy OS 25.2

The City supports the use of green building practices in the planning, design, construction, management, renovation, operations, and demolition of all facilities constructed, owned, managed, or financed by the City.

Implementation Measure OS 25.1.A

Evaluate and update the City's procurement processes to provide incentives to bidders who propose the use of green building practices in the construction of City buildings and facilities.

Public Facilities and Services Element

The Public Facilities and Services Element is an optional element of the General Plan that is designed to address the physical impacts associated with development. The Public Facilities and Services Element is important to ensure that development occurs concurrent with the availability and/or funding of public facilities and services in a timely manner and consistent with the intent to maintain a high quality of life for the Community. Well designed and maintained infrastructure systems are critical to the City of Chowchilla's growth and economic goals and overall general well being. Infrastructure such as water, sewer, storm drainage, natural gas, electrical and communication lines and facilities, as well as solid waste collection, disposal and recycling services must be adequate to provide for present and future needs of the community. Providing quality public facilities such as community centers, libraries, parks, schools and fire and police are also important as they contribute to the City's health, safety, and overall quality of life.

With the exception of natural gas, electrical and communications utilities and services, public facilities and services in the City of Chowchilla are provided primarily by public or quasi-public agencies. Public and quasi-public agencies include, but are not limited to, the City of Chowchilla, County of Madera, State of California, Chowchilla Elementary School District, and the Chowchilla Union High School District.

Requirements of the Public Facilities and Services Element

California Government Code Section 65302 does not require a Public Services and Facilities Element to be included in a General Plan. However, Section 65303 states: "The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the City."

The Public Facilities and Services Element is closely related to the Land Use and Circulation Elements. The Element is also related to the Safety, and Noise Element and the Open Space and Conservation Element.

Consistency with the Safety, Open Space and Conservation, and Noise Elements are achieved through goals and policies which afford protection related to police and fire service, threats from flooding, avoidance of health hazards associated with inadequate provisions of potable water and sanitary sewer facilities, and the management of

hazardous materials.

This Public Facilities and Services Element provides a description, framework and policies pertaining to the City's municipal water, wastewater, storm drainage, solid waste and recycling services; natural gas, electrical and communication facilities and services; and the placement of public education facilities. Public recreation facilities and services (i.e., parks and community centers) are addressed in the Open Space and Conservation Element. City fire and law enforcement facilities and services are addressed in the Public Safety Element. Public facilities and services related to transportation and circulation are addressed in the Circulation Element.

MUNICIPAL WATER

With the exception of the California Department of Corrections Central Valley Women's Facility and Valley State Prison, the City of Chowchilla is the purveyor of potable water service to residences, commercial and industrial business and institutions located within Chowchilla's City Limits. The City of Chowchilla Department of Public Works is responsible for the operation and maintenance of municipal wells and water lines. The water function is operated as a municipal enterprise along with City's sewer and other urban services it provides. The California Department of Corrections Central Valley Women's Facility and Valley State Prison for Women have their own water supply system.

The City of Chowchilla municipal water supply, and the California Department of Corrections Central Valley Women's Facility and Valley State Prison for Women water supply is derived from groundwater resources. The City extracts its water supply from groundwater aquifers via a series of wells scattered throughout the City. The California Department of Corrections Central Valley Women's Facility and Valley State Prison for Women extract their water supply from groundwater wells located within the confinement of the prison facilities. The Open Space and Conservation Element of this General Plan addresses in detail, the availability and quality of City's municipal water supply resources.

The City currently pumps about 4,189 acre feet of water per year for domestic purposes. The typical residential demand (during peak summer months) is in the range of 310-700 gallons per day per person (the overall demand when considering all other water users in the City is about 280 gallons per day per capita). Water meters are required for all development in the City which is positive aids in the community's water conservation efforts. In 2009, there were approximately 3,653 water service connections, with all but 1,800 are metered.

Chowchilla's system consists of a looped water system using a minimum of 8 - inch mains, with larger mains at 10 to 12 inches. Growth of the system to serve new development will require continued looping of lines and expansion of fire flow reserve capacities. More water system modeling is necessary to determine weaknesses in the existing system, opportunities for additional storage, and interlinking the system. As the City grows, water well locations, storage tanks, and distribution pipelines must be

planned as part of an overall system. The practice of locating wells to serve new developments must be maintained, while pursuing a more comprehensive network and integrated design to serve not only new development, but interconnecting with existing pipelines and new storage tanks. Such an approach will assist the City in developing cross-town pipelines and intermittent storage facilities to assure optimum quantity and quality of domestic water. This system could help reinforce portions of the City that have wells which are low producing and have potential water quality problems.

If the City was to utilize a surface source of water, extensive retrofitting and distribution system improvements would be necessary to provide service throughout the City. The capital costs of surface water alternatives should include the cost of upgrading the distribution system to adequately provide service throughout the City.

The City has adopted minimum fire flow requirements for residential, commercial, and industrial areas of the City. There are no major system constraints for future development; however problems exist in older sections of the City with deteriorating small six inch lines which should be addressed over time, through a retrofitting program. The City does not provide a significant number of domestic water connections outside of the City limits. Typically, if water service is requested by properties in the unincorporated territory and extension of service is feasible, the property will be required to annex to the City before services are provided.

Guidelines for the management of the Chowchilla water system are presented in the Chowchilla Municipal Code, Chapter 13.04. The City's Municipal Code establishes specific guidelines for the provision of water services, billing and service charges, and defines unlawful acts regarding the wasting of water.

Water quantity and quality limitations appear to be localized within the Planning Area based on a limited number of wells drilled by the City. It is difficult to predict water quality and quantity from one area to another, which is the primary reason the City, recommends test wells before proceeding to develop domestic wells for the City.

Although there appears to be a good supply of water for the City to implement the Land Use Plan, such continued draw downs of the groundwater table will eventually have a cumulative adverse effect on total water supply for domestic and agricultural purposes. The City's conservation program is effective in reducing the amount of water taken annually from the groundwater supply, but over time and without effective recharge to the groundwater table, the cumulative effect of groundwater use will be significant. The development of a surface water alternative water supply is one method of lowering demand on the groundwater table. This alternative is very expensive and delivery of surface water on a year-round basis may be impractical because of supply and delivery system constraints.

Groundwater Recharge

The City also recharges a substantial amount of water each day through its wastewater treatment facility. Rules and regulations regarding wastewater disposal methods may

preclude substantial groundwater in the City's newly proposed wastewater treatment plant.

Groundwater in the Chowchilla area occurs in several ways. Water from natural precipitation, natural and manmade drainage ways and canals, and agricultural irrigation percolates to aquifers. Water also migrates below the ground surface from areas east of Chowchilla.

Water supply appears to be sufficient for the existing City. Long term water supply will be sustained with the implementation of water recharge programs. Both urban growth and continued agricultural production near the City will increase the demand for ground water and the need to participate in ground water recharge activities. There are alternatives to ground water supply such as obtaining domestic water from secure surface water entitlements, treating and pipelining it to the City. The cost of obtaining this surface water appears to be far more expensive and less dependable than continuing to use ground water and engaging in groundwater recharge activities. Consideration must be given to a system that relies on both methods of providing domestic water. The ultimate limiting constraint is the capacity of the aquifer. Ground water recharge efforts can assist in slowly renewing ground water levels, and potentially shifting agricultural ground water use to the upper aquifer. The City's long term development potential will depend on expanding and documenting knowledge of the aquifer and developing cooperative conservation efforts to bank water through recharge efforts. The City has begun a cooperative effort with CWD of groundwater recharge basins and exploring cooperative agreements with the CWD to engage in additional water recharge programs.

Urban Water Management Plan

The City of Chowchilla has more than 3,000 water customers and is required by State Law to prepare an Urban Water Management Plan (UWMP).

City staff coordinated the development of the Plan with various City departments, the CWD, and other interested agencies and persons.

The General Plan projections of population growth and land annexations from which demand projections and decisions regarding water management in the plan were made. These projections in concert with the City's water, sewer and storm water master plans were used to form the basis of the UWMP.

The City of Chowchilla water supply is produced solely from groundwater wells within the Chowchilla Subbasin as defined in DWR Bulletin 118 - Update 2003. The City does not currently share water sources with other agencies other than indirectly through precipitation recharge and pumping from the same groundwater basin. Agencies coordinated with for development of this UWMP included local government, private, and agricultural interests.

The amount of groundwater pumped by the City of Chowchilla over the last 5 years is

shown in Table PF - 1. The amount of groundwater projected to be pumped in 5-year increments over the next 20 years is shown in Table PF - 2. Pumpage estimates are based on the population growth estimates contained in the General Plan and assume that the current per-capita use will remain constant, although it is hoped that through the City's conservation efforts and water use policies that the per-capita use will decrease in the future. Pumpage estimates also assume that the City will continue to rely solely on groundwater for its supply since it currently has no surface water supplies or entitlements.

Table PF - 1
Amount of Groundwater Pumped by the City of Chowchilla (AFY)

Basin Name	2003	2004	2005	2006	2007
Chowchilla Subbasin	2,852	3,087	3,169	3,570	4,189
Percent of total supply	100	100	100	100	100

Table PF - 2
Future Estimates of Groundwater Pumpage by the City of Chowchilla (AFY)

Basin Name	2010	2015	2020	2025	2030
Chowchilla Subbasin	4,577	5,306	6,152	7,131	8,267
Percent of total supply	100	100	100	100	100

1 Estimates based on annual population growth rate of 3.0%.

The City of Chowchilla is actively managing its water system and, water use in an attempt to reduce or eliminate overdraft. Although the City does not have a Groundwater Management Plan, the City is within CWD, which also actively manages its groundwater supplies and is implementing a Groundwater Management Plan that was developed and adopted in 1999 in conjunction with the Chowchilla - Red Top Resource Conservation District. The City cooperated with CWD in the development of the Plan.

Water levels in area wells are monitored by the City as well as DWR and CWD. Water quality monitoring is also conducted by the City and is reported annually to its citizens and the California Department of Public Health. The monitoring of water levels and their continued decline has led to a series of efforts that the City has been implementing. The nature of the efforts include:

- Percolation of storm drainage water via storm water retention basins
- Buying or exchanging water from CWD and MID
- Reducing demand by installing residential ,water meters

Percolation through storm drainage retention basins and negotiating with CWD and MID for water it can provide during surplus years are ongoing efforts being employed in the groundwater recharge effort.

Continued cooperation with CWD and MID, along with other water users in the Chowchilla Basin, to manage the groundwater basin will be essential to maintaining the

availability of high-quality groundwater resources in the area.

The City also prepared a Water System Infrastructure Rehabilitation Feasibility Study, which was completed in 2003. This study identified water system infrastructure improvements that could reduce system losses and improve system operations. Since the study the City has implemented some of the proposed improvements, which has reduced the amount of water the City loses from pipe leakage. Although water loss from pipe leakage infiltrates back into the ground, minimizing pipe leakage reduces well pumping and groundwater overdraft.

The climatic conditions of the central San Joaquin Valley demand careful water management practices because of the typically low amount of rainfall and short rainy season and because of the extreme high temperatures that frequently occur in the summer months. The average annual precipitation for the Chowchilla area is approximately 11.26 inches. The rainy season runs from November through April, but 80 percent of the rainfall occurs between the beginning of November and the end of March. Drought conditions are not uncommon and can last for multiple years. Summer water consumption varies directly with daily temperature maximums, and the Chowchilla region experiences a mean of 108 days a year with maximum daily temperatures over 90 degrees.

The reliability and vulnerability of the City's water supply to seasonal or climactic changes can be easily qualified, but reliability and vulnerability are difficult to quantify. Because the City relies entirely on groundwater wells, the drawdown will obviously be more severe in drought years and high mean temperature years. Without a program of recharge, as recommended by the Water System Master Plan, this drawdown may eventually reach a critical point, but this point has not yet been determined by a formal study and is not expected to occur for many years. Recharge, conservation, and seeking new primary and backup water sources will all aid in reducing vulnerability and in increasing reliability.

Because the City relies on groundwater for its supply, it is not anticipated that a single or multiple dry year period will have any impact on the availability of the supply, as shown in Table PF - 3. The most recent multiple dry year cycle was the 1987 - 1992 period, which did not impact the ability of the City to meet all of its water demands. Also, the impact of an extreme single dry year such as 1977 did impact the ability of the City to meet all of its water demands. Supply reliability for normal water years such as 2001 and multiple and single dry years is shown in Table PF - 3. The reliability of water service which is subject to proper operation and maintenance of the City's water distribution system and its ability to deliver the water, is discussed later in the Plan.

Table PF - 3
Supply Reliability

Normal Water Year	Single Dry Water Year	Multiple Dry Water Years			
		Year 1	Year 2	Year 3	Year 4
100%	100%	100%	100%	100%	100%

The City is required to update the UWMP every five years.

WASTEWATER

The City of Chowchilla Public Works Department operates a comprehensive wastewater collection, treatment and disposal system that serves the City. In 2009, the City's wastewater collection system was comprised of over 35 miles of gravity sewer pipelines and 4 wastewater pump stations. The City of Chowchilla Wastewater Treatment Plant (WWTP), which provides secondary treatment of municipal wastewater received from throughout the City, is permitted to treat 1.8 million gallons / day (mgd). The WWTP is located at the southwest corner of South 5th Street and Avenue 24½ (East Palm Parkway), adjacent to the City's designated Light and Heavy Industrial area north of Berenda Slough.

Planned Wastewater Treatment Plant Improvements

There is remaining capacity in the plant for modest expansion of residential and industrial development within the existing City Limits.

Growth projections indicate the wastewater flow will reach capacity when another 2,200 dwelling units are built in the City, or if a large industrial user decides to build in the City.

The City has initiated a process to permit a new wastewater treatment facility for domestic waste by the year 2014. It is anticipated that post economic recovery growth in the City will be slow at first in the range of 150 units per year rising to a rate of about 300 to 400 residential units per year. Given those projections, the existing plant capacity will be at its limits by the year 2014 or 15. The City's long term plan is to create a new residential wastewater treatment plant southwest of the City and divert all domestic flows to that new facility. The current facility would become an industrial treatment plant and have substantial capacity for growth. At the present time, the treatment plant has only enough capacity for the industrial land north of Brenda Slough, not assuming a major wastewater discharge industry. As industry is allowed to develop south of the Slough, or outside the industrial park, the existing plant flows should be re-evaluated to determine if additional industrial areas could be served. A major new demand could accelerate the need to construct a domestic plant. Once the domestic wastewater is diverted to the new facility, the existing facility will have more than 1.2 mgd available for industrial development.

Water conservation efforts have both positive and negative effects on the City's Wastewater Treatment Plant. The reduction of wastewater in the sewer system from conservation programs may create additional treatment capacity for additional residential units at the plant, however, lower total amounts of water in the waste stream increases concentration of wastes requiring modified treatment techniques.

Similar to the domestic water system, the Chowchilla Public Works Department is the responsible City department for the operation and maintenance of both the treatment

and collection system. The wastewater system is operated as an enterprise function of the City.

Collection System

While the capacity of the wastewater treatment plant is not an immediate constraint to growth, the capacity of the collection and transportation system is a major constraint.

The wastewater collection system is basically a gravity system with lift stations as necessary. A gravity system is the most cost effective and energy conservative system to operate. The City has prepared a Sanitary Sewer Master Plan (2005) which forms the basis of the City's implementation program to expand the sewer collection system. The elements and constituents of growth have caused the need to modify the Master Plan and respond to changing conditions. However the basic elements remain in place for the developed City. New development will be required to connect to a new interceptor sewer line planned to be constructed along the alignment of Avenue 24 to the new wastewater treatment facility. The present system can only accommodate projected growth within the existing City Limits. Growth to the west of the City will be immediately served by the new sewer interceptor as the new wastewater treatment plant will be located southwest of the City. Future growth to the east of the City will be responsible for constructing a new interceptor sewer line from east of Highway 99 along Avenue 24 to connect with the first phase sewer interceptor. The growth rate assumptions and projected residential densities contained in the current Sewer Master Plan are consistent with projections contained in this General Plan.

STORM WATER COLLECTION AND DISPOSAL

Storm water drainage is accomplished in the City through a system of storm water collection and drainage disposal basins.

The City prepared a Storm Drainage Master Plan (2005) which described the retention and disposal facilities necessary to accommodate additional new growth within the growth area to the year 2030. This study area comprises a major portion of the General Plan study area, and therefore, this study with amendments over time, forms the continuing basis for drainage infrastructure planning in the City.

Based on the preliminary study of the build-out area, 2,385 acre feet of additional storm drainage basin capacity will be required. Given typical design standards for a multi-use facility (combination use as a passive recreation area plus a secure nuisance water holding area), approximately 290 acres of land within the General Plan Area will be necessary to accommodate storm water needs. Additional acreage may be required for design modifications for multi-use facilities depending on uses and accessibility. The General Plan Open Space, Recreation and Open Space Element support this concept and provide implementation measures. Studies should be undertaken to determine if soil conditions in the area would allow for positive ground water recharge to occur in these basins.

The City of Chowchilla Department of Public Works is responsible for implementing the Drainage Master Plan and maintaining the system. Unlike water and sewer services, drainage maintenance is not an enterprise function of the City. Typically, drainage maintenance funding for new development is provided by in new developments through the formation of drainage maintenance districts allowed for by California Law. The City has enacted utility rate element for properties not within maintenance districts to off-set capital and maintenance costs for storm drainage facilities.

SOLID WASTE MANAGEMENT AND RECYCLING

The California Integrated Waste Management Act of 1989 (AB 939) promotes an integrated solid waste management approach pursuant to the following hierarchy of goals: 1) source reduction; 2) recycling and composting; and 3) environmentally safe transformation and disposal of wastes. The statewide mandated goal for waste diversion was 50 percent by the 2000.

Solid waste collection and disposal for the City of Chowchilla is provided by contract with a private refuse collection and disposal service purveyor. The City's franchised refuse collection and disposal service is responsible for collecting residential, commercial and industrial waste in the City. The City's contracted solid waste collection purveyor is also responsible, under the City's solid waste collection contract, to meet or exceed the waste diversion goals required by AB 939. Collections are based upon customer need and quantity of waste generated.

In 2008, the City of Chowchilla sent 13,800 tons (approximately) of solid waste to landfills of which 99 percent was disposed sent to the Fairmead Sanitary Landfill. The remaining of one percent was disposed at other landfill facilities outside Madera County. Seventy-five percent of the City's total solid waste stream is attributed to business (i.e., retail, services, medical, construction) waste, while the remaining 25 percent was attributed to residential waste.^{1,2}

The City has embarked on a recycling program incorporating separation at the curb (mixed waste, mixed recyclables, and green waste) which is collected and processed through the Mammoth Material Recovery Facility (MRF) located at the Fairmead Landfill. The MRF located at the Fairmead Landfill is the only municipal solid waste diversion facility in Madera County. All paper, glass, plastic (#1 through #7), aluminum products and tin cans are accepted by the recycling program. Green waste is

¹ California Integrated Waste Management Board. 2009. Jurisdiction Profile for City of Chowchilla. Waste Flows.
<http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile2.asp?RG=C&JURID=83&JUR=Chowchilla>
(accessed April 22, 2009).

² _____. 2009. Jurisdiction Profile for City of Chowchilla. Overview.
<http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile1.asp?RG=C&JURID=83&JUR=Chowchilla>
(accessed April 22, 2009).

composted for beneficial purposes. In 2006, the City of Chowchilla reached a 59 percent solid waste diversion rate.³

The Fairmead Sanitary Landfill, located just west of Highway 99 at Road 19 and Avenue 22, has a maximum permitted capacity of 9,400,000 cubic yards and is permitted to serve the County (including the Cities of Chowchilla and Madera) through the year 2033. The maximum permitted daily disposal at the Landfill is 1,100 tons / day or 401,500 tons annually.⁴ The total amount of solid waste disposed of at the Landfill in 2007 was 128,495 tons, which represents approximately 32 percent of the facility's permitted maximum annual disposal capacity.⁵

NATURAL GAS AND ELECTRIC SERVICES

Pacific Gas and Electric Company (PG&E) provides natural gas and electricity to residential, business and public agency customers in the City of Chowchilla and surrounding area. Natural gas and electrical power available in within City and surround area is supplied from PG&E's inter-grid systems serving the State of California.

In 2009, only one PG&E electrical power substation served the entire City residents' and businesses' electrical power needs. This PG&E electrical power substation is located adjacent to South Chowchilla Boulevard between West Robertson Boulevard (Highway 233) and Berenda Slough. As the City's planned residential, commercial and industrial designated lands develop, additional electrical power substations and utility corridors will be necessary.

COMMUNICATIONS SERVICES

Telephone service is provided by AT&T Communications Inc. Basic internet service is available through direct telephone lines. Cellular telephone, voice over IP and an advanced internet services are available through a number of private service providers. High speed digital subscriber line (DSL), cable internet and wireless broadband internet is available depending on the location and private service provider.

Cable television service is the only franchised service provided in the City. The City of Chowchilla contracts with Comcast to provide cable services, for a fee, to residences and business and other entities located in the City. In addition, satellite television

³ _____. 2009. Jurisdiction Profile for City of Chowchilla. Waste Flows.
<http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile2.asp?RG=C&JURID=83&JUR=Chowchilla>
(accessed April 22, 2009).

⁴ _____. 2009. Active Landfills Profile for Fairmead Solid Waste Disposal Site (20-AA-002). Overview.
<http://www.ciwmb.ca.gov/Profiles/Facility/LandFill/LFProfile1.asp?COID=20&FACID=20-AA-0002>
(accessed April 22, 2009).

⁵ _____. 2009. Active Landfills Profile for Fairmead Solid Waste Disposal Site (20-AA-002). Operations.
<http://www.ciwmb.ca.gov/Profiles/Facility/LandFill/LFProfile2.asp?COID=20&FACID=20-AA-0002>
(accessed April 22, 2009)

services are available through several private service providers.

Above and below grade telephone, cable and fiber optic lines are placed in public utility easements and subject to regulations governing communication services and public utility easements. Placement, size and appearance of communication services facilities (i.e., relay station) are subject to City Zoning Ordinances and building codes.

EDUCATION

Public education facilities and services in the City of Chowchilla and surrounding area is provided by the Chowchilla Elementary School District (CESD) for primary (grades K-6) and intermediate (grades 7 and 8) education levels, and by the Chowchilla Union High School District (CUHSD) for secondary education (grades 9-12). Public school facilities included permanent and interim school facilities, land for permanent and interim school facilities, and District-wide support facilities (i.e. administration offices, food service, transportation services, warehousing and storage, etc.).

The location of public school facilities as well as the design, architecture and materials used in the construction of public school facilities are subject to applicable policies of the CESD and CUHSD, and the requirement and guidelines of the State of California, Department of Education (i.e., classroom size and site size).

Chowchilla Elementary School District

The CESD's boundaries cover approximately 108 square miles in the northwestern portion of Madera County. Although the City of Chowchilla represents a small geographic portion of the District, a majority of the District's students and school facilities are located in the City of Chowchilla. In 2009, the District operated 3 elementary schools (Stephens Elementary School, Merle L. Fuller Elementary School and Ronald Reagan Elementary School) and 1 intermediate or middle school (Wilson Middle School) in the City of Chowchilla, and 1 elementary school (Fairmead Elementary School) in the community of Fairmead.

In 2009, each of the District's primary education schools served specific primary grade levels rather than serving all primary grade levels (grades K-5). As result, the District provides transportation services to and from school for all of their school facilities. Stephens Elementary School serves as the District's Kindergarten school. Merle L. Fuller Elementary School serves as the District's 1st and 2nd grade school. The District's newest school facility, Ronald Reagan Elementary School, serves as the District's 3rd and 4th grade school, and Fairmead Elementary School serves as the District's 5th and 6th grade school.

Chowchilla Union High School District

The CUHSD's boundaries include approximately 450 square miles in the northwestern portion of Madera County. Similar to the CESD, the majority of CUHSD students and school facilities are located in the City of Chowchilla. The CUHSD operates 1high

school (Chowchilla High School) and 1 continuation school (Gateway High School).

Post-Secondary Education

A number of public and private post-secondary educational opportunities are available in the region. Post-secondary educational opportunities in the region include Madera Community College in Madera, Merced Junior College in Merced, California State University at Fresno and the University of California at Merced.

GOALS

- ❖ **To provide sufficient levels of public facilities and services, based upon timely planning and adequate funding.**
- ❖ **To ensure adequate water quality and quantity to meet both existing and planned needs.**
- ❖ **To ensure adequate wastewater collection and treatment to meet both existing and planned needs.**
- ❖ **To ensure adequate stormwater collection and disposal to meet both existing and planned needs.**
- ❖ **To ensure the appropriate and safe disposal of solid waste.**
- ❖ **To reduce solid waste landfill disposal needs through education, recycling and other means.**
- ❖ **To ensure adequate natural gas and electric services for the City of Chowchilla's residents and businesses.**
- ❖ **To expand communication services to enrich the City of Chowchilla's economic opportunities.**
- ❖ **To ensure that city services are able to keep pace with demand.**
- ❖ **To ensure that other public services are reasonably available at the time of need.**

OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

The following objectives, policies and implementation are organized into the categories and sequence of categories outlined above. The categories, in the order they are presented, are as follows: Municipal Water; Wastewater; Storm Drainage; Solid Waste Management and Recycling; Natural Gas and Electrical Services; Telecommunications Services; and Education.

