

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.