RESIDENTIAL DEVELOPMENT

Objective PF 1

Provide sufficient public facilities and services prior to or concurrent with planned development.

Policy PF 1.1

New development shall be phased according to the available capacity of public facilities and services to serve new development.

Policy PF 1.2

Encourage the concurrent (as opposed to piecemeal) annexation of adjacent unincorporated properties in order to facilitate the formation of assessment districts, benefit districts, and other financial mechanisms which will provide public facilities and services in an efficient and effective manner.

Implementation Measure PF 1.2.A

Future annexation applications shall include a full and complete analysis of the public facilities and services required for the proposed development, and provide an analysis which includes the surrounding property to determine: 1) if expansion of the proposed annexation will be beneficial to accommodate the adequate development and financing of required public services; or 2) if existing public facilities and services to existing development require improvements to maintain or meet current level-of-service standards.

Policy PF 1.3

Develop and maintain Master Plans for water, wastewater collection and treatment, and storm water collection and disposal which address future growth demands and address public facilities and services including schools in a coordinated and comprehensive manner.

Policy PF 1.4

Encourage the school districts to develop and maintain School Facilities Master Plans which address future growth demands and address educational public facilities and services in a coordinated and comprehensive manner in conjunction with the implementation of the General Plan and the growth of the community

NEW DEVELOPMENT

Objective PF 2

New development shall pay fees as necessary to meet all identified costs associated with new development, including but not limited to public facilities and services where a nexus can be shown qualitatively and/or quantitatively.

Policy PF 2.1

New development shall be responsible for the public facilities and service costs attached to each development project which include, but are not limited to, the acquisition of permanent open space, the provision of adequate school facilities, and the provision of streets, street lighting, sidewalks, landscaping, storm drains, and other infrastructure needs, including the preparation of master plans and financing strategies for these systems.

Policy PF 2.2

New development shall be responsible for paying a financial contribution to mitigate the effect of the development on the provision of such public services as solid waste disposal, public education, water, drainage, sewer systems, and school facilities.

Implementation Measure PF 2.2.A

During deliberation on proposed projects, the Planning Department shall recommend a finding to the Planning Commission and City Council in their staff report which addresses the adequacy of public facilities and services and the method by which the proposed development is to provide for these public facilities and services as part of the development.

Implementation Measure PF 2.2.B

As a material part of approving annexation of any property for residential development into the City and in consideration of the City entering into any annexation and/or development agreement and as a public benefit to the Community, the City shall refer developers to the local school districts in order for the school districts to ensure the availability of adequate school facilities (including permanent schools facilities, interim school facilities, and District-wide support facilities) to house students generated by proposed projects.

Policy PF 2.3

Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities and services.

Objective PF 3

Maintain existing public facilities and services.

Policy PF 3.1

Existing public facilities shall be upgraded as they become deteriorated or obsolete.

Implementation Measure PF 3.1.B

Include in the Capital Improvement Program the upgrading of existing facilities that have become deteriorated or obsolete to the degree that public service has been diminished.

MUNICIPAL WATER

Objective PF 4

Provide an adequate system of supply and distribution of quality water to support the General Plan level of development.

Policy PF 4.1

Treatment facilities shall meet or exceed current standards set by federal, state, or local regulatory agencies.

Policy PF 4.2

The City shall condition approval of new development projects on the availability of adequate water supply and infrastructure to serve the new development.

Policy PF 4.3

The City shall work cooperatively with other water management agencies to prepare a groundwater management program as needed to ensure sufficient water supply for the build-out of the General Plan.

Policy PF 4.4

When necessary and practical, the City will cooperate with other water agencies to acquire water for the recharge, replenishment and/or banking of groundwater for future demand.

Implementation Measure PF 4.4.A

The City shall continue to participate with other water agencies in groundwater recharge efforts, as practical, using identified recharge areas such as Brenda Reservoir, Brenda Slough, and Ash Slough. This participation may include the development of multi-use open space corridors or recreation facilities combined with recharge facilities.

Policy PF 4.5

The City shall extend water service to new areas based on its ability to meet domestic and fire flow needs of the area.

Implementation Measure PF 4.5.A

The City shall prepare and maintain a water network analysis which demonstrates its ability to meet development standards and identifies system shortfalls.

Policy PF 4.6

The City shall include in its Capital Improvement Program system-wide improvements to the water supply and delivery system which are required to maintain current levels of

service while extending service to newly developing areas.

Policy PF 4.7

New development of public facilities and services shall include water conservation features and drought resistant landscaping.

Policy PF 4.8

All water system improvements shall comply with the City of Chowchilla Public Works Construction Standards.

WASTEWATER

Objective PF 5

Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and future development at General Plan build-out.

Policy PF 5.1

Continue to provide sewer services and operate major public facilities.

Implementation Measure PF 5.1.A

The City shall acquire land and continue to pursue funding for the planning and expansion of the wastewater system as part of its Capital Improvement Program.

Policy PF 5.2

Require new development to be responsible for construction of all sewer lines serving such development (including oversizing of sewers); the costs of oversizing shall be borne by the beneficiary of the oversizing.

Policy PF 5.3

All sewer collection improvements shall comply with the City of Chowchilla Public Works Construction Standards.

Policy PF 5.4

The City shall condition the approval of new development projects on the availability of adequate wastewater treatment capacity and infrastructure to serve the new development.

STORM DRAINAGE FACILITIES

Objective PF 6

Provide a stormwater drainage system that serves the General Plan level of development in a planned and orderly manner.

Policy PF 6.1

The City shall condition approval of development projects on the provision of adequate storm drainage improvements.

Policy PF 6.2

The City shall require the extension of storm drains to new areas in accordance with the phasing of a storm drainage master plan.

Implementation Measure PF 6.2.A

Prepare an updated Master Storm Drainage Plan to support General Plan and Phasing Area Concept Plan land uses, including proposed drainage facilities and estimated costs.

Policy PF 6.3

Detention basins should be considered for multiple use (recreation, parking, etc.), particularly larger basins, providing that the basic detention function is not lost or impaired, and maintenance and liability issues can be satisfactorily resolved.

Objective PF 7

Maintain storm drainage facilities to preserve their function and capacity.

Policy PF 7.1

Natural and manmade channels, detention basins, and other drainage facilities shall be maintained to ensure that their full use and carrying capacity is not impaired.

Policy PF 7.2

Continue to require new development to discharge storm water runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the project is providing drainage pursuant to an adopted drainage plan.

Implementation Measure PF 7.2.A

Consolidate policies, programs, and standards for flood control and storm drainage in a Storm Drainage ordinance.

Policy PF 7.3

When necessary, require new development to prepare hydrologic studies to assess storm runoff effects on the local drainage system and, if warranted, require new development to provide adequate drainage facilities and to mitigate increases in storm water flows and / or volume to avoid cumulative increases in downstream flows.

Implementation Measure PF 7.3.A

Development projects requiring disposal of stormwater into Ash Slough, Berenda Slough, or Chowchilla River shall provide a hydrological assessment of a project's potential effects on the local and regional storm drainage systems, so that the City can determine appropriate mitigation to ensure that system capacity and peak flow restrictions are not exceeded.

Policy PF 7.4

New and redevelopment projects shall prepare and provide to the City appropriate drainage studies that assess project storm runoff affects on the City storm drain system, as well as provide appropriate storm drainage facilities to ensure an increase risk of on- or off-site flooding does not result from project implementation.

Policy PF 7.5

All drainage improvements shall comply with the City of Chowchilla Public Works Construction Standards.

PUBLIC BUILDINGS

Objective PF 8

Provide timely, functional, safe, and attractive public buildings and facilities in order to provide high levels of public service.

Policy PF 8.1

Maintain the City Government Center in the Downtown Commercial District.

Implementation Measure PF 8.1.A

Create Master Plans or Specific Plans for the Downtown Commercial District to ensure the needs of expanding City space for building and parking are adequately met.

Policy PF 8.2

Continue to promote the use of existing City structures for various educational, cultural, and civic programs by the community.

Policy PF 8.3

Encourage the clustering of public and quasi-public uses such as schools, parks, libraries, child care facilities, and community activity centers.

Policy PF 8.4

Promote the use of local public schools by school and community creative arts groups.

EDUCATION

Objective PF 9

Assist, coordinate and cooperate with the school districts in planning for and providing educational facilities with sufficient permanent and interim capacity to meet the needs of current and projected future student enrollments.

Policy PF 9.1

Encourage the CESD and the CUHSD to develop comprehensive master plans as a means of providing greater detail on specific school sites, buildings, educational facilities, and funding mechanisms.

Policy PF 9.2

Support school sites which are appropriately located and sized within attendance areas.

Implementation Measure PF 9.2.A

Siting criteria for new schools should include the following:

- 1. Elementary schools should be planned as an integral part of neighborhoods, located away from major Arterial streets and linked with recreational parks and community corridors serving residential neighborhoods, and situated to reduce or eliminate the need for student transportation.*
- 2. Middle schools and high schools should be located with respect to the student populations which they serve, with direct access provided from Collector or Arterial streets.*
- 3. Middle schools are generally considered compatible with most residential and park uses, but are not generally considered compatible with retail commercial and general industrial uses.*
- 4. High schools are generally considered compatible with most residential, park, service commercial, office, and light industrial uses, but are not generally considered compatible with retail commercial and general industrial uses.*

Policy PF 9.3

Notify the school districts of newly proposed developments as soon in the review process as the project has a complete description acceptable to the City to allow ample time for the assessment of impacts on school facility needs.

Implementation Measure PF 9.3.A

The City, local school districts, and the developer of proposed residential developments shall work together to the extent that California Law allows, to attain reasonable voluntary agreements that will insure that school facilities required by the development are funding in a timely and adequate manner.

Policy PF 9.4

Whenever possible, school sites should be integrated with parks and community recreation corridors to maximize the benefits of those facilities as pedestrian and bicycle access with a minimum of interruption by the street system.

Implementation Measure PF 9.4.A

Where feasible, work with the school districts to design and implement safe pedestrian and bicycle transportation facilities which promote the use of these trails as alternative transportation to school sites. Where crossings of these facilities will promote access to schools and otherwise enhance alternative transit modes, the City should investigate cooperative development of such facilities with the school districts, State agencies, and public utilities.

PUBLIC UTILITIES

Objective PF 10

Provide adequate public utilities.

Policy PF 10.1

The City shall designate adequate, appropriately located land for utility uses.

Policy PF 10.2

The City shall continue to circulate development proposals to local utility providers, including Pacific Gas and Electric, SBC, local cable television providers, and water districts, for their review and comment and to ensure that they can and will provide service to development.

Policy PF 10.3

The City shall continue to work with local utility providers to allow them adequate time to prepare plans for servicing new planned growth.

SOLID WASTE MANAGEMENT AND RECYCLING

Objective PF 11

Provide for adequate recycling programs and solid waste disposal capacity.

Policy PF 11.1

Promote the reduction of the amount of waste disposed of in landfills by: reducing the amount of solid waste generated (waste reduction); reusing as much of the solid waste as possible (recycling);utilizing the energy and nutrient value of the solid waste (waste to energy and composting); and properly disposing of the remaining solid waste (landfill disposal).

Implementation Measure PF 11.1.A

The City of Chowchilla shall continue to investigate alternatives and implement source reduction at the household level, and methods of community-wide recycling and composting as ways of reducing waste and increasing the longevity of the Fairmead Sanitary Landfill.

Policy PF 11.2

The City of Chowchilla shall continue to coordinate on activities and studies with Madera County and others on waste management and recycling subject matters including, but not limited to, future Fairmead Sanitary Landfill expansion or new landfill facility requirements, waste stream disposal reduction programs, as feasible.

NATURAL GAS AND ELECTRICAL SERVICES

Objective PF 12

Provide adequate natural gas and electrical services.

Policy PF 12.1

The City shall designate adequate, appropriately located land for electric substations and for overhead or underground utility corridors.

Policy PF 12.2

The City of Chowchilla shall continue to circulate development proposals to purveyors of natural gas and electrical power to City residents and businesses for their review and comment and to ensure natural gas and electric services can and will be provided to the development.

Policy PF 12.3

The City of Chowchilla shall coordinate long term development planning with purveyors of natural gas and electrical power to City residents and businesses to service the City's designated planned growth areas.

COMMUNICATIONS

Objective PF 13

Improve and expand communication technology and services in the City of Chowchilla.

Policy PF 13.1

To the extent feasible and practical, all new residential, commercial, industrial and public facilities and services shall be wired for new communication / information technology.

Objective PF 14

Expand the use of communication / information technology to better inform the community's citizens.

Policy PF 14.1

The City of Chowchilla shall expand the use of cable television as a public access communications tool.

Policy PF 14.2

To the extent financial resources allow, the City of Chowchilla shall participate in the expansion of public access to internet and other current and emerging information technologies at existing and future libraries.

Public Safety Element

The Public Safety Element identifies and describes potential public safety challenges that can and may affect the City, as well as the requirements and resources available to respond when a public safety incident or emergency occurs. This Element sets forth objectives, policies and implementation measures to address foreseeable public safety challenges. The overall purpose of this Element is to identify and outline proactive measures to minimize public safety challenges as well as enable the City to expediently and efficiently respond in the event of a public safety challenge.

Public safety challenges can be divided into two broad categories – environmental hazards (e.g., earthquake, flood) and human - error caused accidents (e.g., chemical spill). Most people are familiar with the police and fire services that response to an accident or emergency incident. In addition to providing police and fire emergency services, the City of Chowchilla is responsible for administering and implementing building codes, emergency response plans, airport management plan and hazardous materials management plans, all of which are crucial public safety programs aimed at protecting the community from potential environmental hazards and human – error caused accidents.

SEISMIC ACTIVITY

The California Seismic Hazards Mapping Act requires the California State Geologist to identify and map seismic hazard zones. Development in seismic hazard areas is subject to policies and criteria standards established by the California State Mining and Geology Board. The California State Geologist, pursuant to the Alquist – Priolo Earthquake Fault Zone Act, is also responsible for identifying and mapping earthquake fault zones along active and potentially active major faults. An active fault is defined as having had movement at least once during the past 11,000 years and a potentially active fault is defined as have had movement during the past 1.6 million years and continued activity is suspected.¹

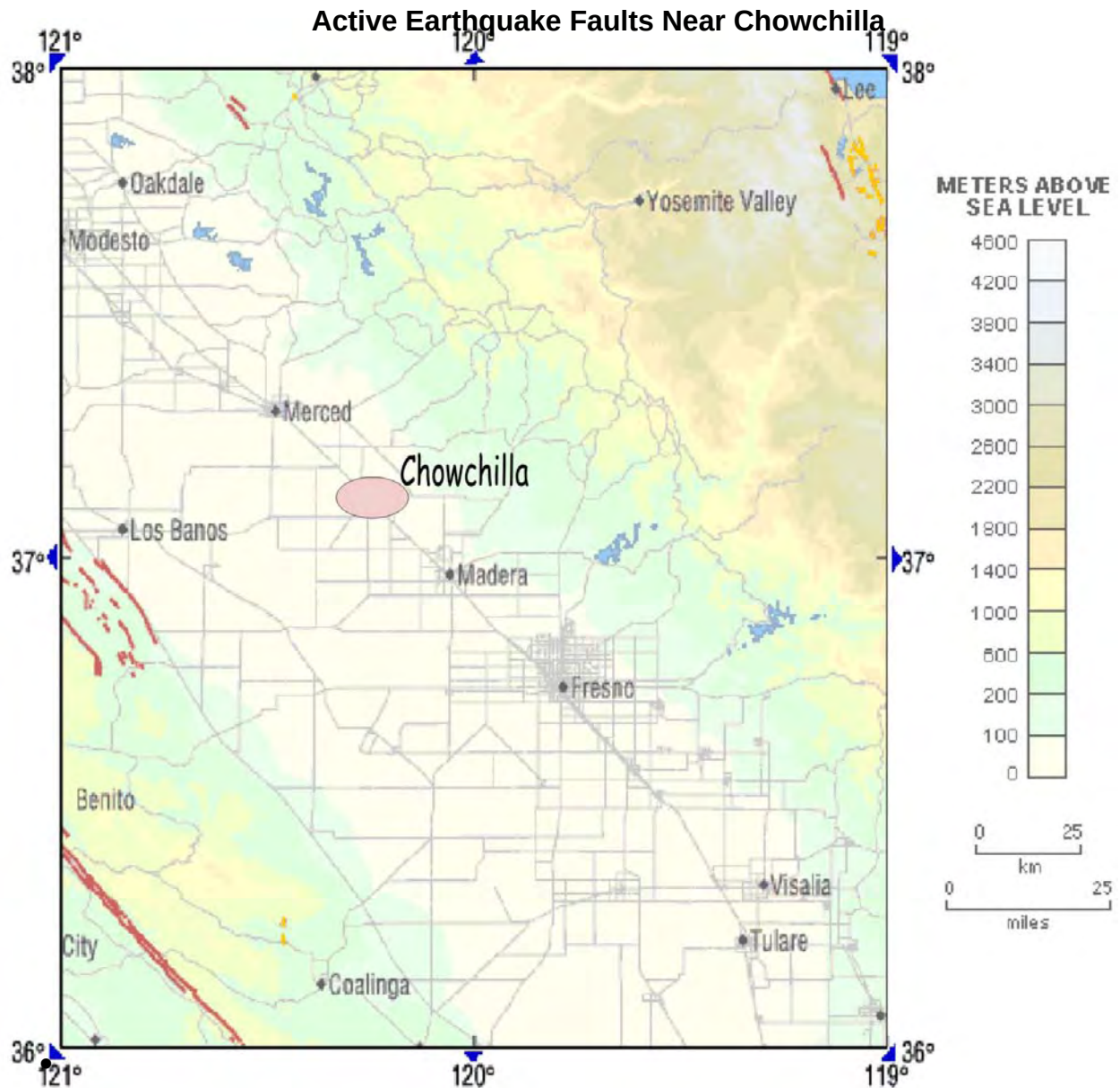
No known geologic active or potentially active faults or instability are found in the 2040 General Plan Planning Area.² Nonetheless, the 2040 General Plan Planning Area could

¹ California Geological Survey, Special Publication 42 Interim Revision 2007, Fault – Rupture Hazard Zones in California, Alquist – Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps.

² Ibid.

be subject to ground movement and shaking resulting from a distant earthquake or slippage along an active or potentially active fault. There are four fault zones in the surrounding region delineated under the Alquist – Priolo Earthquake Fault Zoning Act 1974 – 2007 that could potentially pose seismic activity within the 2040 General Plan Planning Area. The four principal fault zones are the San Andreas, Orignalita, and Owens Valley Faults, and possibly the White Wolf Fault.³ Figure PS - 1 shows active earthquake faults near Chowchilla.

Figure PS - 1



³ Ibid.

- San Andreas Fault is approximately 75 miles west of the City of Chowchilla. The San Andreas Fault extends approximately 800 miles from Cape Mendocino in the northern California to the California / Mexico border. The San Andreas Fault is estimated to have the capability of producing up to an 8.3 magnitude earthquake. The last major surface rupture, a 7.8 magnitude earthquake, occurred in 1906.
- Ortigalita Fault is approximately 42 miles northwest of the City of Chowchilla. The Ortigalita Fault extends approximately 43 miles from 12 miles northwest of the San Luis Reservoir southeast to the vicinity of Panoche Valley (through western Stanislaus, eastern San Benito, western Merced and western Fresno counties). The Ortigalita Fault is estimated to have the capacity of producing up to a 6.9 magnitude earthquake. The last major surface rupture is unknown. All information is according to a USGS database search.
- Owens Valley Fault Group located in the eastern Sierra Nevada Range is approximately 109 miles east-southeast of the City of Chowchilla. The Owens Valley fault extends 78 miles from near Bishop, CA south east to Lone Pine, CA (near Owens Lake). The Owens Valley fault is estimated to have the capacity of producing up to an 8.2 magnitude earthquake. The most recent major surface rupture, an 8.0 magnitude earthquake, occurred in 1872. All information is according to a USGS database search.
- White Wolf fault is approximately 141 southeast of the City of Chowchilla. The White Wolf fault extends 38 miles from approximately 3 miles south of Arvin, CA to near Walker Basin. The White Wolf fault is estimated to have the capacity of producing up to a 7.5 magnitude earthquake. The most recent major surface rupture, a 7.5 magnitude earthquake, occurred in 1952.

Within the Planning Area, earthquakes can give rise to seismic hazards including ground shaking and liquefaction. During an earthquake, most damage, injuries and loss of life results from structural failures due to shaking. The resulting damage is a function of both building structural integrity and soil type. There are homes and buildings in the City pre-dating modern earthquake construction standards. These older homes and buildings may not withstand the lateral stress imposed by the ground shaking of a major earthquake. Typically, older buildings fare less well in earthquakes, especially unreinforced masonry walls, and multiple story structures without steel reinforcement. A large earthquake could cause considerable damage to ordinary structures.

There are two common measurements of earthquakes – magnitude and intensity. Magnitude and intensity measure different characteristics of earthquakes.

Magnitude is the strength of an earthquake measured using the Richter Scale, a numerical scale for quantifying earthquake magnitude. The Richter Scale is a logarithmic scale that measures the amount of energy released at the source or epicenter of the earthquake based on the amplitude of the highest peak recorded on a seismograph.

Intensity is the force of an earthquake at a particular place measured on the Modified Mercalli Scale, which is a subjective ranking of earthquake's effects on persons and structures.

Table PS - 1 below correlates and summarizes the magnitude ranges of the Richter Scale to the intensities levels of the Mercalli Scale. As a rule, the greater the earthquake magnitude and the closer the fault rupture to the site, the greater the intensity of ground shaking. Based on the location of the City and the proximity to nearby active or potentially active faults, the entire City could experience ground shaking during an earthquake one of several faults. The National Geophysical Data Center (NGDC) lists the results of groundshake events on their web data base. For Chowchilla, the maximum ground shaking intensities, with Modified Mercalli (MM) intensity range from minor (MM III) to moderate (MM VI) since 1926. MM VI is associated with damage to some heavy furniture moved, and a few instances of fallen plaster with only slight damage.

Other geologic hazards associated with seismic activity are ground failure and liquefaction. Liquefaction occurs when ground shaking causes water-saturated soils to become fluid and lose strength. This can result in loss of foundation support, failures due to lateral spreading, and settlements of affected soils after an earthquake when excess pore water pressures are dissipated. Conditions necessary for liquefaction are saturated, loose, cohesion less, granular fine-grained soils. The potential for liquefaction within the 2040 General Plan Planning Area is limited to the areas paralleling the two watercourses traverse the Planning Area – Ash and Berenda Sloughs.

Ground failure is generally associated with hilly and steep slopes. Given the relatively level topography of the Central Valley, the risk for ground failure within the 2040 General Plan Planning Area is extremely remote and, at best, would likely be limited to the banks of the watercourses traversing the Planning Area – Ash and Berenda Sloughs. Land adjacent to Ash Slough and Berenda Slough are designated Open Space to minimize public exposure and property damage to potential liquefaction or ground failure.

FLOODS

The City of Chowchilla lies within the San Joaquin River Hydrologic Region. The San Joaquin River Hydrologic Region is comprised of a myriad of flood control projects. Numerous Central Valley communities, including the City of Chowchilla, and surrounding farmland are protected by flood control projects that make up the Lower San Joaquin River Flood Control Project. The Lower San Joaquin River Control Project is comprised of a system of levees, bypasses, diversion channels, reservoirs and control structures. Principal flood control improvements in the immediate 2040 Chowchilla General Plan Planning Area include bypasses, levees and reservoirs and flood control structures on Berenda and Ash Sloughs and on the Chowchilla River.

The levees and bypasses are generally projects of the United States Corps of Engineers (USACE), sponsored by the Central Valley Flood Control Board. Reservoirs and dams are projects of the USACE and the United States Bureau of Reclamation (USBR), with flood reservations for and controlled by the USACE. The USACE maintains Buchanan Dam and Eastman Lake. Berenda Slough Dam and Berenda Reservoir are maintained by the Chowchilla Irrigation District.

Table PS - 1
Earthquake Magnitude and Intensity Scales

Magnitude	Intensity	Descriptor	Description
1.0 – 2.9	Very Minor	I	I. Not felt except by a few under especially favorable conditions.
3.0 – 3.9	Minor	II – III	II. Felt only by a few persons at rest, especially on upper floors of buildings. III. Felt quite noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it is an earthquake. Standing motor cars may rock slightly. Vibrations similar to the passing of a truck. Duration estimated.
4.0 – 4.9	Light	IV – V	IV. Felt indoors by many, outdoors by few during the day. At night, some awakened. Dishes, windows, doors, disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably. V. Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.
5.0 – 5.9	Moderate	VI – VII	VI. Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight. VII. Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.
6.0 – 6.9	Strong	VIII – IX	VIII. Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns; monuments, walls. Heavy furniture overturned. IX. Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.
7.0 – 7.9 8.0 and Higher	Major Great	X – XII	X. Some well-built wooden structures destroyed; mostly masonry and frame structures destroyed with foundations. Rail bent. XI. Few, if any (masonry) structures remain standing. Bridges destroyed. Rails bent greatly. XII. Damage total. Lines of sight and levee are distorted. Objects thrown into the air.

Source: United States Geological Survey, National Earthquake Information Center.

Flood Prone Areas

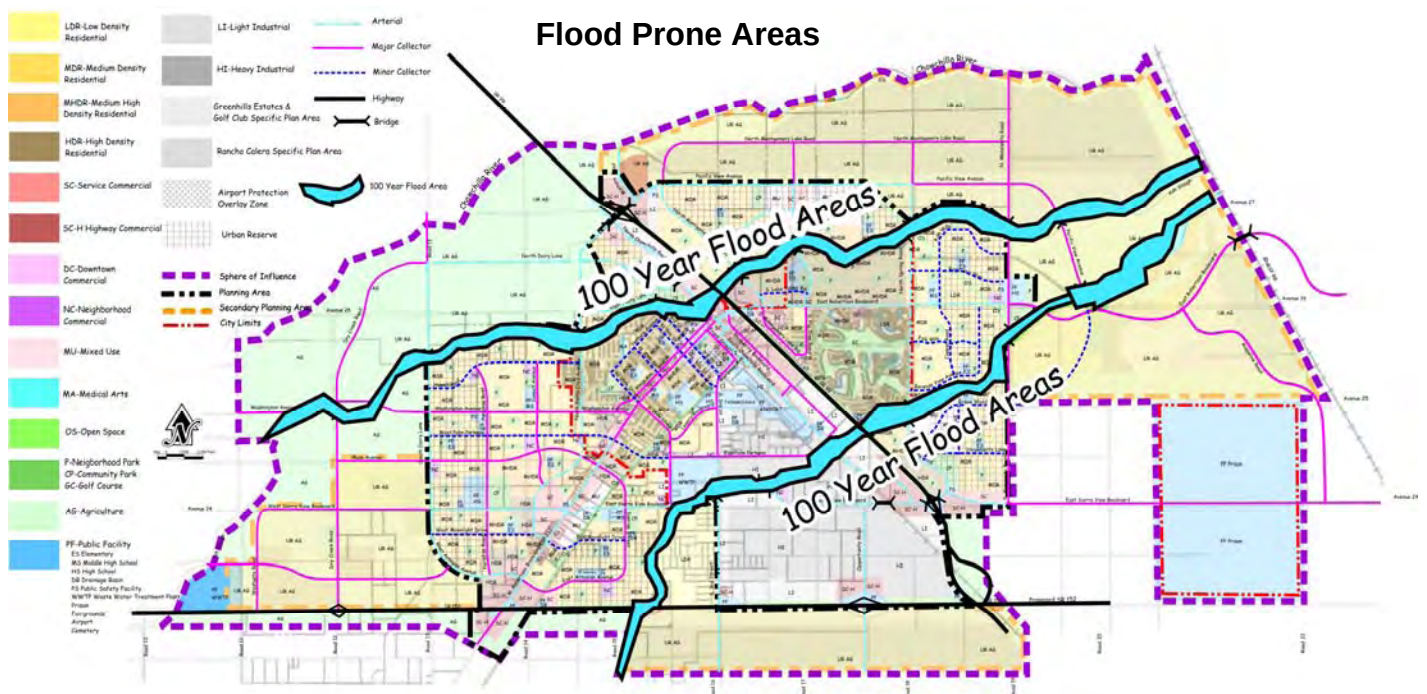
The Federal Emergency Management Agency (FEMA) is responsible for providing flood insurance and administering national floodplain management regulations. FEMA is also responsible for identifying and mapping flood hazards throughout the country. These flood hazard maps, known as Flood Insurance Rate Maps, or FIRMs, are used to identify flood prone areas, with the most susceptible areas designated as special flood hazard zones.

A number of specialized terms are used to describe flood hazards. The “base-flood elevation” is the water surface level of a water course or water body that corresponds to a flood event that has a one percent chance of being equaled or exceeded in any given year (e.g., 100-year flood event). The “floodway” is the channel of a watercourse that must be reserved in order to discharge the base flood without increasing the water surface elevation more than one foot. The “flood zone” is the designated area where flooding could occur during the “base flood” or 100-year flood.

According to FIRMs applicable to the 2040 General Plan Planning Area, the 2040 General Plan Planning Area is subject to minimal flooding.

Figure PS - 2, illustrates the FEMA designated flood hazards within 2040 General Plan Planning Area.

Figure PS - 2
Flood Prone Areas



FEMA has identified Ash Slough, Berenda Slough and the Chowchilla River as floodways. Federally designated flood zones are limited to the defined bank and channels of Ash Slough, Berenda Slough and Chowchilla River. No base flood elevation

has been determined for the 100-year floodplains. The remainder of the 2040 General Plan Planning Area is designated as Zone X – an area determined to be outside the 0.2 percent annual chance floodplain.⁴ The 2040 General Plan minimizes public exposure and property damage from potential floods by designating land adjacent to Ash Slough and Berenda Slough as Open Space.

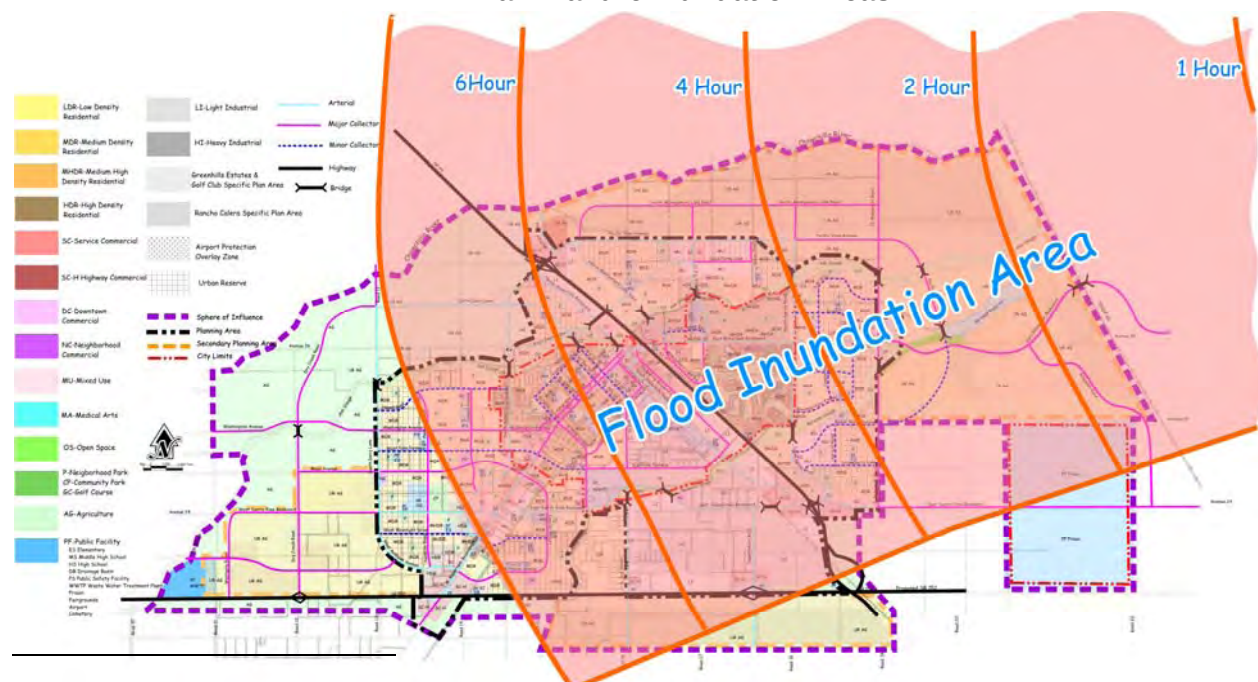
Dam Failure Inundation

The City of Chowchilla is at risk of flooding in the event of the collapse of either the Buchanan Dam or Berenda Slough Dam. The USACE has mapped the potential extent of floodwaters that could result should either Berenda Slough Dam or Buchanan Dam fail. These dams are subject to multi-jurisdictional responsibilities that include the California Department of Water Resources, USACE and the Chowchilla Irrigation District. The State of California, Office of Emergency Services maintains inundation maps for each of these dams. A dam failure plan is integrated into the City's Emergency Operations Plan.

Berenda Slough Dam at Berenda Reservoir is a rock fill structure. Berenda Reservoir, an irrigation reservoir, can hold up to 960 acre feet of water and has surface area of 215 acres. Berenda Slough Dam and Reservoir are owned and operated by the Chowchilla Water District. In the event of the collapse of the Berenda Dam, flood inundation of the 2040 General Plan Planning Area would be limited. Figure PS - 3 illustrates the potential extent of flooding in the event of a Berenda Slough Dam failure.

Figure PS - 3

Dam Failure Inundation Areas



⁴ Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Map, Madera County, California and Incorporated Areas, Community Panel Numbers 06039C0600E, 06039C0625E, 06039C0875E and 06039C0900E, Effective Date September 26, 2008.

Buchanan Dam, constructed by the USACE to form Eastman Lake up stream from the City of Chowchilla, is an earth and rock fill structure designed to restrain flood flows in the Chowchilla River and control flows in Ash and Berenda Slough. Eastman Lake can hold up to 150,000 acre feet of water. In the event of the collapse of the Buchanan Dam, the entire 2040 General Plan Planning Area would be inundated. Figure PS - 3 illustrates the potential extent of flooding in the event of a Buchanan Dam failure.

WILDLAND FIRE

The risk of a wildfire fire is related to a combination of factors. Factors which may influence the potential of a wildfire include the extent and type of vegetation, temperature, humidity, wind and fuel moisture content. The Central Valley experiences long, dry summers. The major urban / wildland interface areas of moderate fire risk include the Ash Slough and Berenda Slough corridors. The vegetative habitat associated with Ash or Berenda Sloughs can be highly flammable during the warm, dry summer months. Urban development (e.g., residential, commercial land uses) adjacent to these corridors will increase the potential risk of personal injury or property damage from a wildland fire.

The California Department of Forestry and Fire Protection (Cal Fire) Fire Hazard Sensitivity Scale utilizes three criteria in order to evaluate and designated potential wildland fire hazard zones in the State. The criteria are fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture content) and topography (degree of slope). Cal Fire, pursuant to California Public Resources Code Section 4201 – 4204, has mapped fire hazard severity zones in California for both state and local fire agency responsibility areas. According to the fire hazard map applicable to the 2040 General Plan Planning Area, the majority of the 2040 General Plan Planning Areas is unzoned by Cal Fire and is free from major wildland fire hazards. However, there are small confined areas within the 2040 General Plan Planning Area mapped by Cal Fire as moderate fire hazard severity zones.⁵ In general, areas designated as moderate fire hazard severity zones are limited to vegetative habitat associated with Ash or Berenda Slough. As of January 1, 2008 any development in designated fire hazard severity zones requiring a building permit must comply with the Wildland-Urban Interface Fire Area Building Standards.

ELECTROMAGNETIC FIELDS

Public concerns have been raised regarding electromagnetic fields (EMFs) emanating from high tension power lines and other public electrical facilities. Although there has been a great deal of research dedicated to the study of EMFs over the years, the research has yielded no definitive conclusions. EMFs are imperceptible energy emissions located at the low end of the electromagnetic spectrum, produced by

⁵ California Department of Forestry and Fire Protection Draft Fire Hazard Severity Zones in Local Responsibility Area, September 17, 2008.

alternating current as it passes through electrical wires. EMFs are comprised of two components, an electrical charge and a magnetic attraction. Low frequency EMFs are less damaging to living tissue cells than higher frequency forms of radiation such as x-rays, microwaves, or ultraviolet rays, which contain greater amounts of energy.

Two Pacific Gas and Electric Company high voltage power transmission line corridors in residential areas traverse the 2040 General Plan Planning Area. One 115 kilovolt (kv) high voltage power transmission line corridor, an east – west trending corridor, extends west from the Plan Area's easterly most boundary to an electrical substation west of Highway 99, between Highway 99 and South Chowchilla Boulevard. This high voltage power transmission line corridor is approximately one-half ($\frac{1}{2}$) mile south of East Robertson Boulevard.

A second Pacific Gas and Electric Company high voltage power transmission line corridor, a diagonal northwest – southeast trending corridor, extends from the southwesterly corner of South Manzanita Road and East Robertson Boulevard towards the Chowchilla River. This is high voltage power transmission line conveys 220 kv.

Pacific Gas and Electric Company has no official setback recommendations for development adjoining power transmission line easements. The California Department of Education, School Facilities Planning Division has established limits for locating school sites near high voltage power transmission line easements. The California Department of Education has established the following setbacks for locating any part of a school site property line near the edge of high voltage transmission line easement: 100 foot setback for 50 to 133 kv power lines; 150 foot setback for 220 to 230 kv power lines; and 350 foot setback for 500 – 550 kv power lines.⁶

HAZARDOUS MATERIALS

Hazardous materials are transported, stored and used in Chowchilla for a variety of purposes. The most common consumers and / or producers of hazardous materials include manufacturers, agriculture, automotive related services and medical. Hazardous waste is also produced and / or temporarily stored by business in City. Individual households utilize smaller amounts of hazardous materials, including, but not limited to, cleaners, herbicides, pesticides and paint. When used and disposed of properly, many hazardous materials can provide needed or desired ends, but improper use, as well as accidents associated with the production, use and transport of hazardous materials can lead to health and safety risks.

Large consumers and transporters of hazardous materials are monitored and regulated by the United States Environmental Protection Agency (EPA) and other federal, state and local regulatory agencies, such as the California State Department of Toxic

⁶ California Department of Education, School Facilities Planning Division, School Site Selection and Approval Guide, 2000.

Substance Control. The primary federal legislation is the Resource Conservation and Recovery Act (RCRA) which administered by the EPA. RCRA places reporting, permitting and operational control requirements on those who generate, treat, store or dispose of hazardous waste. The Superfund Act is a federal designed to protect the environment from risks created from previous disposal practices. Adopted by Congress in 1980, the law also known as the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), created a long-term trust to provide funding to remediate and prevent damage from improper hazardous materials disposal.

The federal Hazardous Materials Transport Act, administered by the United States Department of Transportation, requires detailed manifesting and reporting, and packaging requirements of hazardous material shipped on United States highway system. The Clean Water Act, also administered by the EPA, controls the discharge of hazardous materials or hazardous waste to waters of the United States or to local wastewater treatment plants.

A number of state agencies through legislation accept delegation of federal responsibility for hazardous materials and hazardous waste management in California. The Porter – Cologne Water Quality Act allows the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) to accept responsibility for the implementation of the Clean Water Act. The Hazardous Waste Control Act of 1977, and recent amendments to its implementation regulations, has given the Department of Health Services (DHS) the lead role in administering the Resource Conservation and Recovery Act of 1976 (RCRA) program. The Hazardous Substances Highway Spill Containment Act gives the California Highway Patrol (CHP) the authority to respond to spills of hazardous materials on the state's highways.

The California Department of Education, School Facilities Planning Division has established guidelines for locating school sites within one-quarter mile of facilities that might reasonably be anticipated to emit hazardous air emissions. For a school site is to be developed within one-quarter mile of a facility emitting hazardous air emissions, the school district (i.e., Chowchilla Elementary School District, Chowchilla Union High School District) is required to make the findings that the health risks do not or will not constitute an actual or potential endangerment of public health at the school site or that corrective measures will be taken prior to occupancy of the school site..⁷

As January 2007, only one site in 2040 General Plan Planning Area is identified in the EPA's Toxic Release Inventory database – Certainteed Corporation.⁸ This site, a fiberglass manufacture facility located in the Heavy Industrial designated area south of Berenda Slough, is known to release hazardous emissions into the air. The EPA's Toxic

⁷ California Department of Education, School Facilities Planning Division, School Site Selection and Approval Guide, 2000; and California Education Code Section 17213(a).

⁸ United States, Environmental Protection Agency, Toxic Release Inventory – Release Year 2006 PDR data set frozen on October 12, 2007 and released to the public February 21, 2008.

Release Inventory reporting program closely monitors the emissions from this facility to ensure that their annual limits allowed under federal regulations are not exceeded and that community's public health and safety are protected.

Hazardous Waste Treatment, Storage and Disposal Facilities

At the local level, the Madera County Hazardous Waste Management Plan (HWMP) in compliance with applicable federal, state and local government laws regulates the management of hazardous waste treatment, storage, and disposal (TSD) facilities in the County of Madera. The Madera County HWMP lists CertainTeed Corporation as a hazardous waste producer. CertainTeed is the only licensed TSD facility in Madera County. CertainTeed does not accept hazardous waste from any other source, and contains its waste temporary for transport and disposal outside the County of Madera. The nearest major hazardous waste disposal facility is located in western Kings County, the Kettleman Hills facility, about 80 miles southwest of the City.

The Madera County HWMP has identified general areas within the County where a TSD facility may be sited. The Madera County HWMP lists as a feasible site for future TSD facilities the Chowchilla Industrial Park. Although contained in the Madera County HWMP as a potential site, the City of Chowchilla has significant reservations as to the permitting, management and monitoring of such a site in or near the City. Madera County's current intent is to site TSD facilities only in heavy industrial or general agriculture zones as a conditional use if certain criteria can be met. The broad siting criteria include review for:

- o High Hazard Areas - Seismic; floodplains; wetlands; habitat of endangered species; soils stability; major recharge areas for aquifers.
- o Public Safety - Distance from residences; distance from immobile populations; proximity to major transportation routes; public health and safety benefit to the County.
- o Physical Limitations of the Site Area - Permeable strata and soil; non-attainment air quality areas; prime agricultural lands; depth of groundwater.
- o Location-Specific Criteria - Proximity to public facilities; proximity to waste generation streams; industrial, commercial and specially zones lands; recreation cultural and aesthetic areas; mineral resources areas, military lands; other State, Federal and Indian lands.

The Kettleman Hills facility provides adequate capacity and sufficient projected capacity for management of Madera County's hazardous waste stream, and so no additional hazardous waste facilities are proposed in Madera County or near the City of Chowchilla at this time.

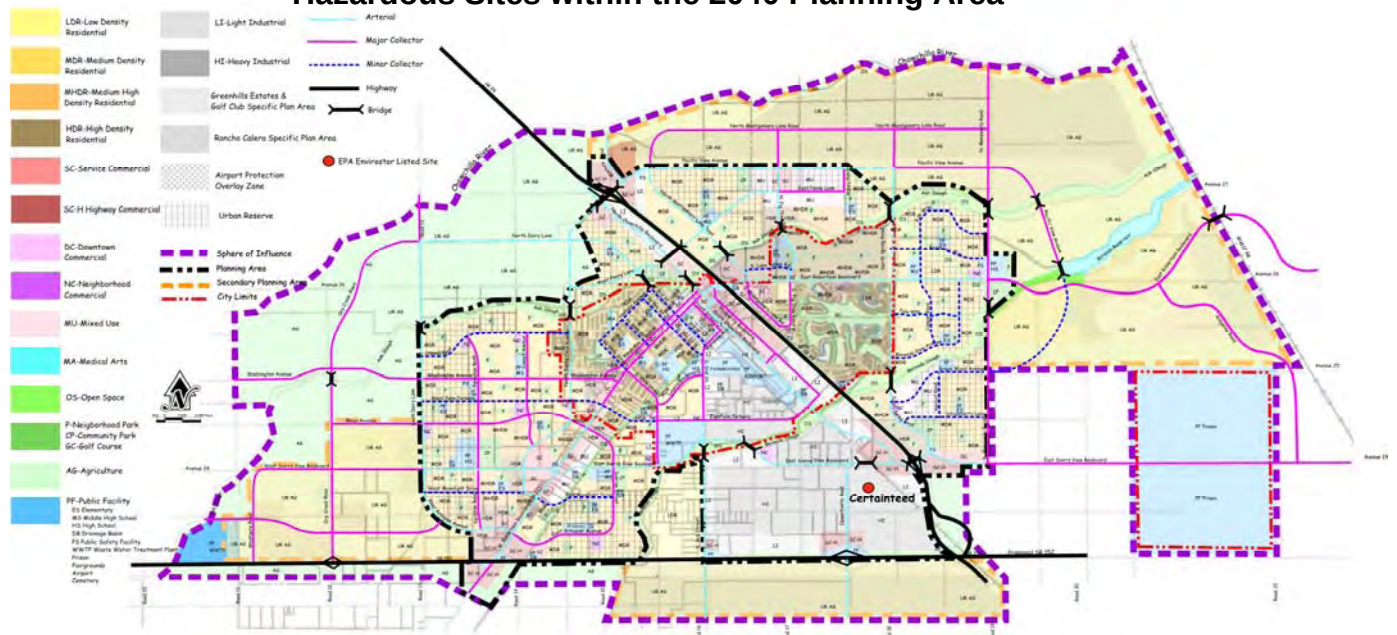
Hazardous / Contaminated Sites

With Ash and Berenda Sloughs traversing the City, the City's proximity to the Chowchilla River, and more importantly, given the local groundwater basin supplies potable water, improper use and disposal of hazardous materials poses real threats to the City's well-being. Sources of possible contaminants include septic tanks, present and past agricultural and urban business practices. As detailed in this General Plan's Public Facilities, and Open Space and Conservation Elements, the City is located within San Joaquin River Hydrologic Region and Groundwater Basin and extracts all of its water supply from the Chowchilla Sub-basin. The groundwater supplied to the City typically meets or exceeds state and federal water regulations and guidelines.

As noted earlier in this Element, the use, storage, handling, transport and disposal of hazardous materials is carefully regulated by federal, state and local agencies. List of known hazardous or contaminated sites are reported and available through EPA, RWQCB, California Department of Toxic Substance Control (DTSC) and Madera County Department of Environmental Health. There is only one reported present or past activity that has led to the contamination of properties within the 2040 General Plan Planning Area. It can be found on the Certainteed property, located within the City's heavy industrial zone; please see Figure PS - 4 on the following page. According to the EPA's Envirostor Database, a voluntary action cleanup was undertaken in June of 1995 for an unspecified contaminate. The facility investigation report was approved. Nevertheless, site specific hazardous material contaminated conditions may exist within the 2040 General Plan Planning Area which has not yet been identified. In addition, laws and regulations pertaining to the handling, storage and disposal of hazardous materials, as well as broadening definition of hazardous materials continue to evolve. Past and possibly present business practices of handling, storage, use and disposal of materials may in the future be defined a site specific area contaminated.

Figure PS - 4

Hazardous Sites within the 2040 Planning Area



An area of special concern regarding potential contaminated sites hazardous materials is residual affects of aerial and ground-based spraying of agricultural crops. These methods of herbicide and pesticide applications require regular washing and rinsing of tanks after applications. Over the years, residues have may have accumulated and toxic problems have developed. The City of Chowchilla does not allow aerial operators based at the Chowchilla Municipal Airport to wash or rinse tanks on the airport premise.

As part of the development approval process the importance of site assessments, especially where the presence of potentially hazardous materials is suspected, can not be overlooked. Many lending institutions now require a “Preliminary Site Assessment” (PSA) as part of their due diligence in making development loans. The City of Chowchilla, as part of its development approval process, may require a PSA as part of the initial environmental assessment to ensure potentially hazardous conditions do not exist, or to trigger additional study to abate conditions where they do exist.

Agricultural Spraying

A number of herbicides and insecticides, which are classified by the California Department of Food and Agriculture (DFA) as potentially injurious to humans, are used in the agricultural fields surrounding the City. Although risks from agricultural chemicals are predominately occupational, some hazards to neighboring land uses may occur during application. Some chemicals utilized in agricultural practices require a buffer zone from residential and other sensitive land uses (i.e., schools, parks). Use of any of a list of hundreds of insecticides and herbicides which are classified as “injurious” by the DFA is prohibited without issuance of a permit.

Transport of Hazardous Materials

Transportation is among one of the greatest risks associated with hazardous management programs. The potential for a truck or rail accident involving hazardous materials on state highways or rail lines passing through the City or even on the City’s surface streets is always present. Even though hazardous materials pass through Chowchilla on state highways, rail lines and surface streets, the City has no direct authority to regulate the transport of hazardous materials on state highways, or rail lines.

The transport of hazardous materials on state highways and rail lines are governed by regulations of the United States Department of Transportation and the California Highway Patrol. Federal law requires railroads accept all hazardous materials shipments that are offered them. When transporting explosives, inhalation hazards or other potentially dangerous materials, and highway route-controlled quantities of radioactive materials, safe routing and safe stopping places are required, and drivers are required to display warning placards or markings while hauling hazardous materials.

The Madera County HWMP minimizes the risk of transportation related incident by designating routes for hazardous material transport. The Madera County HWMP defines roads in the County based on a three-tier classification – minor roads; collectors and arterials; and state and interstate routes. The Madera County HWMP suggests that

transport of hazardous materials should be maximized on the highest tier roads, or highways and freeways, and minimized on the lowest tier, or minor roads, to the extent feasible. The Madera County HWMP designates two routes within the 2040 General Plan Planning Areas for transporting hazardous materials - Highways 99 and 152. Highway 233 (West Robertson Boulevard), which travels through the center of the City's commercial district and by an elementary school, is not designated as route for the transport of hazardous materials. The transport of hazardous materials on West Robertson Boulevard is not permitted by the City.

TRANSPORTATION NETWORK

Chowchilla's multi-faceted transportation network – regional and local streets, highways, rail lines and airport – provide much needed mobility to citizens, visitors, businesses, and the movement of goods. At the same time, all of these elements of the City's transportation network pose potential safety risks to users and those in the vicinity. The following focuses on the potential risks of the City's transportation network.

Chowchilla Municipal Airport

The risk of accidents involving aircraft is an important consideration in planning around airports. The Federal Aviation Administration (FAA) is responsible for enforcement of Title 14 Code of Federal Aviation Regulations. Part 77 of the Federal Aviation Regulations (FAR), Objects Affecting Navigable Airspace, establishes standards and notification requirements for the purpose of protecting airspace required for aircraft operations at an airport. These regulations require the FAA be notified of certain proposed construction or alteration of objects, whether permanent, temporary or natural growth, within a specified vicinity of an airport.

The State of California regulates airports under the authority of the State Aeronautics Act (California Public Utility Code Section 21670 et. seq.). The State of California regulates airports under the authority of the Airport Land Use Commission Law, Chapter 4 and Article 3.5, California Public Utilities Code. This law is implemented through the Airport Land Use Commissions (ALUC), which are required in every county with a public use airport or with an airport served by a scheduled airline. Under the provisions of the Law, the ALUC has certain responsibilities conferred upon it and specific duties to perform. In 2002 the California Division of Aeronautics amended the California Airport Land Use Planning Handbook, which relaxed density standards for the "Traffic Pattern Zone" or Zone "C" in the 1993 Madera County ALUCP. According to the new guidance there is "no limit" to residential density in this Zone and the population can not exceed 100-150 persons per acre which is well below the population expected in dwelling units at less than 6 per acre. The Madera ALUCP standards are outdated and should not be amended to reflect the current standards.

The ALUC is responsible for preparing a comprehensive airport land use plan for airports within its jurisdiction. The plan must reflect the anticipated growth of the airport over a 20-year horizon as a minimum. The airport land use plan includes airport safety zones which specify limitations on building heights, restrictions on the use of the land,

and standards for building construction. Airport safety zones are established to minimize the number of people subject to potential aircraft accidents by limiting the type of development that is allowed around airports through zoning regulations. The zoning regulations are implemented by the ALUC. The City of Chowchilla generally accepts the Madera County ALUC policies and standards for development. However, as allowed by law, the City reserves the right to overrule the decision of the Madera County ALUC should certain types of development which may conflict with the Madera County ALUC's Airport Land Use Compatibility Plan be favored by the City. This is particularly true with the outdated standards in the current ALUC.

Figure PS - 5 illustrates the aircraft hazard areas for the Chowchilla Municipal Airport. These zones establish areas where the risks of an aircraft crash are determined in relation to airport approach and departure flight patterns. Flight patterns illustrated in

Figure PS - 5 impact the City's residential neighborhoods and central commercial district south of West Robertson Boulevard, between South 5th street and Highway 99.

Figure PS - 5
Airport Safety Zones and Influence Areas



As illustrated in

Figure PS - 5, the Airport Land Use Compatibility Plan adopted by the Madera County Airport Land Use Commission in December 1993 has identified three zones that influence airport safety and land use compatibilities at as well as in the vicinity of the Chowchilla Municipal Airport.

The Chowchilla 2040 General Plan Land Use Diagram (Figure LU-1) in the Land Use Element of this General Plan has been configured to avoid new intensive land uses within the airport influenced areas. Development controls including limiting development within areas subject to excessive noise levels and limiting the intensity and height of development within aircraft hazard zones are embraced by policies in this General Plan. Airport operations as well as land use development limitations and restrictions as it relates to noise and compliance to noise standards is addressed in this General Plan's Noise Element.

Union Pacific Railroad Corridor

Railroad corridors create potential public safety challenges at grade railroad crossings and along rail right-of-ways. The Union Pacific Railroad Company (UP) main rail corridor traverses the City in a northwest / southeast trending direction, roughly parallel with Highway 99. Several rail spurs and sidings from the UP main rail corridor serve the City's industrial area, west of Highway 99.

All UP railroad crossings in the 2040 General Plan Planning Area are at-grade crossings. The UP at grade railroad crossings in Chowchilla pose public safety challenges in addition to localized traffic congestion, and will continue to pose potential safety challenges in the future as rail traffic is expected to increase in the future. UP averaged 20 freight trains / day in 2008 along the main rail corridor and UP that by 2040 rail traffic along the main rail corridor to grow to an estimated 26 trains / day.

Given the expense to achieve grade separations (e.g., over-crossing, under-crossing), other measures may need to be pursued, including integrating roadway – rail traffic control systems and roadway traffic management systems, and provide improved information warning of trains to motorists and pedestrians.

To lessen vehicular, bicyclist and pedestrian interface with rail activity, as well as improve east – west circulation flow in the community, the 2040 Chowchilla General Plan Circulation Diagram (refer to Figure CI – 1) identifies three grade-separated UP rail corridor crossing in the 2040 General Plan Planning Area. Two UP railroad corridor over-crossings are planned north of Ash Slough one at the reconstructed Minturn Interchange and Highway 99 and the second at East Penny Lane. One UP railroad corridor over-crossing is planned south of Berenda Slough at East Sierra View Boulevard. No UP rail corridor grade separations are planned between Ash and Berenda Sloughs as there are distance limitations and airport height restrictions.

Another public safety hazard associated with railroad operations includes potential railroad car derailment. The 2040 General Plan also minimizes potential railroad derailment concerns and public safety risks by not designating public gathering places (e.g., park, school) adjacent to the UP main rail corridor.

Pedestrian and Bicycle Facilities

As the City looks to encourage increased pedestrian and bicycling activity to achieve its transportation goals, pedestrian and bicyclist safety will require attention. While vehicular transportation needs tend to get the most attention – or at least the greatest amount of pavement – walking and bicycling represent important travel modes that are more environmentally benign and offer physical exercise. An environment safe for walking and bicycling is considered to be a key element of successful residential and commercial neighborhoods. Successful neighborhoods are those that offer safe pedestrian and bicycle routes to commercial centers, schools, parks and to employment centers.

FIRE PREVENTION AND PROTECTION

Structural and automobile fires represent the most common types of fire in urbanized areas and can be caused by a variety of human, mechanical and natural factors. Urban fires have the potential to spread to other structures or areas, particularly if not extinguished promptly. Proactive efforts, such as fire sprinkler systems, fire alarms, fire resistant construction materials and methods, can collectively lessen the likelihood and reduce the severity of urban fires. Areas of open space and vegetation pose the greatest threat for wildland fire hazards.

The City of Chowchilla Volunteer Fire Department (CVFD) serves the City of Chowchilla and its surrounding unincorporated area. The CVFD is solely a volunteer unit with a paid full time Fire Chief operating from a single fire station – Station 1. Station 1 is centrally located in the City on North First Street. Fire dispatch for CVFD is handled through the City of Chowchilla Police Department. It is the CVFD desire is to maintain a ratio of 2.8 firefighters per 1,000 population. The City's acceptable standard for responding to an emergency service call is five minutes. Most of the City's present development lies within a five minute emergency response time service area from Station 1.

Cal Fire provides services to the unincorporated area surrounding the City of Chowchilla through a contract with Madera County. Madera County contracts with Cal Fire for prevention and suppression services in the unincorporated areas of Madera County. Given the level of urban development and the uncertainty of boundaries near the City limits, a joint response including City of Chowchilla Volunteer Fire Department is part of the mutual aid agreement with Madera County. Madera County Fire Department Station 2 is located in the City of Chowchilla on North First Street. Other County Fire Department stations may also respond to a fire depending on the location and ability to commit equipment. Fire dispatch for Madera County Fire Department is handled by Cal Fire.

The CVFD and Madera County also have cooperative agreements with the California Department of Corrections for fire protection services. The CVFD will respond to a fire emergency at either the California Department of Corrections' Central Valley Women's Facility or Valley State Prison for Women.

For purpose of underwriting fire insurance, communities are classified with respect to their fire defense and physical characteristics. These classifications are referred to as Insurance Services Office (ISO) ratings. The ISO ratings range on a scale of 1 to 10. An ISO rating of 1 represents the highest level of fire protection and an ISO rating of 10 represents the lowest level of fire protection. A community's ISO rating takes into account water availability and pressure, fire department capabilities (e.g., available firefighters and equipment, number and location of public safety facilities), access, effectiveness of the community's land use regulations, fire codes and building standards, hazards and climate. The availability of an adequate water supply and delivery system is a major consideration. In January 2009, the City of Chowchilla had an ISO rating of 5.

Critical to the provision of fire protection resources include the establishment of response and staffing standards, as well as the provision of the necessary facilities and equipment to adequately serve the City. As the 2040 General Plan Planning Area develops, it is the City's desire to add full-time firefighters and to add new strategically placed public safety facilities (fire and police station) in the community. Additional fire fighting equipment will also be required as urban growth demands new public safety facilities stations to be constructed. The number and kind of vehicles available to CVFD will depend on the type and form of land uses within the City.

The City's next public safety facility, Station 2, is planned for the eastside of Highway 99 in the area of East Robertson Boulevard and Fig Tree Road. Station 2 will aid in reducing response times to the development areas east the Union Pacific Railroad corridor. Other public safety facilities are planned to serve the community as 2040 General Plan Planning Areas develops. Station 1 and the general location of future public safety facilities that are to serve the 2040 General Plan Planning Area are identified in Figure LU-1, City of Chowchilla 2040 General Plan Land Use Map. The existing fire station and the general location of future public safety facilities are identified as PS (Public Facility – Public Safety Facility). Future public safety facilities and service areas are designated to allow for emergency services equipment and personal to respond to an emergency call within five minutes.

LAW ENFORCEMENT

Law enforcement services for the City of Chowchilla are provided by the Chowchilla Police Department (CPD). Historically, the CPD has been centralized with its headquarters building located on Trinity Street. The CPD facilities are undersized for the number of police officers, dispatch employees, prisoner holding, and records retention requirements. Additional space is needed to accommodate existing law enforcement personnel and to meet the needs of law enforcement personnel and services as the City's population increases and Chowchilla's City Limits is extended.

The City is evaluating alternatives for the expansion or relocation of the police facility. Public safety facilities (fire and police stations) can provide additional space and improved response times. Cost of the expansion or relocation will have to be addressed by a combination of new development and existing City financial resources. Expanding personnel requires significant capital investment for equipment such as vehicles, law enforcement supplies, and office space. The CPD dispatches for both City police and fire services. In January 2009, the ratio of sworn officers per 1,000 population was 1.3. The City's desired ratio of sworn officers per 1,000 population is 1.5 and to maintain an emergency response time of five minutes or less for all priority calls.

The CPD headquarters and the general location of future public safety facilities that are to serve the 2040 General Plan Planning Area are identified in Figure LU-1, City of Chowchilla 2040 General Plan Land Use Map. The CPD headquarters and the general location of future public safety facilities are identified as PS (Public Facility – Public Safety Facility). Future public safety facilities and service areas are designated to allow for emergency services equipment and personnel to respond to an emergency call within five minutes.

The Madera County Sheriff's Department is responsible for law enforcement in the unincorporated areas of Madera County. The County's Sheriff's headquarters building is located on Road 28 in the City of Madera. A portion of the CPD headquarters building serves as a substation for the Madera County Sheriff's Department Deputies patrolling the unincorporated areas around Chowchilla and northern Madera County. In the event that the Sheriff's Department requires assistance or is unable to respond, the CPD will dispatch officers as needed, at the request of the Sheriff's Department watch supervisor.

The California Highway Patrol (CHP) is the primary law enforcement agency providing traffic safety and management as well as law enforcement in the unincorporated areas of Madera County. The "Madera Area" CHP office is located on Airport Drive in the City of Madera.

EMERGENCY AND DISASTER PREPAREDNESS

Major public safety challenges require the coordinated response of multiple local and regional agencies. As required by state law, Chowchilla has established emergency preparedness procedures and has adopted an "Emergency Plan" to guide City's activities in the case of a major emergency. The Emergency Plan, contained in Section 2.28 of the Chowchilla Municipal Code (Emergency Services Act), provides for Disaster Council powers and duties. Chowchilla Municipal Code allows the Mayor to designate a Director of Emergency Services, which is typically the City Administrator. The City's Emergency Plan is a collection of Municipal Code Sections that define the responsibilities of City staff in response to emergency situations. The Plan presents detailed responsibilities for the Director of Emergency Services. The Emergency Plan does not address specific emergency situations; rather, it provides the framework for coordinating efforts throughout the City staff to provide the greatest level of assistance, guidance, and support to the community in response to a catastrophic event.

To supplement the City of Chowchilla emergency response, Madera County and the City of Chowchilla cooperate in the Multi-Hazard Functional Plan which serves as the County's and City's emergency response plan in case of catastrophic disaster.

Establishing and maintaining disaster evacuation routes requires the cooperation of cities and the County. There are similar and mutually supporting relationships established for the various public safety activities. Fire suppression and police services are excellent examples of sharing resources in situations where life and property are endangered. Should Madera County experience a natural or manmade catastrophe, the Multi-Hazard Functional Plan will serve as the County's and City's emergency response plan. The City of Chowchilla has established its own internal emergency response plan which is headed by the City Administrator.

GOALS

- ❖ **Minimize community exposure to harmful impacts caused by natural or man made hazards.**
- ❖ **Minimize community exposure to risks associated with the transport, distribution, use and storage of hazardous materials.**
- ❖ **Minimize community exposure to toxic air pollutant emissions and noxious odors from industrial, manufacturing and processing facilities.**
- ❖ **Provide adequate public safety facilities and services in a timely manner to meet existing and planned growth requirements.**

OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

The following objectives, policies and implementation measures are organized into the categories and sequence outlined above. The categories, in the order they are presented, are Seismic, Floods, Fire Prevention, Law Enforcement, Hazardous Material, Transportation and Electromagnetic Fields.

Seismic

Objective PS 1

Minimize risks of potential property damage and personal injury posed by geologic or seismic activity.

Policy PS 1.1

Areas within the 2040 General Plan Planning Area know to be subject to geologic or seismic instability (e.g., liquefaction, slumping) shall be designated as Open Space to prohibit development and avoid creating a potential public safety hazard.

Implementation Measure PS 1.1.A

The City of Chowchilla shall rely on the most current and comprehensive geologic hazard mapping available to assist in identifying and designating areas of known or questionable geologic and seismic hazard conditions Open Space on the 2040 General Plan Land Use Diagram, as well as for evaluating potential geologic or seismic hazards associated with new and redevelopment projects.

Policy PS 1.2

Geologic and engineering studies are required for all new and redevelopment projects where known or questionable geological or seismic hazard conditions exist.

Implementation Measure PS 1.2.A

Where questionable geological or seismic conditions exist, the City of Chowchilla shall require geologic and soils studies to identify potential hazards and, if applicable, measures to mitigate identified hazards as part of the approval process for all new or redevelopment projects prior to issuing grading permits.

Policy PS 1.3

Geologic and engineering studies are required for all public and critical facility projects (e.g., school, hospital, utility substation, water storage reservoir, wastewater treatment facility, public safety building, bridges and overpasses).

Implementation Measure PS 1.3.A

All new and redevelopment projects, utilities, public or critical facility projects that required geologic and engineering studies shall be designed, sited and constructed in a manner that mitigates the risks of potential property damage and personal injury associated with the specific geologic and / or seismic conditions identified in the project geologic and engineering studies to minim shall identify shall be constructed in a manner that mitigates site specific geotechnical challenges and minimizes the risk to the public from seismic hazards.

Policy PS 1.4

Ensure new and redevelopment projects comply with adopted seismic and geotechnical requirements of the Uniform Building Code.

Implementation Measure PS 1.4.A

The City of Chowchilla shall continue to incorporate appropriate earthquake prevention standards, as they become available, into the City uniform building codes and require all new structures be engineered to meet seismic safety code standards.

Policy PS 1.5

Support and encourage seismic upgrades to older homes and structures in the City of Chowchilla that may be structurally deficient.

Implementation Measure PS 1.5.A

The City of Chowchilla shall identify unreinforced masonry buildings and other buildings that would be at risk during seismic events and continue to promote strengthening of these buildings.

Implementation Measure PS 1.5.B

The City of Chowchilla shall identify and promote programs that encourage property owners to protect their homes and structures against seismic hazards.

Implementation Measure PS 1.5.C

The City of Chowchilla shall provide to the public an information guide for property owners on how to reinforce or rehabilitate existing homes and structures more seismic resilient.

Implementation Measure PS 1.6.D

The City of Chowchilla shall provide the public with information on how to be prepared for a seismic event, and minimize related damage or threat to health and public safety.

Flooding

Objective PS 2

Minimize risks of potential property damage and personal injury from flooding.

Policy PS 2.1

The City of Chowchilla shall cooperate with appropriate local, state and federal agencies to address local and regional flood issues.

Policy PS 2.2

Development of urban uses, with the exception of passive recreation use areas and pedestrian / bicycle trails within a floodway or floodplain subject to a 100-year flood event shall be prohibited.

Implementation Measure PS 2.2.A

New and redevelopment projects shall provide site plans that identify applicable floodways, floodplains or other potential flood hazards.

Implementation Measure PS 2.2.B

The City of Chowchilla shall only approve new residential, commercial or industrial, or redevelopment projects when the project is shown to be protected from a 100-year flood.

Policy PS 2.3

Preserve floodways and floodplains for non-urban uses with the exception of passive or active recreational development may be allowed in a floodplain with appropriate measures that avoid or minimize damage to recreation or structural improvements.

Implementation Measure PS 2.3.A

The floodways of Ash and Berenda Sloughs, to the extent feasible, shall be preserved in their natural state, and shall not be channelized or otherwise altered. Floodways should remain undeveloped and allowed to function as natural flood protection features in the City where flood waters are temporary conveyed during storm events.

Implementation Measure PS 2.3.B

The floodways of Ash Slough or Berenda Slough are not to be modified to accommodate new or redevelopment projects in the City beyond the installation of storm drain outfalls, utilities or bridges, or to restore floodway capacity, stabilize slough banks or to restore plant or wildlife habitat.

Policy PS 2.4

Ensure that potential flooding impacts, including on-site flood damage, and potential inundation, are adequately addressed through the environmental review process and appropriate mitigation is imposed.

Implementation Measure PS 2.4.A

The City of Chowchilla's development review process shall ensure no residential, commercial or industrial land use project is constructed within floodway or a 100-year floodplain.

Implementation Measure PS 2.4.B

The City of Chowchilla's development review process shall ensure no public or private infrastructure (e.g., bridge), or utility project constructed within a floodway or a 100-year floodplain will compromise the health, safety, and welfare of the City.

Policy PS 2.5

Establish and maintain evacuation routes for areas that could be affected by flooding or dam failure, with special emphasis on critical and emergency facilities.

Implementation Measure PS 2.5.A

Roads that provide access to urban uses, in particular to critical facilities (e.g., school, hospital, utility substation, water storage reservoir, wastewater treatment facility, public safety building, bridges and overpasses) should also be prohibited within a floodway or floodplain which is subject to 100-year flood.

Objective PS 3

Minimize risks of potential property damage and personal injury in the event of a dam failure.

Policy PS 3.1

The City of Chowchilla, in cooperation with the County of Madera, shall continue to maintain a disaster relief plan that addresses potential flood inundation in the areas of Eastman Lake or Berenda Reservoir in the event of a dam failure.

Implementation Measure PS 3.1.A

The City of Chowchilla shall review evacuation plans in the City's emergency management plan, as periodically amended, for the inundation areas regularly to ensure they are accurate and up to date.

Implementation Measure PS 3.1.B

The City of Chowchilla shall work the California Department of Water Resources to ensure adequate funding is allocated for inspections of Buchanan and Berenda Dams, and that inspections and required maintenance are being carried out.

Implementation Measure PS 3.1.C

The City of Chowchilla shall maintain an emergency evacuation plans in the City's emergency management plan for the safe evacuation of people from areas subject to inundation from failure of Buchanan and /or Berenda Dam. Plans shall be reviewed annual and, if necessary, updated to ensure the evacuation plans are accurate and up to date.

Implementation Measure PS 3.1.D

The City of Chowchilla shall investigate and implement, when feasible, measures for urban development in a dam inundation area that offers protection from flooding and provide the public with information on how to be prepared for a flood in the event of a dam failure.

Fire Prevention and Response

Objective PS 4

Minimize risks of potential property damage and personal injury from wildland fires.

Policy PS 4.1

New and redevelopment projects in a designated moderate fire hazard severity zone shall comply with the Wildland-Urban Interface Fire Area Building Standards.

Implementation Measure PS 4.1.A

The City of Chowchilla shall evaluate all new and redevelopment projects located adjacent to Ash or Berenda Sloughs to assess its vulnerability to fire and its potential as source of fire.

Policy PS 4.2

New and redevelopment projects in which the elimination of a wildland fire hazard would require the significant removal of, or damage to, established trees and other riparian vegetation associated with Ash Slough or Berenda Slough shall not be permitted.

Implementation Measure PS 4.2.A

The City of Chowchilla shall review all new and redevelopment projects proposed within 500 feet of top of bank of Ash or Berenda Slough for conformity with the Wildland-Urban Interface Code. Development within designated Fire Hazard Severity Zone shall be in compliance with California Public Resources Code Section 4291.

Objective PS 5

Protect property in urbanized areas from fire hazards.

Policy PS 5.1

Ensure that new fire stations, personnel and equipment are provided to sufficiently meet the needs of the City as it grows in size and population.

Implementation Measure PS 5.1.A

The City of Chowchilla shall endeavor to meet / maintain a response time of five (5) minutes for all areas within the City Limits.

Implementation Measure PS 5.1.B

The City of Chowchilla shall endeavor to meet and maintain a ratio of 2.8 fire personnel per 1,000 population.

Implementation Measure PS 5.1.C

The City of Chowchilla shall integrate fire safety considerations in the planning review and approval process.

Implementation Measure PS 5.1.D

The City of Chowchilla shall acquire land and construct additional fire stations to maintain acceptable response times throughout the 2040 General Plan Planning Area.

Implementation Measure PS 5.1.D

Fire stations and facilities shall be considered consistent with all land use designations in the General Plan and all zoning districts. The station's

architectural design and landscape of new fire stations shall be complementary with surrounding land uses.

Policy PS 5.2

New and redevelopment projects shall mitigate fire hazards related to urban development or patterns of urban development as they are identified.

Implementation Measure PS 5.2.A

The City of Chowchilla shall analyze the additional service demands for fire services and, as necessary, require new development to provide funding to meet the cost of expanding the service.

Implementation Measure PS 5.2.B

The City of Chowchilla shall require property owners to remove fire hazards, structures, materials and debris as directed by the Fire Department.

Policy PS 5.3

Ensure that potential fire impacts are adequately addressed through the environmental review process and appropriate mitigation is imposed.

Implementation Measure PS 5.3.A

The City of Chowchilla development review and approval process shall continue to involve the Chowchilla Volunteer Fire Department.

Implementation Measure PS 5.3.B

The City of Chowchilla's development review process shall ensure no residential, commercial or industrial land use project is constructed without adequate fire services, personnel, equipment available.

Policy PS 5.4

Pursue strategies to improve the City of Chowchilla's Insurance Service Office (ISO) rating.

Implementation Measure PS 5.4.A

The City of Chowchilla shall provide fire station facilities, equipment and staffing necessary to improve the City's ISO rating of 5.

Implementation Measure PS 5.4.B

The City of Chowchilla shall identify non-contiguous streets and other barriers to rapid response and pursue measures to eliminate the barriers.

Implementation Measure PS 5.4.C

The City of Chowchilla shall develop and provide public outreach and education to the community regarding fire safety and prevention.

Policy PS 5.5

The City of Chowchilla shall continue to cooperate with the Madera County Fire Department in the provision of fire protection services through a mutual aid agreement.

Policy PS 5.6

The City of Chowchilla shall require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, as well as provide evacuation routes, where applicable.

Policy PS 5.7

The City of Chowchilla shall ensure adequate fire flow requirements are maintained throughout the City.

Policy PS 5.8

The City of Chowchilla shall consider protection from fire hazards in all planning, regulatory and capital improvement programs.

Policy PS 5.9

The City shall continue to promote public awareness and prevention of fire hazards through fire prevention programs.

Policy PS 5.10

The City of Chowchilla shall maintain a weed abatement program to ensure clearing of dry vegetation. Weed abatement activities shall be conducted in a manner consistent with all applicable environmental regulations.

Implementation Measure PS 5.10.A

Continue with an intensive weed abatement program to minimize fire hazards near urban uses.

Objective PS 6

Provide high quality emergency services to protect life and property in the City of Chowchilla.

Policy PS 6.1

Provide for efficient and cost effective fire and emergency medical service to minimize potential injury, loss or destruction to persons or property.

Implementation Measure PS 6.1.B

Potential fire hazards shall be identified in project review and shall be mitigated to an acceptable level.

Implementation Measure PS 6.1.C

To the extent feasible, the City of Chowchilla shall maintain Fire Marshall inspection services to ensure that new and remodel construction complies with

Uniform Fire Code requirements, and that commercial and industrial buildings are meeting minimum fire prevention and safety requirements.

Implementation Measure PS 6.1.D

Maintain mutual aid with Madera County.

Implementation Measure PS 6.1.E

Maintain emergency fire dispatch services at an acceptable level and to the extent feasible maintain mutual aid communications channels with Madera County Central Dispatch.

Policy PS 6.2

Minimize urban fire hazards within the Chowchilla Planning Area.

Implementation Measure PS 6.2.A

The City of Chowchilla shall minimize the dependency of new commercial, industrial, and mixed-use development on fire fighting personnel and equipment by requiring on-site fire suppression systems (e.g., sprinklers, alarm), utilization fire resistant construction material and other measures, as appropriate.

Implementation Measure PS 6.2.B

All new development shall be constructed according to the fire safety and structural standards contained in the latest adopted Uniform Building Code (UBC) and related regulations.

Law Enforcement

Objective PS 7

Provide high-quality police services to all residents and businesses in the City of Chowchilla.

Policy PS 7.1

Provide staff and financial resources to ensure adequate and equitable distribution of police services

Policy PS 7.2

Promote community order by preventing criminal activity, enforcing laws, and meeting community police service demands.

Implementation Measure PS 7.2.A

Maintain the 911 emergency system and promote Neighborhood Watch systems and similar crime prevention activities and programs through schools and community organizations.

Implementation Measure PS 7.2.B

Design defensible public and private spaces to minimize opportunities for criminal activity.

Implementation Measure PS 7.2.C

Maintain mutual aid agreements with Madera County and neighboring County law enforcement agencies and the California Highway Patrol.

Implementation Measure PS 7.2.D

Law enforcement hazards shall be identified in project review and shall be prevented or mitigated to an acceptable level.

Policy PS 7.3

Coordinate with the Madera County Sheriff's Department in its effort to provide law enforcement services within the unincorporated areas of the 2040 General Plan Planning Area.

Policy PS 7.4

Endeavor to provide minimum response time of five minutes on all priority calls.

Objective PS 8

To provide protection to the public through adequate police staffing and related resources, effective law enforcement and the incorporation of crime prevention features in new development.

Policy PS 8.1

The City of Chowchilla shall maintain an average response time of five minutes or less for priority calls.

Policy PS 8.2

The City of Chowchilla shall maintain a minimum ratio of 1.5 sworn officers per 1,000 population.

Policy PS 8.3

The City of Chowchilla shall promote public safety programs, including neighborhood watch, child identification and fingerprinting and other public education efforts.

Policy PS 8.4

The City of Chowchilla shall promote the use of building and site design features as a means for crime prevention and reduction.

Implementation Measure PS 8.4.A

The City of Chowchilla development review and approval process shall continue to involve the Chowchilla Police Department.

New Development Responsibility

Objective PS 9

New development shall pay fees as necessary to meet all identified costs associated with new development.

Policy PS 9.1

Ensure that potential law enforcement needs are adequately addressed through the environmental review process and appropriate mitigation is imposed.

Implementation Measure PS 9.2.B

The City of Chowchilla's development review process shall ensure no residential, commercial or industrial land use project is constructed without adequate law enforcement services, personnel, equipment available.

Policy PS 9.2

New development shall be responsible for paying a financial contribution to mitigate the effect of the development on the provision of such public services as police and fire protection, solid waste disposal, public education, water, drainage, and sewer facilities.

Implementation Measure PS 9.2.A

During deliberation on proposed projects, the Planning Department shall include a finding in their staff report which addresses the adequacy of public services and the method by which the proposed development is to provide for these public services as part of the development.

Policy PS 9.3

The City shall acquire land and construct additional structures for fire and police services to maintain acceptable response times throughout the General Plan Area.

Implementation Measure PS 9.3.A

The City shall analyze the additional service demands for fire and police services and, as necessary, require new development to provide funding to meet the cost of expanding the service.

Implementation Measure PS 9.3.B

Public buildings and facilities shall be considered consistent with all land use designations in the General Plan and all zoning districts. The architectural design and landscaping of new public buildings and facilities shall be complementary with surrounding land uses.

Policy PS 9.4

Construction permits shall not be granted until the developer provides for the installation

and/or financing of needed public facilities.

Hazardous Material

Objective PS 10

Protect the City of Chowchilla and its environment from harmful effects of hazardous materials.

Policy PS 10.1

Residual hazardous waste repositories shall be prohibited in the City of Chowchilla.

Policy PS 10.2

The City of Chowchilla shall require, as appropriate and as a component of the environmental review process, a hazardous materials inventory for project sites, including an assessment of materials and operations for any development applications. Particular attention shall be paid to land that previously contained agricultural uses.

Policy PS 10.3

The City of Chowchilla shall ensure the proponents of new development project address hazardous materials concerns through the preparation of a Phase I or Phase II hazardous materials studies for each identified site as part of the design and environmental review process. Recommendations required to satisfy local, state or federal cleanup standards outlined in the studies shall be implemented as part of the construction phase for each project.

Policy PS 10.4

The City of Chowchilla shall coordinate with Madera County to provide household hazardous waste disposal and recycling services.

Policy PS 10.5

The City of Chowchilla shall use the development review process to ensure compatibility between hazardous material users and surrounding land use.

Policy PS 10.6

The City of Chowchilla shall educate the public as to the types of household hazardous waste and the proper methods of disposal.

Policy PS 10.7

The City of Chowchilla shall require that all new habitable structures be setback at least 85 feet from the nearest railroad track. These setback areas shall be measured from the edge of the outermost railroad track.

Policy PS 10.8

The City shall require that hazardous materials are used, stored, transported and disposed of within the City in a safe manner and in compliance with local, state and federal regulations.

Policy PS 10.9

Hazardous waste management facilities may be permitted in areas designated as Heavy Industrial if other siting criteria can be met and potential environmental affects are mitigated as part of conditional approval.

Policy PS 10.10

Business practices using; storing or producing hazardous materials shall be located at a safe distance from other uses that may be adversely affected by such activities. Sensitive receptors such as schools, hospitals, day care centers, convalescent homes, and other immobile populations shall be considered during the review process.

Implementation Measure PS 10.10.A

The City of Chowchilla shall restrict the storage of hazardous material in industrial areas which are located near sensitive receptors.

Policy PS 10.11

Any risks involving the disposal, transport, manufacture, storage and handling of hazardous material in the City of Chowchilla shall be evaluated in the project review and approval process.

Implementation Measure PS 10.11.A

City of Chowchilla shall coordinate with Madera County to provide educational opportunities for generation of small quantity, household and agricultural waste products regarding their responsibilities for source reduction and proper and safe hazardous waste management.

Implementation Measure PS 10.11.B

The City of Chowchilla shall prohibit the transport of hazardous materials through the City on Highway 233.

Implementation Measure PS 10.11.C

The City of Chowchilla shall adopt current versions of the Uniform Fire Code to regulate the storage of hazardous substances.

Implementation Measure PS 10.11.D

The City of Chowchilla shall require full environmental review, including early public notification, of any proposal to establish a licensed hazardous substance treatment, storage, or disposal facility within the 2040 General Plan Planning Area or Sphere of Influence.

Implementation Measure PS 10.11.E

The City of Chowchilla shall consider the potential harmful effects from toxic air contaminants or emissions on sensitive receptors when approving the siting of new industrial facilities or when a change is proposed in existing industrial uses.

Implementation Measure PS 10.11.F

The City of Chowchilla shall coordinate with Madera County and the California Highway Patrol to establish designated travel routes through the 2040 General Plan Planning Area for vehicles transporting hazardous materials.

Implementation Measure PS 10.11.G

The City of Chowchilla shall coordinate with the Madera County Department of Environmental Health for the implementation of the Hazardous Material Disclosure Law.

Implementation Measure PS 10.11.H

The City of Chowchilla shall identify potential users and producers of hazardous materials at the time of permit application and mitigate dangers associated with these materials.

Policy PS 10.12

Separate, buffer and protect sensitive receptors from significant sources of air pollutants to the greatest extent possible.

Implementation Measure PS 10.12.A

New and redevelopment projects with sensitive receptors within 500 feet of an existing or planned highway, arterial or major collector shall be designed with consideration of site and building orientation, and incorporate best available technology for improved air quality and flow, ventilation and filtration to lessen potential health risks due to the project's proximity to the roadway.

Implementation Measure PS 10.12.B

To the extent allowable by State Law, the City of Chowchilla shall prohibit new school facilities, with the exception of "bus barns" or maintenance facilities to be developed within one-quarter mile of a known industrial facility permitted to emit hazardous air pollutant or within one quarter mile of any land designated as Light Industrial or Heavy Industrial.

Objective PS 11

Minimize public exposure risks associated with the storage, transport and disposal of hazardous materials.

Policy PS 11.1

Ensure hazardous materials used in business and industry is used, stored, handled and disposed of properly.

Implementation Measure PS 11.1.A

City of Chowchilla shall provide the resources to ensure that hazardous materials used, stored and generated by businesses are handled properly.

Implementation Measure PS 11.1.B

The City of Chowchilla shall coordinate with responsible federal, state and local agencies to identify and regulate the use, storage, transportation and disposal of hazardous materials.

Objective PS 12

Minimize risks of personal injury associated with potential hazards in the urban environment.

Policy PS 12.1

Potential public safety hazards associated with irrigation canals and drainage areas shall be minimized by design, fencing or by restricting public access.

Implementation Measure PS 12.1.A

The City of Chowchilla shall develop and establish design guidelines and standards for publicly accessible irrigation facilities, sloughs, detention basins and drainage facilities to minimize potential for accidents and injury. Design guidelines and standards shall promote a visually attractive environment consistent with the form and character of the surroundings.

Implementation Measure PS 12.1.B

The City of Chowchilla shall coordinate with canal owners and operators with facilities in the City Limits to minimize potential public safety risks and to ensure, if applicable, the facilities have properly placed hazard warning signs.

Implementation Measure PS 12.1.C

The City of Chowchilla shall place applicable hazard warning signs at City owned, maintained, and / or operated storm drainage facilities where a potential public safety hazard is present.

Transportation Networks

Objective PS 13

Protect the community from potential airport and air transportation hazards.

Policy PS 13.1

Minimize the risk of potential hazards associated with aircraft operations at Chowchilla Municipal Airport.

Policy PS 13.2

When planning for development near the Chowchilla Airport anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety.

Policy PS 13.3

Encourage development in the vicinity of the Chowchilla Municipal Airport would not cause land use conflicts, hazards to aviation or hazards to the public and that is in compliance with the Madera County Land Use Compatibility Plan for the Airport.

Policy PS 13.4

Maintain the Protection Overlay Zone for the Chowchilla Municipal Airport, as required for safety for both the present runway configuration.

Policy PS 13.5

Review the Chowchilla Municipal Airport Master Plan periodically to update operational and safety procedures, reflect state and federal mandates, better utilize airport property and recommend land use capacity standards for land surrounding the airport.

Policy PS 13.6

The City of Chowchilla shall maintain an Airport Master Plan for the Chowchilla Municipal Airport.

Implementation Measure PS 13.6.A

The City of Chowchilla should consider relocating the airport to a new location which will allow expansion and operation without interference from urban encroachment.

Implementation Measure PS 13.6.B

As necessary, the City shall acquire land to implement the Airport Master Plan by the appropriate governmental agency.

Policy PS 13.7

Chowchilla shall maintain the Airport Land Use Compatibility Plan for the environs of the Chowchilla Municipal Airport.

Implementation Measure PS 13.7.A

The City of Chowchilla shall seek amendment to the ALUC Plan to modernize the requirements and standards for development consistent with recommended guidance from Caltrans.

Implementation Measure PS 13.7.B

The Land Use Element of the Chowchilla General Plan and the Chowchilla Zoning Ordinance shall be used to restrict potentially hazardous land uses from being established within Airport Safety Zones A and B1 of the Chowchilla Municipal Airport.

Policy PS 13.8

Minimize the risk of potential hazards associated with aircraft operations at the Chowchilla Municipal Airport through the adoption and implementation of the Airport

Protection Overlay Zone and by implementing the Madera County Airport Land Use Compatibility Plan.

Policy PS 13.9

Ensure development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Madera County Airport Land Use Compatibility Plan.

Policy PS 13.10

To the extent feasible, locate new buildings of high public occupancy – particularly schools, medical, civic and institutional uses – at an adequate distance from main railroad alignments and the highway to minimize risks to life and property in the event of a hazardous cargo accident.

Objective PS 14

Provide City-wide safe pedestrian and bicyclist environments.

Policy PS 14.1

Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices and school routes throughout the City.

Implementation Measure PS 14.1.A

The City of Chowchilla shall develop guidelines and standards for the treatment of public streetscape to improve pedestrian safety and walkability. The guidelines and standards should address street trees, street lighting, street furniture, traffic calming and other pertinent pedestrian safety and walkability topics.

Implementation Measure PS 14.1.B

The City of Chowchilla shall identify and inventory existing pedestrian safety and walkability areas within the City area developed areas within the City. The City shall establish funding sources and priorities, and set forth a phased improvement program to improve present pedestrian safety and walkability deficiencies within the City.

Policy PS 14.2

All new and redevelopment projects shall provide reasonable means of pedestrian and bicycle accessibility and safety provisions.

Implementation Measure PS 14.2.A

The City of Chowchilla shall verify that all new and redevelopment projects provide appropriate pedestrian and bicycle accessibility and safety provisions prior to project approval.

Implementation Measure PS 14.2.B

All grade separation projects shall implement pedestrian and bicycle accessibility and safety measures.

Emergency Services (Fire, Police, and Public Works)

Policy PS 14.3

Maintain an Emergency Preparedness Plan.

Implementation Measure PS 14.3.A

Update the Emergency Preparedness Plan periodically to respond to changes in land use, population and incorporated city boundaries, including: evacuation routes; location of critical facilities; peak load water supply requirements; minimum road widths and turning radii; and identification of the population at risk.

Implementation Measure PS 14.3.B

Coordinate with Madera County, Federal Emergency Management Agency, and Office of Emergency Services in reducing community risk in the event of a disaster through Emergency Preparedness Plan preparation and disaster drills.

Implementation Measure PS 14.3.C

Coordinate City evacuation routes with Madera County's emergency evacuation routes.

Implementation Measure PS 14.3.D

Ensure that public and private water facilities have adequate capacity to supply emergency needs.

Objective PS 15

Protect Chowchilla from hazards associated with the natural environment.

Policy PS 15.1

Minimize risks of personal injury and property damage associated with natural hazards.

Implementation Measure PS 15.1.A

Participate in state and County programs to educate residents regarding preparedness and response to natural disasters, including information describing procedures and evacuation routes to be followed in the event of a disaster.

Implementation Measure PS 14.3.B

Design consideration shall be given for future evacuation routes as a component of the street construction and improvement programs of the City. The City shall coordinate its planning and design efforts with other agencies including Madera County and Caltrans.

Implementation Measure PS 14.3.C

Prepare a Local Hazard Mitigation Plan pursuant to the Disaster Mitigation Act of 2000 to ensure that the City remains eligible for emergency funding in the event of natural hazards.

Objective PS 16

To maintain emergency preparedness programs to protect the public.

Policy PS 16.1

The City of Chowchilla shall coordinate with local, state and federal agencies to maintain and test a coordinated emergency response system that addresses a variety of public safety challenges.

Policy PS 16.2

The City of Chowchilla shall support and periodically update its emergency preparedness programs to meet current local, state and federal requirements.

Policy PS 16.3

The City shall ensure that major access and evacuation corridors area available and unobstructed in case of a major emergency or disaster.

Policy PS 16.4

The City of Chowchilla shall ensure that the siting of critical emergency response facilities (i.e., public safety facilities, medical, emergency operations center, substations) have minimal exposure to flooding, seismic, fire and explosions.

Policy PS 16.5

The City shall seek to minimize vulnerability of its infrastructure.

Policy PS 16.6

The City shall complete regularly scheduled reviews and updates of its emergency management plans.

Implementation Measure PS 14.6.A

The City of Chowchilla shall conduct periodic mock exercises using emergency response systems to test the effectiveness of City procedures included in the emergency response plans.

NOISE ELEMENT

The State of California, in recognition of the relationship between noise and noise – sensitive uses and public health concerns associated with noise, has adopted very specific guidelines for Noise Elements.¹ These guidelines include the requirement for defining projected future noise conditions in the form of noise exposure contours, which present information in a manner similar to a topographic map contours. The noise information serves as the basis for developing guidelines for identifying compatible land uses, identifying the proper distribution of land uses on the General Plan Land Use Map and establishing appropriate development standards.

The interpretation of noise exposure contours is a generalization. Noise measurements, from which noise contours are derived, are affected by many variables such as wind direction and speed, temperature, structures, topography in a particular area at the time the measurement was taken. As such, noise contour lines are not specific boundaries of noise tolerance. Rather noise contour lines indicate where noise sensitive land uses may experience a high level of noise to which a person's ability to communicate, work, recreate, rest and sleep may be affected.

Noise is often defined as annoying or unwanted sound – sound which interferes with person's ability to communicate, work, recreate, rest and sleep. Health studies have shown that excessive noise can cause adverse psychological or physiological effects on human beings. Defining noise problems and establishing a regulatory system that addresses noise which effective requires an understanding of some the basic characteristics of sound and how it affects people and their activities. Some of the most important characteristics of noise are outlined in Table N - 1.

Two parameters are used to technically describe the sound environment at any instant in time – amplitude and frequency. These two characteristics affect the way people respond to sound. While sound levels can be easily measured, the variable in subjective and physical responses to sound complicates the analysis of its impact on people. Sound is created when an object vibrates and radiates part of its energy as acoustic pressure waves through a medium such as air, water or solid.

¹ California Government Code Section 65302(f) and California Health and Safety Code Section 56050.1.

Table N - 1
Noise Characteristics

Noise Characteristic	Units of Measure	Effects on People and Activities
Loudness or Sound Pressure	Energy content of sound waves in the air. Un-weighted sound pressure level in decibels (dB)	Noise distracts attention from tasks, interferes with verbal communications and prevents or disturbs sleep. At high levels or for long periods, noise causes temporary or permanent hearing loss. At very high levels, noise can cause pain. Louder sounds have greater effects, subject to the further considerations below.
Frequency of Pitch	Frequency (cycles per second, or Hertz (Hz) of pressure waves. Frequency distribution by octave or 1/3 octave band. Overall sound pressure level weighted by frequency, such as A-weighting (dBA).	The human ear is sensitive to sounds in the range of human speech, less sensitive to high or low frequencies at the same sound energy.
Tonal Content	Pure tones or energy distribution by octave or 1/3 octave frequency band. Special weighting such as effective perceived noise levels in decibels or simple penalty weightings for pure tones.	High tonal content means identifiable whines or hums, which can be particularly annoying compared to random noise of the same sound energy.
Information Content (Music, Voice, Sirens, Etc.)	Judgment that sound includes voice, music, etc. No standard measurement program or weighting.	Information content draws attention to sounds compared to more random noise of the same sound energy.
Impact Noise	Rapid increase in sound pressure or repetitive impacts. Fast response on sound meters used to measure impact noise.	Impact noise (helicopter rotor blade noise, jackhammer, etc.) can be more annoying than other noise of the same sound energy.
Duration of Noise Events as Percentage of 24-Hour or other Period	Hourly or other time averaged energy level (L_{eq}) or statistical sound levels identifying the level exceeded a given percentage of the time.	A noise which last longer or is constant has more impact than one of the same noise energy that occurs only occasionally or for a short period of time.
Degree of Intrusion of Noise Events Over Background Noise Levels	Difference between peak and ambient noise levels. Statistical sound levels, peak noise levels compared to average or ambient.	Individual distinct noise events such as aircraft overflight or loud vehicle pass-by events of given noise level are more intrusive if they occur in a quiet environment.
Time of Day	24-hour or annual average level with weightings for evening and night noise such as CNEL or L_{dn} .	People and their activities are generally more sensitive to noise during the nighttime hours because background noise is generally lower, making noise of a given noise level more intrusive; and sleep is easily interrupted by noise.
Importance of Noise Source	Judgment of social value of noise source.	People are generally willing to accept more disturbance from noise they consider necessary, such as from trash collection, emergency vehicle sirens, etc.

Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). The sound pressure level is the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale – a logarithmic loudness scale - is used to quantify sound intensity. Because the human ear is not equally sensitive to all frequencies within the entire spectrum, a noise measurement are weighted more heavily within those frequencies of maximum human sensitivity in a process called “A – Weighting” and is denoted as an A – Weighted Decibel (dBA): dBA. Table N - 2 identifies common noise levels for indoor and outdoor activities and sources.

Table N - 2
Typical Noise Levels

Noise Source	Noise Level dBA	Subjective Evaluation	Noise Environment CNEL
Near Jet Engine	140	Deafening (128 Times as Loud)	75+ dBA Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure to noise environment
Civil Defense Siren	130	Threshold of Pain (64 Times as Loud)	
Hard Rock Band	120	Threshold of Feeling Pain (32 Times as Loud)	
Accelerating Motorcycle at a Distance of Several Feet	110	Very Loud (16 Times as Loud)	
Pile Driver Noisy Urban Street / Heavy Traffic	100	Very Loud (8 Times as Loud)	
Ambulance Siren; Food Blender	95	Very Loud	
Garbage Disposal	90	Very Loud (4 Times as Loud)	
Freight Cars, Living Room Music	85	Loud	
Pneumatic Drill; Vacuum Cleaner	80	Loud (2 Times as Loud)	
Busy Restaurant	75	Moderately Loud	65 – 70 dBA Very noisy urban areas near highways, arterials and airport.
Near Highway Auto Traffic	70	Moderately Loud	
Commercial Center	65	Moderate	55 – 65 dBA Somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic
Average Office	60	Moderate (½ as Loud)	
Suburban Street	55	Moderate	
Light Traffic, Soft Radio Music in Apartment	50	Quiet (1/4 as Loud)	Below 55 dBA Relatively quiet urban areas, no arterial streets within 1 block, no freeways within ¼ mile.
Large Transformer	45	Quiet	
Average Residence Without Stereo Playing	40	Faint (1/8 as Loud)	
Soft Whisper	30	Faint	
Rustling Leaves	20	Very Faint	
Human Breathing	10	Very Faint (Threshold of Hearing)	

Notes: dBA = A-weighted decibels. CNEL = Community Noise Equivalent.

The human ear can detect changes in sound levels of approximately three dBA and greater under normal conditions and a change of five dBA is typically noticeable to the general public in an outdoor environment. Changes of 1 to 3 dBA are typically unnoticeable by the general public.

Since sensitivity to noise increases during the evening and night – excessive noise interferes with the ability to sleep – 24 hour descriptors have been developed that increase the weighting for noise that occurs during quiet times of the day. The increase is referred to as a penalty. For example, the Community Noise Equivalent Level (CNEL) measures the cumulative noise exposure in a place, with a 5 dB penalty added to evening (7:00 pm to 10:00 pm) and 10 dB penalty added to nighttime (10:00 pm to 7:00 am) noise levels. The Day / Night Average Sound Level L_{dn} is essentially the same as CNEL with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

ROADWAY CORRIDORS

Roadways and traffic noise are the dominant source of ambient noise in the Planning Area. The major sources of vehicular traffic noise in the Planning Area include Highways 99, 152 and 233 (Robertson Boulevard). The City's network of arterials, major and minor collectors also contribute to the City's ambient traffic noise level.

Traffic noise depends primarily on the speed of traffic and the percentage of truck traffic. Traffic volume also has a major influence on traffic noise levels. The primary source of noise from automobiles is high frequency tire noise, which increases with speed. Trucks produce engine and exhaust noise as well as wind noise. While tire noise from automobiles is generally located at ground level, truck noise sources can be located as high as 10 to 15 feet above the roadbed due to tall exhaust pipes and higher engine placement.

Noise levels from these surface roadways are expected to increase with increased traffic levels anticipated in the Planning Area. Traffic noise level projections were made using the Federal Highway Administration's (FHWA) Highway Noise Prediction Model.² The FHWA Model is generally considered to be accurate within 1.5 dB. Table N - 3 identifies the distances measured in feet from the centerline of applicable roadway in the Planning Area to the 60 and 65 dB L_{dn} contours.

Figure N - 1, identifies the noise levels projected by the year 2040 from vehicles traveling on Highway 99 and 152. The actual distance to noise levels contours illustrated in Figure N - 1 may vary from the distances predicted by the FHWA model due to roadway curvature, grade, shielding from local topography or structures, elevated roadways, or elevated receivers. The distances identified in Table N - 3 are generally considered to be conservative estimates of noise exposure along roadways in the Planning Area.

² United States Department of Transportation, Federal Highway Administration's Highway Traffic Noise Prediction Model (FHWA-RD 77-108).

Table N - 3
2040 Roadway Noise Level Projections

Roadway Segment	Approximate Distance to Roadway L _{dn} Contours (Distance Measured in Feet)	
	65dB	60dB
Highway 99		
North of Pacific View Avenue	1,272	2,741
North of Robertson Boulevard	912	1,965
South of Robertson Boulevard	1,015	2,186
South of East Sierra View Boulevard	1,109	2,390
Highway 152		
West of West Robertson Boulevard	614	1,322
East of West Robertson Boulevard	687	1,480
Highway 223 / Robertson Boulevard		
South of SR 152	49	106
North of SR 152	213	459
East of Moonlight Drive	111	239
East of Montgomery Lake Road	69	150
East of Maze Avenue / Sunrise Street	102	220
East of Palm Parkway	80	172
East of Front Street	88	189
East of North Springs Road	51	109
East of Palm Parkway	80	172
3rd Street		
South of Ventura Avenue	49	105
South of West Robertson Boulevard	32	70
South of Mariposa Avenue	62	133
South of 5 th Street	76	163
South of East Palm Parkway	67	144
5th Street		
North of West Robertson Boulevard	25	54
South of West Robertson Boulevard	46	100
15th Street		
North of West Robertson Boulevard	58	126
South of West Robertson Boulevard	49	105
North of East Palm Parkway	67	144
South of East Palm Parkway	39	83
Artesian Avenue		
East of West Robertson Boulevard	43	92

Roadway Segment	Approximate Distance to Roadway L _{dn} Contours (Distance Measured in Feet)	
	65dB	60dB
Chowchilla Boulevard		
South of Pacific View Avenue	69	149
South of West Robertson Boulevard	108	234
North of East Sierra View Boulevard	141	304
Dairy Lane		
South of West Penny Lane	65	140
North of Washington Avenue	37	80
North of Sierra View Boulevard	31	66
Fig Tree Road		
South of East Penny Lane	87	186
Front Street		
South of West Robertson Boulevard	55	119
Kings Avenue		
West of 15 th Street	61	131
East of 15 th Street	66	142
Legacy Boulevard		
West of 5 th Street	62	134
Manzanita Road		
North of East Sierra View Boulevard	66	143
North of East Robertson Boulevard	73	158
Mariposa Avenue		
East of 3 rd Street	54	117
Maze Avenue		
West of North Santa Cruz Avenue	66	143
Montgomery Lake Road		
North of East Robertson Boulevard	89	192
Opportunity Road		
North of SR 152	42	90
Pacific View Avenue		
East of SR 99	117	253
West of North Manzanita Road	35	75
Palm Parkway		
East of North Santa Cruz Avenue	45	98
East of West Robertson Boulevard	46	99
Paradise Road		
North of West Artesian Avenue	43	92
Penny Lane		
West of North Dairy Lane	76	164
East of North Chowchilla Boulevard	103	222

Roadway Segment	Approximate Distance to Roadway L _{dn} Contours (Distance Measured in Feet)	
	65dB	60dB
East of North Fig Tree Road	63	135
Prosperity Boulevard		
South of West Robertson Boulevard	55	117
North of East Palm Parkway	17	36
Santa Cruz Avenue		
South of West Palm Parkway	131	282
North of West Palm Parkway	136	294
Sierra View Boulevard		
East of South Dairy Lane	43	92
East of West Robertson Boulevard	57	123
West of SR 99	117	251
East of SR 99	168	362
East of South Manzanita Road	56	121
Springs Road		
North of East Sierra View Boulevard	133	287
North of East Robertson Boulevard	63	135
Sunset Avenue		
South of Washington Avenue	58	125
Sunrise Street		
South of East Sierra View Boulevard	41	87
North of East Sierra View Boulevard	53	115
Ventura Avenue		
West of 3 rd Street	64	139
Washington Avenue		
West of West Robertson Blvd.	69	149
West of Paradise Road	28	60

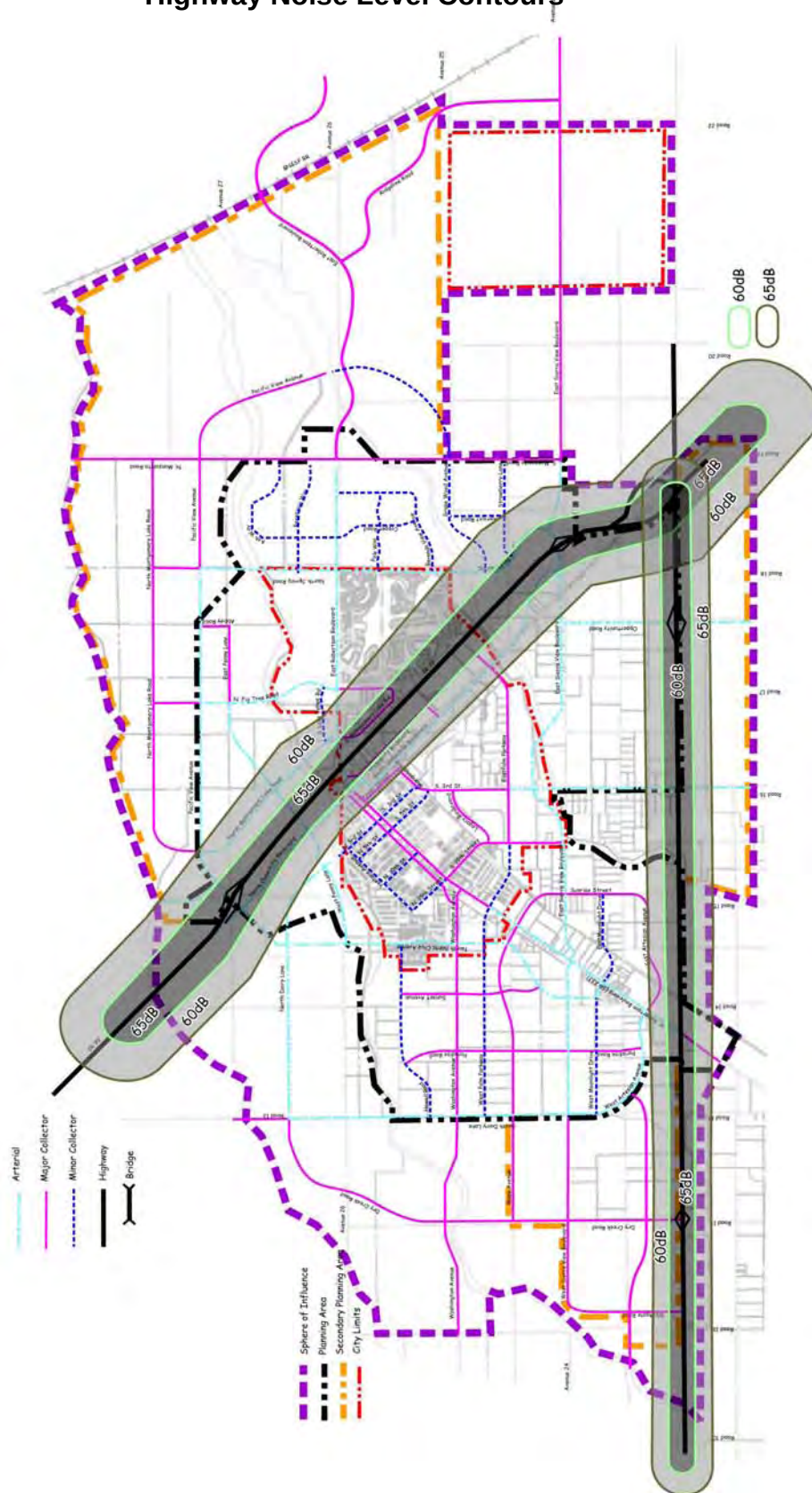
Notes: dB = decibel. L_{dn} = day / night average level.
Source: j.c. brennan & associates, Inc.

RAILROAD CORRIDORS

The Union Pacific Railroad Company (UPRR) and the Burlington Northern Santa Fe Railroad (BNSF) operate rail lines that either traverse or are in proximity of the Planning Area. The UPRR main rail corridor traverses the City in a northwest / southeast direction, roughly parallel with Highway 99. There are also rail spurs and sidings serving a portion of the City's industrial area, west of Highway 99. The BNSF main rail corridor roughly parallels Highway 99, approximately three miles east of Highway 99.

Figure N - 1

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There are no BNSF spurs or sidings serving the City. Passenger rail (AMTRAK) service is provided on this rail corridor.

State law and the Federal Railroad Administration operating rules and regulations require locomotive engines to sound the train's horn one-quarter mile in advance of an at-grade crossing and continue to sound the horn until the train arrives at the crossing. If the a train horn is to be an effective warning to motorist, bicyclist and pedestrians, it must provide sound level capable of initiating a response from the motorist, bicyclist and pedestrian as the train approaches the at-grade crossing. The sound level necessary to achieve a level of response and the location of the train relative to the crossing unfortunately creates a significant and annoying sound.

While intermittent, train related operational noise contributes to the ambient noise level in the City due to its magnitude and the associated vibration effects. Train related operational noise incorporates the sounds of the locomotive engine, wheels-on-rail noise and train warning horn blasts near at grade crossings, as well as at-grade crossing arm warning signal sounds. To quantify railroad operational noise exposure in the City, continuous (24-hour) noise level monitoring were conducted along the UPRR and BNSF railroad corridors.³ The noise level monitoring determined the average number of daily railroad operations, quantified typical sound exposure levels (SEL) for railroad passage and enable the ability to calculate railroad noise levels in terms of day/night average levels (L_{dn}).

Table N - 4, identifies the distances from the centerline of the railroad corridor measured in feet to the 60, 65 and 70 dB L_{dn} contours. Railroad noise levels increase approximately 1,300 feet northwest and southeast of each at grade crossings due to the use of the train warning horn. Table N - 2 illustrates the average sound exposure levels for train operations along the UPRR mainline rail corridor.

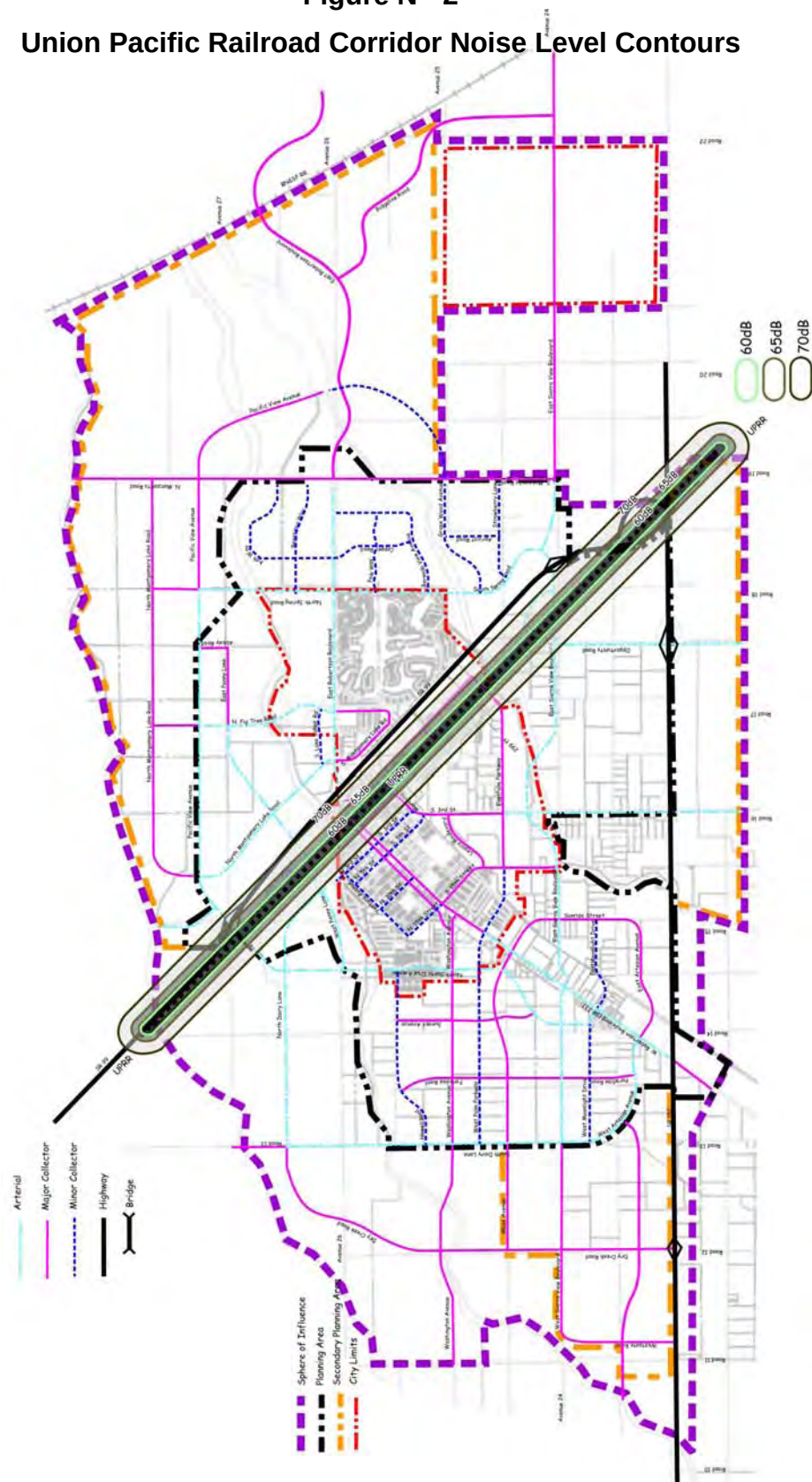
Table N - 4
Railroad Noise Contour Measurements

Railroad Corridor	Approximate Distance to Railroad L_{dn} Contours (Distance Measured in Feet)		
	60dB	65dB	70dB
Union Pacific Railroad	1,233	572	286
Burlington Northern Santa Fe Railroad	2,086	968	449

Source: j.c. brendan & Associates, Inc. 2008

³ Union Pacific railroad corridor 24-hour noise level measurements were conducted in February 2008 and the Burlington Northern Santa Fe railroad corridor 24-hour noise level measurements were conducted in March 2008.

Figure N - 2
Union Pacific Railroad Corridor Noise Level Contours



Existing and future noise sensitive land use development within 2,100 feet of the UPRR main rail corridor or within 1,300 feet of the BNSF main rail corridor could be exposed to unacceptable noise levels associated with passing freight or passenger trains. Appropriate site planning and design, barriers and buffers, building materials, or other effective measures will be necessary to achieve required interior and exterior noise level standards.

The California High Speed Train planned for the San Joaquin Valley may travel near the City. This facility will not have any grade crossing where horns will be sounded. The train will be powered by electric motors taking current from the grid. According to preliminary environmental documentation, for the High Speed Train, the noise level generated by these trains will be very low.

CHOWCHILLA AIRPORT

The Chowchilla Municipal Airport, a general aviation facility, is the only air facility located within the Planning Area, but there are other aviation activities in the Planning Area and Sphere of Influence that can influence land uses within the Planning Area.

The Chowchilla Municipal Airport is located approximately southeast of the center of the City of Chowchilla. The Airport parallels the UPRR main rail corridor and is adjacent to the Chowchilla Fairgrounds. The Chowchilla Municipal Airport is open 24 hours per day and has a lighted runway for night operations. Under normal weather conditions, the airport departure pattern is to the northwest over a portion of the City's downtown commercial and residential neighborhoods and the airport approach pattern is from the south. On an annual average basis, there are approximately 229 aircraft operations per day with the majority of aircraft using the southeast approach (Runway 30).

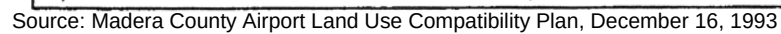
Airport noise exposure contours for the Chowchilla Municipal Airport were developed by the Madera County Airport Land Use Commission using cumulative noise levels quantified in terms of community noise equivalent levels (CNEL) based on airport projected in the Year 2011. The 2011 annual CNEL contours for the Chowchilla Municipal Airport are illustrated in Figure N - 3 depicts the 60 and 65 CNEL contours for the Year 2011.

The Chowchilla District Memorial Hospital allows for emergency helicopter airlift services. The Hospital's emergency helicopter airlift services operate on an as needed basis 24 hours a day. Agriculture aviation services (i.e., aerial spraying) are utilized to service the unincorporated areas within the Planning Area and Sphere of Influence.

STATIONARY NOISE SOURCES

Noise is inherent in many industrial, commercial, recreation and entertainment practices as well as in public works facility operations, even when the best available acoustical technology available is applied. Thus Industrial, commercial, recreational and public service facility activities can produce noise which can affect adjacent sensitive land uses. Stationary noise sources include, but are not limited to, processing facilities,

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pump stations, industrial facilities, trucking operations, tire shops, automobile maintenance shops, metal fabrication, shops, shopping centers, drive-up window services, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, gravel product operations, special events such as concerts and sports. These noise sources can be continuous and may contain tonal components which have a potential to annoy individuals who live nearby. Noise generated from fixed noise sources may vary based upon climatic conditions, time of day and existing ambient noise levels.

Agriculture

A variety of agriculture operations are present in and around the Planning Area and Sphere of Influence. Noise sensitive land uses adjacent to or in the vicinity of agriculture can be affected by agricultural operations. Due to the wide array of equipment types and conditions under which equipment is used in the agriculture industry, noise generated by agricultural processes and operations varies substantially. Agricultural field crops and orchards are subjective to ground or aerial spraying. Noise from aerial or ground spraying equipment and activities vary depending on the type of aircraft or aerial applicator utilized.

Industrial Business

The industrial business have a varying degree of noise sources depending on the type and use of mechanical equipment, generators, and vehicles utilized at the facility and whether or not the operations involve outdoor activities. Noise exposures within industrial facilities are controlled by state and federal employee health and safety regulations - California Division of Occupational Safety and Health (Cal / OSHA) and United States Occupational Safety and Health Administration (OSHA), respectively. Noise levels outside industrial facilities are regulated by local standards and ordinances.

Existing stationary industrial noise sources primarily exist in the southerly portion of the Planning Area designated Heavy Industrial. Existing sources of industrial noise include: Certainteed; Central Valley Concrete; California Corn Growers; Almond Tree Hulling Company; Piranha Pipe-Precast; and North American Energy Systems.

Chowchilla Madera County Fairgrounds

The Chowchilla Madera County Fairgrounds is located on South 3rd Street adjacent to the Chowchilla Municipal Airport. There are a variety of noise sources associated with the fairground operations including, but not limited to, parking, amplified speech and music, amusement / carnival rides, livestock, concerts, and racing. The majority of these activities are limited to four days of operation during the Chowchilla Madera County Fair which is usually held annually in May.

A nightly concert series is hosted during annual Chowchilla Madera County Fair. Performances are held on an outdoor theater in the northwestern portion of the fairgrounds. Noise levels associated with concerts and musical events can vary

considerably depending on several factors: crowd size, type of music, operational levels of the sound system and the duration of the event.

Off-season use of the fairgrounds is generally associated with private facilities rentals, and the Chowchilla Speedway. The Chowchilla Speedway is a 1/3 mile oval clay race track located on the eastern portion of the Chowchilla Madera County fairgrounds. Racing series' range from sanctioned modifieds to sport compacts. Racing events occur Saturdays evening from March through October. Monthly test and tune are scheduled on Sunday mornings during the racing season.

NOISE / LAND USE COMPATIBILITY

Noise performance criteria have been established to guard against exposure of residential and other noise – sensitive uses to loud industrial – related noise and to prevent encroachment of noise sensitive uses upon existing noise producing facilities. Residential uses are particularly sensitive because individuals and families expect to use time in the home for rest and relaxation. While some variability in standards for noise sensitivity apply to different type and densities of residential development specifically with infill and mixed use development, single family uses are frequently considered the most sensitive of residential type development. Land uses also deemed sensitive include hospitals, convalescent and childcare facilities, schools, amphitheaters, concert halls, auditoriums and meeting halls.

Agricultural, industrial and commercial areas are considered to be the least sensitive land uses. Therefore, sensitive noise receptors must be protected from excessive noise associated with commercial and industrial business and agricultural activities. New and redevelopment projects should only be undertaken when it can be demonstrated that noise reduction requirements can be employed to reduce noise affects to an acceptable level.

A maximum exterior noise level of 60 dBA CNEL or L_{dn} is considered “normally acceptable” for unshielded noise sensitive land uses (i.e., residential, schools, hospitals, convalescent, childcare.). Normally acceptable means that no noise evaluation is needed and any buildings may be constructed use conventional techniques. Exterior noise levels between 60 and 70 dBA CNEL or L_{dn} fall within the “conditionally unacceptable” range and those in the 70 to 75 dB range are considered “normally unacceptable”.

The thresholds for speech interference indoors are 45 dBA if noise is steady and above 55 dBA if noise fluctuating. Outdoors, the thresholds are about 15 dBA higher. Steady noise of sufficient intensity (above 35 dBA) and fluctuating noise levels above 45 dBA have been shown to affect sleep. Interior residential standards for multiple family dwellings are set by the State of California at 45 dBA CNEL. This standard is designed for sleep and speech protection.

The compatibility criteria provided in Table N - 5 aids in defining and assessing land use capabilities with respect to transportation (i.e., roadway traffic, aircraft operations, and to

a lesser extent – railroad operations) noise levels and tolerances. Table N - 5 defines noise in terms of CNEL and expressed in dBA that measure sound intensity. Noise levels occurring nighttime hours are weighted more heavily than during the daytime.

Table N - 5
Transportation Noise / Land Use Compatibility Guidelines
for Exterior Noise Levels

Land Use	Exterior Noise Exposure (dBA CNEL)			
	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Single Family Home, Duplex, Triplex, Mobile Home	≤ 60	60 - 65	65 - 70	> 70
Fourplex, Apartment, Condonimum, Townhome	≤ 60	60 - 70	70 - 75	> 75
Mixed Use, Infill Residential	≤ 65	65 - 75	75 - 80	> 80
Commercial – Motel, Hotel, Transient Lodging	≤ 65	65 - 75	75 - 80	> 80
School, Library, Church, Hospital, Nursing Home	≤ 60	60 - 70	70 - 80	> 80
Auditorium, Concert Hall, Amphitheater		≤ 65		> 65
Sports Arena, Outdoor Spectator Sport		≤ 70		> 70
Playgrounds, Park	≤ 70	70 - 75		> 75
Golf Course, Water Recreation, Cemetery	≤ 70		70 - 80	> 80
Office Building, Business, Commercial, Retail	≤ 65	65 - 75	> 75	
Freeway Adjacent Commercial, Office and Industrial Uses	≤ 65	65 - 80	> 80	
Industrial, Manufacturing, Utility, Agriculture	≤ 70	70 - 80	> 80	

Notes:

¹**Normally Acceptable** = Specific land use is satisfactory, based on the assumption that any building is of normal conventional construction, without any special noise insulation requirements.

²**Conditionally Acceptable** = New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

³**Normally Unacceptable** = New construction or development should be generally discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

⁴**Clearly Unacceptable** = New construction or development is not to be undertaken, unless it can be demonstrated that noise reduction requirements can be employed to reduce noise impacts to an acceptable level. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

Similar to Table N - 5 above, the data provided in Table N - 6, below aids in defining and assessing land use compatibilities with respect to on-site industrial or commercial noise sources (i.e., air compressors, loading docks, cooling towers, mechanical equipment). Table N - 6 defines noise in terms of exterior hourly noise level performance (L_{eq} / L_{50}) and expressed in dBA that measure sound intensity. The hourly L_{eq} / L_{50} noise level criterion is found to provide a good correlation to noise sources that operate for a relatively short duration.

Table N - 6

Stationary Noise / Land Use Compatibility Guidelines for Exterior Noise Levels

Land Use	Exterior Noise Exposure (dBA L _{eq} / L ₅₀)					
	Normally Acceptable ¹		Conditionally Acceptable ²		Unacceptable ³	
	Daytime (10 pm - 7 am)	Nighttime (10 pm - 7 am)	Daytime (10 pm - 7 am)	Nighttime (10 pm - 7 am)	Daytime (10 pm - 7 am)	Nighttime (10 pm - 7 am)
Single Family Home, Duplex, Triplex, Mobile Home	≤ 55	≤ 45	55 - 60	45 - 50	> 60	> 50
Fourplex, Apartment, Condominium, Townhome	≤ 55	≤ 50	55 - 65	50 - 55	> 65	> 55
Mixed Use, Infill Residential	≤ 60	≤ 50	60 - 70	50 - 60	> 70	> 60
Commercial – Motel, Hotel, Transient Lodging	≤ 65	≤ 50	65 - 70	50 - 60	> 70	> 60
School, Library, Church, Hospital, Nursing Home	≤ 60	≤ 50	60 - 65	50 - 55	> 60	> 55
Auditorium, Concert Hall, Amphitheater			≤ 65	≤ 60		
Sports Arena, Outdoor Spectator Sport			≤ 75	≤ 70		
Playgrounds, Park	≤ 65	≤ 50	65 - 70	≤ 60		
Golf Course, Water Recreation, Cemetery	≤ 55	≤ 50	55 - 60	50 - 55	> 60	> 55
Office Building, Business, Commercial, Retail	≤ 65	≤ 55	65 - 70	55 - 60	> 70	> 60
Freeway Adjacent Commercial, Office and Industrial Uses	≤ 65	≤ 60	65 - 70	60 - 65	> 70	> 65
Industrial, Manufacturing, Utility, Agriculture	≤ 65	≤ 60	65 - 70	60 - 65	> 70	> 65

Notes:

¹**Normally Acceptable** = Specific land use is satisfactory, based on the assumption that any building is of normal conventional construction, without any special noise insulation requirements.

²**Conditionally Acceptable** = New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice. With the exception of industrial, manufacturing, utility and agricultural uses, the analysis shall identify attenuation required to maintain an indoor level of ≤ 45 dBA.

³**Unacceptable** = New construction or development should not be undertaken, unless it can be demonstrated that noise reduction requirements can be employed to reduce noise impacts to an acceptable level. With the exception of industrial, manufacturing, utility and agricultural uses, the Analysis shall identify attenuation required to maintain an indoor level of ≤ 45 dBA.

The land use compatibility guidelines for exterior noise levels identified in Table N - 5 and Table N - 6 recognize and respond to the many different ambient noise environment settings in the Planning Area – relative quiet environment typical of suburban neighborhoods as well as the higher activity areas such as the City's Downtown and designated Mixed Use Areas. The City supports new residential development within already urbanized areas where ambient noise levels may be higher

than those experienced in neighborhoods located on the urban periphery in an effort to promote higher densities and mixed use developments.

One of the goals of the Chowchilla 2040 General Plan is to minimize the exposure and affects associated with noise producing sources including transportation facilities and stationary sources. One of the primary principles incorporated into this General Plan and reflected in Figure LU-1, 2040 General Plan Land Use Diagram, is the use of compatible land use practices. Noise generating land uses, such “Heavy Industrial” designated areas should and are placed in locations adjacent to compatible land uses and of sufficient distance from designated sensitive land use noise receptors (i.e., residences, schools).

The Chowchilla 2040 General Plan also aims to reduce or minimize exposure transportation related noise sources. Site planning, and the design and construction of noise barriers are the most common and effective methods of alleviating vehicular traffic and railroad operational noise levels. The effectiveness of noise barriers depend on the relative height and materials of the barrier, the noise source, the affected area, and the horizontal distance between the barrier and the affected area. Setbacks and buffers can also be used to achieve noise reduction. Barriers and buildings which block the line-of-sight between a source and a receptor will attenuate the noise source. If a receptor is located behind the barrier, has a view of the source, the barrier will do little to attenuate the noise.

GOALS, OBJECTIVES, POLICIES, AND IMPLEMENTATION MEASURES

Goals

- ❖ **Protect the City of Chowchilla from the harmful and annoying effects of exposure to excessive noise.**
- ❖ **Protect the economic base of the City of Chowchilla by preventing incompatible land uses from encroachment upon existing or planned noise producing land uses.**

Objectives, Policies and Implementation Measures

The following objectives, policies and programs are organized into the categories and sequence outlined above. The categories, in the order they are presented, are roadway and railroad corridors, aviation, and stationary noise sources and land use compatibility.

Objective N 1

Minimize noise levels from point sources throughout the City and, wherever possible, mitigate the effects of noise to provide a safe and healthful environment.

Policy N 1.1

Continue to enforce noise abatement and control measures particularly within residential neighborhoods.

Implementation Measure N 1.1. A

The Chowchilla Police Department shall actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems. Exceptions may be made for special events conducted in the City.

Policy N 1.2

Require the inclusion of noise reducing design features in development consistent with standards in Table N - 5, Table N - 6, and Title 24 California Code of Regulations.

Implementation Measure N 1.2. A

The City shall utilize procedures for project review and issuance of building permits to ensure that noise mitigation measures identified in an acoustical analysis are implemented in the project design.

Policy N 1.3

Incorporate noise considerations into the site plan review process particularly with regard to parking and loading areas, ingress / egress points and refuse collection areas.

Policy N 1.4

The City of Chowchilla shall prohibit the development of new commercial, industrial or other noise generating land use adjacent to existing residential uses, or other sensitive noise receptors such as schools, healthcare facilities, libraries and churches if noise levels are expected to exceed 65 dBA L_{dn} measured at the property line of the noise sensitive land use.

Policy N 1.5

Review development proposals with respect to the Land Use Compatibility Guidelines for Exterior Noise in Table N - 5 and Table N - 6 as follows:

- a) **Normally Acceptable:** If the noise level is within the “normally acceptable” level, noise exposure would be acceptable for the intended land use. Development may occur without requiring an evaluation of the noise environment unless the use could generate noise impacts on adjacent uses.
- b) **Conditionally Acceptable:** If noise level is within the “conditionally acceptable” level, noise exposure would be acceptable; a specified land use may be permitted only after detailed analysis of the noise environment and the project characteristics to determine whether noise insulation or protection features are required. Such noise

insulation features may include measures to protect noise sensitive outdoor activity areas (i.e., residences, schools, parks) or may include building sound insulation treatments such as sound-rated windows to protect interior spaces in sensitive receptors.

- c) **Normally Unacceptable:** If the noise level is within the “normally unacceptable” level, analysis and mitigation are required. Development should generally not be undertaken unless adequate noise mitigation options have been analyzed and appropriate mitigation incorporated into the project to reduce the exposure of people to unacceptable noise levels.
- d) **Clearly Unacceptable:** If the noise level is within the “clearly unacceptable” level, new construction or development should not be undertaken unless all feasible noise mitigation options have been analyzed and appropriate mitigations incorporated into the project to adequately reduce exposure of people to unacceptable noise levels.

Policy N 1.6

The City of Chowchilla shall allow the development of noise sensitive land uses (which include, but are not limited to, residential neighborhoods, schools, and hospitals) only in areas where existing or projected noise levels are acceptable according to Table N - 5 and Table N - 6. Noise mitigation measures may be required to reduce noise in outdoor activity areas and interior spaces to achieve these levels.

Policy N 1.7

The City of Chowchilla shall require noise analysis for new noise sensitive development in areas subject to noise levels greater than 65 dBA CNEL as part of the environmental review process and to require mitigation measures to reduce noise impacts to acceptable levels. The acoustical analysis shall be the responsibility of the project applicant and be prepared by a qualified person experienced in the fields of environmental noise assessments. The acoustical analysis shall address affects of the project based on existing conditions and build-out conditions of the Chowchilla 2040 General Plan. (See Policy N 4.1).

Implementation Measure N 1.7. A

In making a determination of impact under the California Environmental Quality Act (CEQA), consider an increase of four (4) or more decibels to be “significant” if the resulting noise level would exceed that described as normally acceptable for the affected land use in Table N - 5 and in Table N - 6 as applicable.

Policy N 1.8

The City of Chowchilla shall establish an ongoing noise monitoring program to enforce City noise standards.

Policy N 1.9

Evaluate and, if warranted, mitigate noise impacts from roadway improvement projects at the time of project design.

Policy N 1.10

Continue to consider noise concerns in evaluating all proposed development decisions where residential uses could be impacted by commercial, industrial, and roadway projects.

Policy N 1.11

The City of Chowchilla shall maintain a pattern of land uses that separates noise sensitive land uses from major noise sources to the extent possible.

Policy N 1.12

The City shall require monitoring of compliance with the standards of the Noise Element after completion of projects where noise mitigation measures have been required.

Policy N 1.13

The City shall require all development projects to mitigate noise impacts associated with construction activities.

Objective N 2

Minimize the adverse effects of airport related noise through proper land use planning.

Policy N 2.1

Ensure that new development can be made compatible with the noise environment by using the standards in, and airport noise contours identified in Figure N - 3, as guides to future planning and development decisions.

Policy N 2.2

Avoid placing noise sensitive land uses (e.g., residences, schools, group homes, assisted living facilities, day care centers, etc.) within high noise impact areas (greater than 65 dB CNEL) associated with the Chowchilla Municipal Airport.

Policy N 2.3

The City of Chowchilla shall coordinate with Madera County Airport Land Use Commission in maintaining the noise contours for the Chowchilla Municipal Airport as notable changes in current or projected operations are planned. All new land use proposals shall comply with the land use policies of the Airport Land Use Compatibility Plan for Madera County Airports (MCALUCP) for aircraft-generated community noise.

Implementation Measure N 2.3. A

All residential development within the area included in the MCALUCP shall be restricted to areas where outdoor noise levels are less 65 dB CNEL and shall be prohibited in those areas which are greater than 65 dB CNEL except those areas that were designated for residential development prior to the adoption of the General Plan Noise Standards. In those areas, residential uses may be permitted within the 65 to 70 dBA CNEL Noise Contour, if the City Council makes findings that the use was intended prior to the adoption of the General Plan Noise Standards, that substantial resources have been allocated to the planning or construction of that use, that alternative locations for such use are limited or not reasonably available, and that notification to the property owner and future tenants will be given in a legally acceptable manner that significant noise may be present at that location.

Policy N 2.4

Utilize the Airport Protection Overlay Zone, as appropriate, in review of development projects in the vicinity of Chowchilla Municipal Airport.

Objective N 3

Minimize ground transportation related noise impacts through proper land use planning.

Policy N 3.1

Ensure that noise impacts generated by vehicular sources are minimized through the use of noise reduction features (e.g., earthen berms, buffers, landscaped walls, etc.)

Policy N 3.2

Investigate and pursue innovative approaches to reducing noise railroad sources.

Policy N 3.3

Identify and aggressively pursue funding sources to provide grade separations and sound walls along the Union Pacific Railroad Company mainline corridor as noise attenuation measures.

Policy N 3.4

Prioritize locations for implementing road / rail grading separations.

Policy N 3.5

The City of Chowchilla shall work with Caltrans to mitigate noise impacts on sensitive receptors near Highways 99, 156 and 233, and other key state roadways by requiring noise buffering or insulation in new construction.

Policy N 3.6

The City of Chowchilla shall control noise sources in residential areas and other noise sensitive areas by restricting truck traffic to designated truck routes.

Policy N 3.7

The circulation system shall be designed to minimize excessive noise impacts on sensitive land uses. New development shall mitigate noise impacts in accordance with the requirements of the noise element.

Implementation Measure N 3.7. A

Future development and redevelopment along major transportation corridors shall be required to demonstrate that the project will not be subjected to unacceptable noise levels at full road design capacity.

Policy N 3.8

The City of Chowchilla shall seek to reduce impacts from ground borne vibrations associated with rail operations by requiring the habitable buildings are sited at least 100-feet from the centerline of the tracks. An interior noise level of up to 45 dBA, with windows closed, shall not be exceeded.

Implementation Measure N 3.8. A

For habitable buildings located within 100 feet from the centerline of railroad tracks, development shall provide a study demonstrating that ground borne vibration issues associated with rail operations have been adequately addressed (i.e., by building orientation or construction techniques). This study must demonstrate that an interior noise level of up to 45 dBA will not be exceeded with windows closed.

Policy N 3.9

The City of Chowchilla shall require noise buffering or construction treatments (i.e., insulation) in new development that includes noise sensitive uses located near major streets, highways, railroad corridors, Chowchilla Municipal Airport or significant sources of noise.

Policy N 3.10

Provide for spatial separation and necessary noise barriers between railroads and residential or other noise sensitive uses.

Implementation Measure N 3.10. A

Future development along the Union Pacific Railroad Company mainline corridor and the Chowchilla Airport should be buffered with open space and / or noise barriers.

Objective N 4

Establish appropriate noise levels, design standards, and noise reduction techniques for all areas to minimize the adverse effects of noise.

Policy N 4.1

The City of Chowchilla shall use the Land Use Compatibility Guidelines for Exterior Noise (measured in dBA CNEL or L_{dn}) contained in Table N - 5 and Table N - 6 in this Element, as applicable, to direct the siting, design, and insulation of new development to reduce exposure to excessive noise. Where warranted, the City shall employ discretionary review of new development to ensure that the community will be protected from excessive noise levels. The City shall evaluate potential noise impacts and recommend mitigation measures through discretionary review procedures such as environmental reviews, design review and evaluation of use permits.

Implementation Measure N 4.1. A

Non-transportation noise: Noise created by non-transportation noise sources shall be mitigated so as not to exceed the exterior noise level standards of Table N - 6. Where proposed non-transportation noise sources are likely to produce noise levels exceeding the performance standards on Table N - 6, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Implementation Measure N 4.1. B

Non-transportation noise: New development of noise sensitive land uses shall not be allowed where the noise level due to non-transportation noise sources will exceed the standards of Table N - 6. Where noise sensitive land uses are proposed in areas exposed to existing or projected exterior non-transportation noise levels exceeding the performance standards of Table N - 6, an acoustical analysis shall be required so that noise mitigation may be included in the project design at the cost of the developer.

All acoustical analyses required shall:

- 1. Be the responsibility of the applicant.*
- 2. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.*
- 3. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.*
- 4. Estimate existing and projected (20 year) noise levels in terms of L_{dn} and / or the standards of Table N - 6, and compare those levels to the policies of this Element.*
- 5. Recommend appropriate mitigation to achieve compliance with the*

adopted policies and standards of this Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.

6. *Estimate noise exposure after the prescribed mitigation measures have been implemented.*
7. *Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.*

Policy N 4.2

The City shall require that industrial and commercial uses be designed and operated so as to avoid generation of noise effects on surrounding sensitive land uses.

Policy N 4.3

The City of Chowchilla shall grant exceptions to the noise standards for commercial or industrial uses only if a recorded noise easement is conveyed by the affected property owners.

Implementation Measure N 4.3. A

Project applicants for project developments in areas identified as either conditionally unacceptable range or normally unacceptable shall prepare an acoustical analysis and, if necessary, identify possible mitigation measures to reduce the effects to noise levels to acceptable levels.

Policy N 4.4

In an effort to support active uses in the Downtown Area, the Downtown Area shall be subject to a different noise standard than other locations within the City, as follows:

- Downtown Commercial Designation: Between 7:00 am and 12:00 am, exterior noise levels of up to 75 dBA would be considered “normally acceptable” for all uses; and between 12:00 am and 7:00 am, exterior noise levels of up to 65 dBA would be considered “normally acceptable” for all uses.
- West Robertson Boulevard Service Commercial Designation: Between 7:00 am and 12:00 am, exterior noise levels up to 70 dBA would be considered “normally acceptable” for all uses; and between 12:00 am and 7:00 am, exterior noise level up to 60 dBA would be considered “normally acceptable”.
- For all residential development in the Downtown Area, the interior noise level shall not exceed 45 dBA with windows closed would be considered “normally acceptable”.

Policy N 4.5

During all phases of construction, the City of Chowchilla shall take measures to minimize the exposure of neighboring properties to excessive noise levels from construction related activity.

Policy N 4.6

The City of Chowchilla shall limit construction activities to the hours of 7:00 am to 7:00 pm, Monday through Saturday. No construction shall occur on Sundays or national holidays without a permit from the City.

Implementation Measure N 4.6. A

For all temporary construction, demolition or maintenance noise and other necessary short-term noise events, the stationary noise standards in Policy N 4.1, above may be exceeded within the receiving land use by:

- 1. 5 dBA for a cumulative period of no more than fifteen (15) minutes in any hour.*
- 2. 10 dBA for a cumulative period of no more than five (5) minutes in any hour.*
- 3. 15 dBA for a cumulative period of no more than one (1) minute in any given hour.*
- 4. In order to allow for temporary construction, demolition or maintenance noise and other necessary short-term noise events, the stationary noise standards in Policy N 4.1 above, shall not be exceeded within the receiving land use by more than 15 dBA any period of time.*

Policy N 4.7

The following sources of noise are exempt from the standards in Policy N 4.1: motor vehicles on public streets; trains; emergency equipment, vehicles, devices and activities; temporary construction, maintenance, or demolition activities conducted between the hours of 7:00 am and 7:00 pm.

Objective N 5

Adopt design standards and identify effective noise attenuation programs to prevent noise or reduce noise to acceptable levels.

Policy N 5.1

When crafting mitigation programs for adverse noise exposure from new development, the City of Chowchilla shall encourage the use of noise attenuation programs that avoid constructing sound walls.

Policy N 5.2

The City of Chowchilla shall require the control of noise at the source for new development deemed to be noise generators through site design, building design, landscaping, hours of operation and other techniques.

Policy N 5.3

The City of Chowchilla shall require operational limitations and feasible noise buffering for new uses that generate significant noise impacts near sensitive uses.

Policy N 5.4

The City of Chowchilla shall require mitigation measures to minimize noise impacts on surrounding areas as part of the permit review process for land uses of a temporary nature, such as fairs or exhibits. The noise level from the temporary use should be in conformance with noise level guidelines for nearby land uses.

Implementation Measure N 5.4. A

Promote use of noise insulation materials in new construction and major rehabilitation.

Implementation Measure N 5.4. B

Identify noise attenuation programs for mitigation of noise adjacent to existing residential areas, including such measures as wider setbacks, intense landscaping, and building orientation away from the noise source.

Objective N 6

Reduce noise levels from traffic.

Policy N 6.1

The City of Chowchilla shall minimize potential transportation noise through proper design of street circulation, coordination of routing, and other traffic control measures.

Policy N 6.2

The City shall provide planned industrial areas with truck access routes separated from residential areas to the maximum feasible extent.

Policy N 6.3

The City of Chowchilla shall require exterior noise in backyards to be “normally acceptable” at a maximum of 60 dBA CNEL for single family and multi-family development.

Policy N 6.4

The City of Chowchilla shall consider soundwalls as a means of noise mitigation along proposed and existing roadway segments and railroad corridors only after other noise

attenuation programs such as building orientation, setback distances, landscaped berms have been considered to reduce noise to appropriate levels in residential areas.

Policy N 6.5

The City of Chowchilla shall discourage the use of un-landscaped sound walls. Developers / builders are required to provide for landscaping sound walls as part of the normal improvement requirements.

Implementation Measure N 6.5. A

The construction of sound walls will be considered where noise mitigation to acceptable levels by other means is not feasible.

Objective N 7

Protect the residents of Chowchilla from the harmful and annoying effect of excessive noise and protect the City's economic base by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

Policy N 7.1

The City shall purchase only equipment and vehicles which comply with noise level performance standards based upon the best available noise reduction technology.

Policy N 7.2

The City shall enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the UBC.

Policy N 7.3

The City may adopt and enforce nuisance noise abatement ordinances limiting the noise level and time of the day which such noises may be allowed.

ABBREVIATIONS / ACRONYMS

ADT: Average Daily Trips.

ADWF: Average Dry Weather Flow.

AG: Agricultural.

ALUC: Airport Land Use Commission.

ALUCP: Airport Land Use Compatibility Plan.

AQAP: Air Quality Attainment Plan.

CAA: Federal Clean Air Act.

CAAQS: California Ambient Air Quality Standards.

Cal Fire: California Department of Forestry and Fire Protection.

Cal/OSHA: California Division of Occupational Safety and Health.

CARB: California Air Resources Board.

CATX: Chowchilla Area Transit Express.

CCAA: California Clean Air Act.

CDFG: California Department of Fish and Game.

CEQA: California Environmental Quality Act.

CERCLA: Comprehensive Environmental Response, Compensation and Liability Act.

CESA: California Endangered Species Act.

CESD: Chowchilla Elementary School District.

CFC: Chlorofluorocarbons.

CNEL: Community Noise Equivalent Level.

CVFD: City of Chowchilla Volunteer Fire Department.

CHP: California Highway Patrol.

CIP: Capital Improvement Program.

CIWMB: California Integrated Waste Management Board.

CMP: Congestion Management Plan.

CNDDDB: California Natural Diversity Database.

CNEL: Community Noise Equivalent Level.

CNPS: California Native Plant Society.

CO: Carbon Monoxide.

CO₂: Carbon Dioxide.

COG: Council of Governments.

CP: Community Park.

CPD: City of Chowchilla Police Department.

CUHSD: Chowchilla Union High School District.

CWD: Chowchilla Water District.

DB: Drainage Basin

dB: Decibel.

dBA: A-Weighted Decibel.

DC: Downtown Commercial.

DFA: California Department of Food and Agriculture.

DHS: California Department of Health Services.

DSL: Digital Subscriber Line.

DWR: California Department of Water Resources.

EIR: Environmental Impact Report.

EMF: Electromagnetic Field.

EPA: United States Environmental Protection Agency.

ES: Elementary School.

FAA: Federal Aviation Administration.

FAR: Floor Area Ratio or Federal Aviation Regulations.

FEMA: Federal Emergency Management Agency.

FHWA: Federal Highway Administration.

FIRM: Flood Insurance Rate Map.

GHG: Greenhouse Gases.

GP: Growth Areas.

HDR: High Density Residential.

HI: Heavy Industrial.

HS: High School.

HST: California High-Speed Train System.

HWMP: Hazardous Waste Management Plan.

L_{dn}: Day – Night Average Sound Level.

L_{eq}: Equivalent Sound Level.

LI: Light Industrial.

L_{max}: Maximum Sound Level.

L_{min}: Minimum Sound Level.

LOS: Level of Service.

LDR: Low Density Residential.

MA: Medical Arts.

MDR: Medium Density Residential.

MGD: Million Gallons per Day.

MRF: Material Recovery Facility.

MHDR: Medium-High Density Residential.

MID: Madera Irrigation District.

MPH: Miles per Hour.

MRZ: Mineral Resources Zones.

MS: Middle School.

MU: Mixed Use.

NAAQS: National Ambient Air Quality Standards.

NBSF: Northern Burlington Santa Fe Railroad.

NC: Neighborhood Commercial.

NFIP: National Flood Insurance Program.

NO₂: Nitrogen Dioxide.

NO_x: Oxides of Nitrogen.

NP: Neighborhood Park.

O₃: Ozone

OS: Open Space.

OSHA: United States Department of Labor Occupational Safety and Health Administration.

P: Parks.

PF: Public Facilities.

PM₁₀: Particulate Matter, 10 microns in diameter.

PM_{2.5}: Particulate Matter, 2.5 microns in diameter.

PPM: Parts Per Million.

PS: Public Services Facility (e.g. Fire Station)

PSA: Preliminary Site Assessment.

PUD: Planned Unit Development.

RCRA: Resource Conservation and Recovery Act of 1976.

ROG: Reactive Organic Gases.

RWQCB: California Regional Water Control Board – Central Valley Region.

SC: Service Commercial.

SC-H: Service Commercial Highway

SJVAB: San Joaquin Valley Air Basin.

SJVAPCD: San Joaquin Valley Air Pollution Control District.

SIP: State Implementation Plan.

SMARA: California Surface Mining and Reclamation Act of 1975.

SO₂: Sulfur Dioxide.

STIP: California State Transportation Improvement Plan.

SWRCB: California State Water Resources Control Board.

TACs: Toxic Air Contaminants.

TSD: Treatment, Storage and Disposal.

UBC: Uniform Building Code.

µg/m³: Micrograms per Cubic Meter.

UPRR: Union Pacific Railroad Company.

UR: Urban Reserve.

USACE: United States Army Corps of Engineers.

USBR: United State Bureau of Reclamation.

USFWS: United States Fish and Wildlife Service.

UV: Ultraviolet.

VLDR: Very Low Density Residential.

VOCs: Volatile Organic Compounds.

WWTP: Wastewater Treatment Plant.

GLOSSARY

Active Recreation: Generally refers to organized sports, usually with various teams that are managed through a single entity that require specialized facilities. Little league baseball, softball, youth and adult soccer and basketball are all examples of organized sports.

Access: A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to exit).

Acre: An area of land that equals 43,560 square feet. There are 640 acres in a square mile. In many of the agricultural areas, parcels of one square mile are call sections with smaller parcels divided into half, quarter and quarter-quarter sections of 320, 160, and 80 acres, respectively.

Acre-Foot: Quantity of water covering an acre to a depth of one foot (12 inches) and is typically the unit of measurement used in water contracts. An acre-foot is equal to 325,851 gallons.

Acoustics: The science of sound.

Affordable Housing: Under state and federal statutes, housing that cost no more than 30 percent of gross household income. Housing costs include rent or mortgage payments, utilities, taxes, insurance, homeowner association fees, and other related costs.

Agency: The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agricultural Preserve: Land designated for agriculture or conservation (See Williamson Act).

Agriculture: Use of land for the production of food and fiber, including the growing of crops, and / or the grazing of animals.

Air Pollutants: Concentrations of substances found in the atmosphere that are undesirable, harmful in some way or exceed established air quality standards. Air pollutants may result in adverse effects on humans, animals, vegetation and / or materials.

Airport Approach Zone: The air space at each end of a landing strip that defines the glide path or approach path of an aircraft. An airport approach zone should be free from obstruction.

Airport Land Use Commission: A Commission appointed by the Chowchilla City Council for the purpose of making recommendations for the operation and maintenance of the Chowchilla Airport.

Airport Land Use Compatibility: Land uses that are compatible with the Airport Land Use Compatibility Plan as adopted by the City of Chowchilla and consistent with the requirements of State Law.

Airport – Related Use: A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction or aircraft chartering.

Air Quality Attainment Plan: A plan prepared by an air pollution control district designated as a non-attainment area to comply with the California Clean Air Act for the purpose of meeting the requirements of the California Ambient Air Quality Standards.

Alley: A public or private thoroughfare, generally less than twenty (20) feet in width, which serves only as a secondary means of access to abutting property.

Alquist – Priolo Special Studies Zone: A state designated seismic zone along traces of potentially and recently active faults, in which specialized geologic investigations must be prepared prior to approval of certain types of new development.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Amendment: A change in the wording, context or substance of any provision in the General Plan, an addition or deletion or a change in the zone district boundaries or classification upon the Zoning Map.

Ambient Noise: The distinctive acoustical characteristics of a given area consisting of all noise sources audible at the location. In many cases, the term “ambient noise” is used to describe an existing or pre-project condition such as a setting in an environmental noise study.

Annex / Annexation: To incorporate a land area into an existing district or municipality with a resulting change in boundaries of the annexing jurisdiction.

Apartment: A separate suite, not owner occupied, which includes kitchen, bath and sleeping rooms, and is designed for and rented as the home or residence of one or more persons living as a single housekeeping unit in a building containing at least one other unit used for the same purpose.

Appropriate: Suitable for a place or condition.

Aquifer: An underground layer of permeable soil, sand or gravel that contains water. An aquifer is the area underground that stores groundwater resources and also referred to as a watertable.

Archaeology: The study of historic or prehistoric peoples and their cultures by analysis of their artifacts and monuments.

Arterial: A major transportation corridor, usually two or more lanes in each direction, with average daily trips between 12,000 and 30,000 and a right-of-way width between 80 and 110 feet.

Articulation: Variation in the depth of the building plane, roofline, or height of a structure that creates patterns of light and shadow and breaks up plain and monotonous areas.

Attainment: Compliance with state and / or federal ambient air quality standards.

Attenuation: The reduction in the level of noise resulting from absorption by the atmosphere, surrounding topography, barriers, distance and other factors.

Automobile – intensive Use: A use that depends on the exposure to continuous automobile traffic.

Average Daily Trips / Traffic (ADT): The average daily vehicle trips generated by a land use / activity in an average 24-hour period. The total volume of traffic carried by a roadway segment in an average 24-hour period. A method used to depict the vehicle carrying capacity of streets.

A – Weighted Decibel (dBA): A unit of measurement for noise having a logarithmic scale and measured using the “A-weighted sensory network” on a noise measuring device. An increase or decrease of 10 decibels corresponds to a 10 fold increase or decrease in sound energy. A doubling or halving of sound energy corresponds to a three (3) dBA increase or decrease.

A – Weighting: A frequency – response adjustment of a sound level meter that conditions the output signal to approximate human response.

Benefit Assessment District: An area within a public agency’s boundaries that receives a benefit from the construction of one or more public facilities. A benefit assessment district has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets and Highways Code. Bonds may be issued to finance the improvements, subject to repayment by an assessment(s) charged against the benefiting property (ies).

Bicycle Lane (Class II Facility): A corridor expressly reserved for bicycles on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I Facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing on an otherwise unpaved area.

Bicycle Route (Class III Facility): A facility shared with motorists and identified only by signs. A bicycle route has no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, paths and routes.

Biotic Community: A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Bond: An interest bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of a bond can be used for various public purposes.

Buffer Zone: An area of land separating two distinct land uses that acts to soften the effects of one land use on the other.

Building: Any structure used or intended for supporting or sheltering any use or occupancy.

Building Footprint: The outline of a building at all of those points where it meets the ground.

Build - out / Buildout: Development of land to its full potential or theoretical capacity as permitted under a specified planning designation or zoning district.

California Air Resources Board: California's lead air quality agency consisting of a Governor appointed board fully responsible for motor vehicle pollution control, and having oversight authority over California's air pollution management program.

Cal/OSHA: The Division of Safety and Health protects workers and the public from safety hazards through its CAL/OSHA programs and provides consultative assistance to employers.

Capital Improvement Program (CIP): A proposed timetable or schedule of all future capital improvements (e.g., government acquisition of real property, major construction project, or acquisition of equipment) to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project, Capital improvement programs are usually projected five years in advance and updated annually.

Carbon Dioxide: A colorless, odorless gas that is a normal part of the atmosphere.

Carbon Footprint: A measure of the impact human activities has on the environment in terms of the amount of greenhouse gases produced in a given time.

Carbon Monoxide: A colorless, odorless, poisonous gas produced as a byproduct of burning fossil fuels.

Cellular Telephone: A mobile telephone operated through a cellular radio network.

Census: The official decennial enumeration of the population conducted by the federal government.

Channel Capacity: The flow rate that a drainage channel can carry when accounting for required freeboard and environmental or legal considerations.

Character: Physical characteristics of a structure or area that sets it apart from its surrounding and contributes to its individuality.

Circulation System: A network of transit, automobile, bicycle and pedestrian rights-of-way that connect origins and designations.

City: City, with a capital “C” generally refers to the government or administration of the City of Chowchilla. City with a lower case “c” may mean any city.

City Council: The elected legislative body of a city charged with making the final decision on all issues affecting the city. City Council with capital “C”s generally refers to the elected legislative body of the City of Chowchilla. City council with lower case “c”s may mean any elected legislative body of a city.

City Limits: The corporate boundaries of a city that serves as the demarcation point between county jurisdiction and city jurisdiction. Within the city limits most development activity is subject to the city general plan and municipal code (i.e., City of Chowchilla 2040 General Plan and City of Chowchilla Municipal Code) and is regulated by the city council / planning commission (i.e., City of Chowchilla City Council / City of Chowchilla Planning Commission). Outside of the city limits, development activities are regulated by the county general plan and ordinance (i.e., Madera County General Plan and Ordinance) and govern by the board of supervisors / planning commission (i.e., Madera County Board of Supervisors / Madera County Planning Commission).

Clear Zone: Section of an airport approach zone where the aircraft defining the glide path is 50 feet or less above the centerline of the runway. The clear zone ends where the height of the glide path above ground level is above 50 feet. Land use under a clear zone is restricted.

Clustered Development: A development in which a number of the structures are placed in closer proximity than usual, or are attached, for the purpose of retaining an open space area.

Community Facilities District: Under the Mello-Roos Community Facilities Act of 1982 (California Government Code Section 53311, *et seq.*), a legislative body may create within its jurisdiction a special district that can issue tax – exempt bonds for the planning, design, acquisition, construction, and / or operation of public facilities, as well as provide public services to district residents. A tax assessment levied by the district is used to repay the bond.

Community Noise Equivalent Level (CNEL): Defined as the 24-hour average noise level with noise occurring during evening hours (10:00 pm – 7:00 am) weighted by a factor of 3 and nighttime hours weighted by a factor of 10 prior to averaging. A penalty (factor) is added to better address the increased sensitivity to noise during those time periods by residents. A higher penalty is added to the night period compared to the evening period because the ambient levels during the night period are lower than during the evening period, therefore increasing a resident’s sensitivity to noise. For a given set of sound measurements, the CNEL value will usually be approximately one (1) decibel higher than the Day-Night Average Sound Level (L_{dn}). In practice, CNEL and L_{dn} are often used interchangeably.

Compatible: Capable of existing together without conflict or ill effects.

Comprehensive Environmental Response, Compensation and Liability Act

(CERCLA): Commonly known as “Superfund Act” was enacted by the United States Congress in 1980 to protect the environment from risks created from previous disposal practices. The Superfund Act established a long-term trust to provide funding to remediate and prevent damage from improper hazardous material disposal.

Concurrent / Concurrency: Installation and operation of facilities and services needed to meet the demands of new development simultaneous with the development.

Conservation: The management of natural resources to prevent waste, destruction or degradation.

Consistent: Free from significant variation or contradiction. California state law requires a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning codes.

County: County, with a capital “C” generally refers to the government or administration of the County of Madera. County with a lower case “c” may mean any county.

Covenants, Conditions and Restrictions (CC&Rs): A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Criteria Air Pollutant: An air pollutant for which acceptable levels of exposure can be determined and for which a federal or state ambient air quality standard has been set.

Cul-de-Sac: A dead end street, typically with a bulb turn-around with a minimum radius. Several design alternatives can be considered including: hammer-head and open ended or day-lighted turn around.

Cultural Resources: Buildings, sites, structures, objects or places of importance that may have historical, architectural, archaeological, cultural or scientific importance.

Day / Night Average Sound Level (L_{dn}): Similar to Community Noise Equivalent Level (CNEL), but with no evening weighting. L_{dn} represents an average sound exposure over a 24-hour period. L_{dn} values are calculated from hourly Equivalent Sound Level (L_{eq}) values for the nighttime period (10:00 pm – 7:00 am) increased by 10 decibels to reflect the greater disturbance potential from nighttime noises.

Decibel (dB): Fundamental unit of sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the government agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites or other public uses often are made as conditions for approval of a development.

Density: The number of permanent residential dwelling units per acre of land. Densities specified in this General Plan are expressed in units per gross acre.

Development Agreement: A legislatively approved contract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction (California Government Code Section 5865 *et seq.*) that “locks in” certain rules, regulations, and / or policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner.

Digital Subscriber Line (DSL): Internet technology that uses existing 2-wire copper telephone wiring to deliver high-speed data services at speeds greater than basic internet dial-up.

Disinfection: A process following secondary or tertiary treatment that typically involves the use of chlorine or ultraviolet (UV) radiation to destroy bacteria and other pathogens in wastewater.

Drainage Channel: A natural or man-made open channel that convey, store and / or treat runoff.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities) which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement: A limited right to use property owned by another for specific purpose or to gain access to another property.

Effluent: Treated wastewater that is discharged from a wastewater treatment plant facility.

Egress: A way of exiting a property (the right to exit).

Equivalent or Energy – Average Sound Level (L_{eq}):

Ethnography: The study of contemporary human cultures.

Exceedance Probability: The probability that a precipitation or runoff event of a special size will be equaled or exceeded in any one year.

Fault: A fracture in the earth’s crust that is accompanied by displacement between two sides of the fault. An active fault is defined as a fault has moved in the last 10,000 to 12,000 years (Holocene geologic time period). A potentially active fault is one that has been active in the past 1.6 million years (Quaternary geologic time period). A sufficiently active fault is one that shows evidence that Holocene displacement occurred on one or more of its segments or branches.

Federal Emergency Management Agency: The federal agency that regulates floodplains and manages the nation’s flood insurance program.

Fiber Optics: The technology of transferring information through a number of thin flexible glass or plastic tubes (optical fibers) using modulated light waves. Information is transmitted in the form of coded pulses.

Floodplain: Land adjacent to a stream, slough or river that is subject to flooding or inundation from a storm event. FEMA defines the floodplain to be the area inundated by the 100-year flood.

Floodway: The channel of a watercourse (i.e., river, slough) that must be reserved in order to discharge the base flood without increasing the water surface elevation more than one foot.

Flood Zone: The designated area where flooding could occur during the “base flood” or 100-year flood event.

Freeboard: The vertical distance between the maximum design water surface of a channel and the top of bank provided to account for differences between predicted and actual water surface elevations and / or to provide an allowance for protection.

Frequency: The measure of the rapidity of alternations of a periodic acoustic signal, expressed in cycles per second or Hertz. Subjectively, a sound that has more cycles per second than another is higher pitched. The human hearing system is not equally sensitive to sound at all frequencies and is most sensitive to sounds in the frequency range of human speech, from 400 hundred to 2,000 thousand cycles per second. The most sensitive people can hear sounds ranging from a little below 20 Hertz (Hz) to somewhat above 20,000 Hz.

Gateway: Actual architectural features or symbolic arrival points into a city. Gateways add to the emotional sense of arrival when one enters into a city, special district, neighborhood, or defined place.

General Plan: A state-mandated planning document (California Government Code, Section 65300) that is defined as the “constitution of the City”. All actions taken by a city must be in substantial conformance with the general plan. A general plan must have the following mandatory seven elements: land use; circulation; housing; conservation; open space; noise and safety; and any optional elements. State law restricts amendments of the general plan to four per year, although as many amendments as necessary may be made at one time. All elements of the general plan must be consistent with one another.

General Plan Designation: A category that expresses either the existing or future land use of property within the general plan “area” or “planning area”. Designations are specifically used in the land use element of the general plan to differentiate between land uses. Zoning must be consistent with the general plan land use designation. A general plan designation does not constitute a right to develop, nor does it imply an ability to develop.

General Plan Planning Area: An area shown on the General Plan Map in which urban growth is anticipated to be approved by the City as the City grows.

Global Warming: An increase in the near surface temperature of the earth. Global warming refers to the warming predicted to occur as a result of increased emissions of greenhouse gases.

Goal: A general description of a desired state of affairs for the city. Goals form the broad public purposes toward which objectives, policies and implementation measures are directed. Since goals are general statements, more than one set of actions could be taken toward achieving a specific goal.

Greenhouse Effect: The effect produced as greenhouse gases allow incoming solar radiation to pass through the earth's atmosphere, but prevents most of the outgoing infra-red radiation from the surface and lower atmosphere from escaping past the earth's atmosphere.

Greenhouse Gas: Any gas that absorbs infra-red radiation in the atmosphere. Greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxide, halogenated fluorocarbons, ozone, sulfur hexafluoride, perfluorocarbons and hydrofluorocarbons.

Gross Acre: The total land area within a defined boundary including any area for rights-of-way, easements or other dedications or other encumbrances that affect the amount of developable area. Typically gross acreage is used to determine the maximum amount of development allowable on a given amount of land.

Groundwater Basin: A groundwater basin is the above ground area from which water flows or seeps into a particular aquifer or series of linked aquifers.

Groundwater Recharge: The natural process of infiltration and percolation of water from land areas or streams through permeable soils into the underground aquifer.

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Materials: California Code of Regulations defines a hazardous material as a substance that, because of its physical or chemical properties, quantity, concentration or other characteristics, may either cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness; or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of.

Historic: An historic building or site that is noteworthy for its significance in local, state or national history or culture, its architecture or design, or its works of art, memorabilia or artifacts.

Historic Preservation: The identification and protection of property, site, neighborhood or area of archaeological, cultural, historic, or, architectural significance.

Historic Site: A property, site, neighborhood or area having historic, cultural or geographic significance. Structures on historic sites may not necessarily relate to the site's significance.

Household: All persons, related or unrelated, who occupy a single housing unit.

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, or any other residential unit considered real property under California state law. A housing unit must have at least cooking area, bathroom, and a place to sleep.

Implementation Measure: A specific action or series of actions, to be taken by the city toward meeting stated goals, objectives and policies.

Infrastructure: Public services and facilities such as sewer collection and treatment facilities, water supply and conveyance facilities, roads, electrical and natural gas utilities.

Integrated Waste Management Act of 1989: The California *Integrated Waste Management Act of 1989* (AB 939) mandates that all cities and counties in California divert 50 percent of their solid waste (using 1990 levels as a baseline) from landfills or transformation facilities by January 1, 2000. Local and county governments are responsible for implementing diversion programs in order to meet these goals, and generally do so using means such as source reduction, recycling and composting programs. The Act also established the California Integrated Waste Management Board (CIWMB) to provide oversight for the waste disposal reduction program.

Internet: A network that links computer networks all over the world by satellite and telephone, connecting users with service networks such as e-mail and the World Wide Web.

Landmark: Any structure or natural feature designated as a cultural or historic monument under the provisions of the City's Municipal Code or as listed in *California Historical Landmarks*.

Levee: A dike or embankment constructed to confine flow to a stream channel and provide protection to adjacent land. A levee designed to provide 100-year flood protection must meet FEMA standards.

Level of Service (LOS): A standard used by government agencies to measure the quality or effectiveness of a municipal service such as police, fire or library, or the performance of a facility such as a street or intersection.

Liquefaction: Liquefaction in soils and sediments occur during some earthquake events, when material is transformed from a solid state to a liquid state due to increase pressure in the spaces between the soil particles. Earthquake induced liquefaction most often occurs in low-lying areas with soils or sediments composed of unconsolidated, saturated, clay-free sands and silts, but it can also occur in dry, granular soils or saturated soils with some clay content.

Local Agency Formation Commission (LAFCo): A five member commission within Madera County that reviews, evaluates and approves all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities consolidation of districts, and merger of districts with cities.

Loudness: A subjective term for the sensation of the magnitude of sound.

Magnitude: Earthquake magnitude is measured by the Richter-scale, indicated as a series of Arabic numbers with no theoretical maximum magnitude. The greater the energy released from the fault rupture, the higher the magnitude of the earthquake. Magnitude increases logarithmically in the Richter-scale.

Maximum Sound Level ($L_{\max}$): The highest root – mean – square sound (RMS) level measured over a given period of time.

May: The word “may” means the directive or requirement is permissive or selective and is imposed at the option of the decision-maker.

Mineral Resource Zone: Mineral resource zones (MRZ) are lands classified by the California State Geologist based on the known or inferred mineral resource potential of the land. The classification is solely based on geology, without regard to land use or land ownership.

Minimum Sound Level (L_{min}): The lowest root – mean – square sound (RMS) level measured over a given period of time.

Net Acre: Gross acre less required dedication for street rights-of-way, easements or other parcel alterations or encumbrances to the amount of buildable area. Net acreage is used to set maximum developable standards (e.g., setbacks) for a given parcel.

Noise: Unwanted sound.

Noise Contour: Connecting points of equal noise exposure.

Noise-Sensitive Land Use: Land uses that are particularly sensitive to noise at levels commonly found in the urban environment. This category includes residential uses, schools, hospitals, churches, performing arts facilities, hotels and motels.

Objective: A measurable step toward meeting a goal. Objectives are typically used as milestones toward meeting the broader goal statement.

Open Space: Public or private land without significant structures that may or may not be landscaped or planted for public use. Land designated for preservation of natural resources (e.g., watershed, wildlife), managed production of resources (groundwater recharge areas), outdoor recreation and areas with outstanding scenic, historic and cultural resources and for public health and safety (e.g., flood plain)

Ordinance: A law or regulation set forth and adopted by a City. The collection of ordinances is commonly referred to as the “City municipal code” and may cover everything from land uses to speed limits to water restrictions.

Overdraft: Overdraft is a condition of a groundwater basin or aquifer in which withdrawals exceed inflow.

Ozone: Ozone is a pungent, colorless toxic gas created in the atmosphere rather than emitted directly into the air. Ozone is produced in complex atmospheric reactions involving oxides of nitrogen and reactive organic gases with ultraviolet energy from the sun.

Parcel: A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purpose of development.

Park: A place designed specifically for recreation. A park can be publicly or privately owned and / or managed.

Passive Recreation: Individual enjoyment of the outdoors without the structure of a managed sports event. Pedestrian exercise trails, picnic areas, gardens, and green space areas are all examples of passive recreation.

Percentile Exceeded Sound Level (L_x): The sound level exceeded during a given percentage of measurement period (i.e., L₁₀, L₅₀, L₇₅). The “x” represents the percent of the measurement period where A-weighted sound level (represented by the “L”). For example, L₁₀ represents the sound level exceeded 75 percent of the time L₅₀; represents the median sound level measured during the measurement period; and L₇₅ represents the sound level exceeded 75 percent of the time.

Photochemical: A process in which two or more chemicals react in the atmosphere to form a new chemical.

Plan Area / Planning Area: The area directly addressed by the general plan. The 2040 General Plan Planning Area encompasses the City of Chowchilla’s City limits and potential annexable land within its Sphere of Influence that the City intends to grow.

Plan Lines: Officially established right-of way lines for future streets or for the extension or widening of existing streets within which the construction of structures is prohibited.

Planned Development: A zoning process whereby a city allows flexibility in development standards in exchange for some form of amenity associated with the development. Planned developments can vary from lot sizes, setbacks, density / intensity standards set forth in a general plan.

Planning Commission: An administrative body, appointed by a city council, charged with the development and implementation of the general plan, zoning map and ordinance, and the processing of parcel and subdivision maps. Issues before the planning commission usually take one of two forms – approval / denial or recommendation.

Planning Sub-Area: An area designated in the General Plan as “ripe for development” under certain conditions including population and economic demand, infrastructure availability, willing land owners, and mitigateable environmental effects.

PM₁₀: Dust and other particulate matter regulated by federal and state air quality regulations. PM₁₀ refers to dust / particulates that are 10 microns in diameter or smaller.

PM_{2.5}: Dust and other particulate matter regulated by federal and state air quality regulations. PM_{2.5} refers to dust / particulates that are 2.5 microns in diameter or smaller.

Policy: A statement that is intended to guide future decision making, or encourage an action by a city or others, that will help meet a general plan objective and goal.

Pre-zone or Prezoning: The act of “zoning” land outside designated city limits in conformance with the city’s general plan prior to the annexation of the land subject to the pre-zone. Zoning, however, does not come into effect until the land is annexed into the city.

Primary Wastewater Treatment: Treatment of wastewater prior to other forms of treatment and involving settling and removal of suspended solids.

Recreational Area: Any public or private space (e.g., park, community center) set aside or primarily oriented to recreational use.

Redevelopment Agency: A municipal corporation which is charged with the redevelopment or development of a designated area within the City of Chowchilla.

Regional Park: An area or place designated and intended to serve an entire community, district or series of communities and / or districts. A regional park may be a large natural or preservation area along a waterway, adjacent to a water body or scenic area preserved for the use by the general public.

Rezone: An amendment to the map and / or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and / or on a designated parcel of land.

Right-of-Way: A strip of land occupies or intended to be occupied by certain transportation and public use facilities such as roads, railroad, and utilities.

Riparian Area: An area comprised of the vegetative and wildlife habitat adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

San Joaquin Valley Air Basin: The basin is a geographic area extending from the northern most boundary of San Joaquin County to the southern most boundary of Kern County that exhibits similar meteorological and geographic conditions.

San Joaquin Valley Air Pollution Control District: The regulatory agency responsible for developing, implementing and reporting on air quality plans, as well as responsible for monitoring and reporting air quality data for the cities and counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kern and Kings Counties.

Secondary Planning Area: A designated area on the General Plan Land Use Map that is intended to allow development should a site for the High Speed Rail Heavy Maintenance Facility be selected in that quadrant of the Sphere of Influence or a development proposal such as a rail served industrial park or a new major circulation facility constructed that will create a new major transportation intersection in the Sphere of Influence.

Secondary Wastewater Treatment: Treatment of wastewater that typically follows primary wastewater treatment and involves biological processes and settling tanks to remove organic material.

Sensitive Receptors: A land use which is sensitive to a specific or defined condition or activity. Typically, sensitive receptors include residences, hospitals, convalescent homes, day care facility, schools and other similar land uses

Service Area: The area for which a purveyor is responsible for providing infrastructure or utility services (e.g., water, sewer, drainage, power, communications) or defined area for which served by an educational or recreational entity or amenity (e.g., elementary school, neighborhood park).

Setback: The horizontal distance between the property line and any structure.

Shall: The word “shall” means that the directive or requirement is mandatory and cannot be waived or modified.

Should: The word “should” signifies a directive to be honored if at all possible; a less rigid directive than “shall”. To be honored in the absence of compelling or contravening considerations.

Specific Plan: A legal tool authorized by Article 8 of the California Government Code (Section 65450 et seq.) for the systematic implementation of the general plan for a defined portion of the City’s Planning Area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence: A plan area for the probable ultimate physical boundaries and service area of a local agency as determined by the local agency formation commission (LAFCo). Cities, special districts, and unincorporated communities may all have a sphere of influence. The boundary, or expansion of the boundary, can only be accomplished through LAFCo action and is dependant upon the city’s ability to provide services, the logic of expansion in a given area, the existence of other conflicting spheres, and the conversion of agricultural land. The sphere of influence is usually larger than the “city limits”.

State Historical Landmark: Historic structure or site of local or statewide importance.

State Point of Historical Interest: Historic structure or site of local or county-wide interest.

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed.

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Tertiary Wastewater Treatment: Treatment of wastewater that follows secondary treatment and involves filtration processes to remove fine suspended and colloidal material, thus providing a more advanced level of treatment than secondary treatment alone.

Title 22: A section of the California Water Code requiring filtration of any reclaimed effluent used for full-body contact recreation or fresh food crop irrigation, provided a receiving water dilution of less than 20 to 1 exists. Title 22 requires lesser levels of treatment for other uses of reclaimed effluent.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation.

Trip Generation: The dynamics that occur for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing transportation system.

Truck Route: A path of circulation required for all vehicles exceeding set weight or axle limits. Truck routes are typically arterials and collectors through commercial or industrial areas, and avoid residential or other traffic sensitive land use areas.

Unified Building Code (UBC): A national standard building code that sets forth minimum standards for construction, published by the International Conference of Building Officials.

Urban Reserve: A General Plan Land Use designation that identifies land that is reserved for future growth of the City should land that is shown for development is not converted to urban use and/or special circumstances would allow the land to be developed to accomplish a specific economic or housing objective not able to be otherwise accomplished.

Vision: A perspective of the City of Chowchilla shared by a majority of the residents and the City Council.

Volatile Organic Compounds: Any organic compound containing at least one carbon atom except for specific exempt compounds found to be non-photochemically reactive.

Wastewater: Liquid and water-carried wastes and sewage from residential dwellings, commercial buildings, industrial and manufacturing facilities, and institutions, whether treated or untreated.

Wastewater Collection System: A system of pipes, pump stations, manholes and other facilities that convey untreated wastewater from various sources within the City to the City wastewater treatment plant.

Water Demand: The volume of water requested by users to satisfy their needs.

Water Quality: The chemical purity of the water measured in terms of a variety of constituents of parameters (e.g., turbidity, metal concentration, organics concentration, etc.)

Watershed: Similar to a groundwater basin, a watershed is the area or region from which surface water flows to a particular water body.

Water Supply: Water supplied from a body of water (e.g., lake, river, slough) or groundwater conveyed to the surface via a well or series of wells.

Will: The word “will” expresses intent or purpose - signifies expected or may be expected.

Zoning: The division of the City by legislative regulations into areas or zones which specify allowable uses for real property and size restrictions for buildings within these areas. Zoning is an program that implements policies of the General Plan.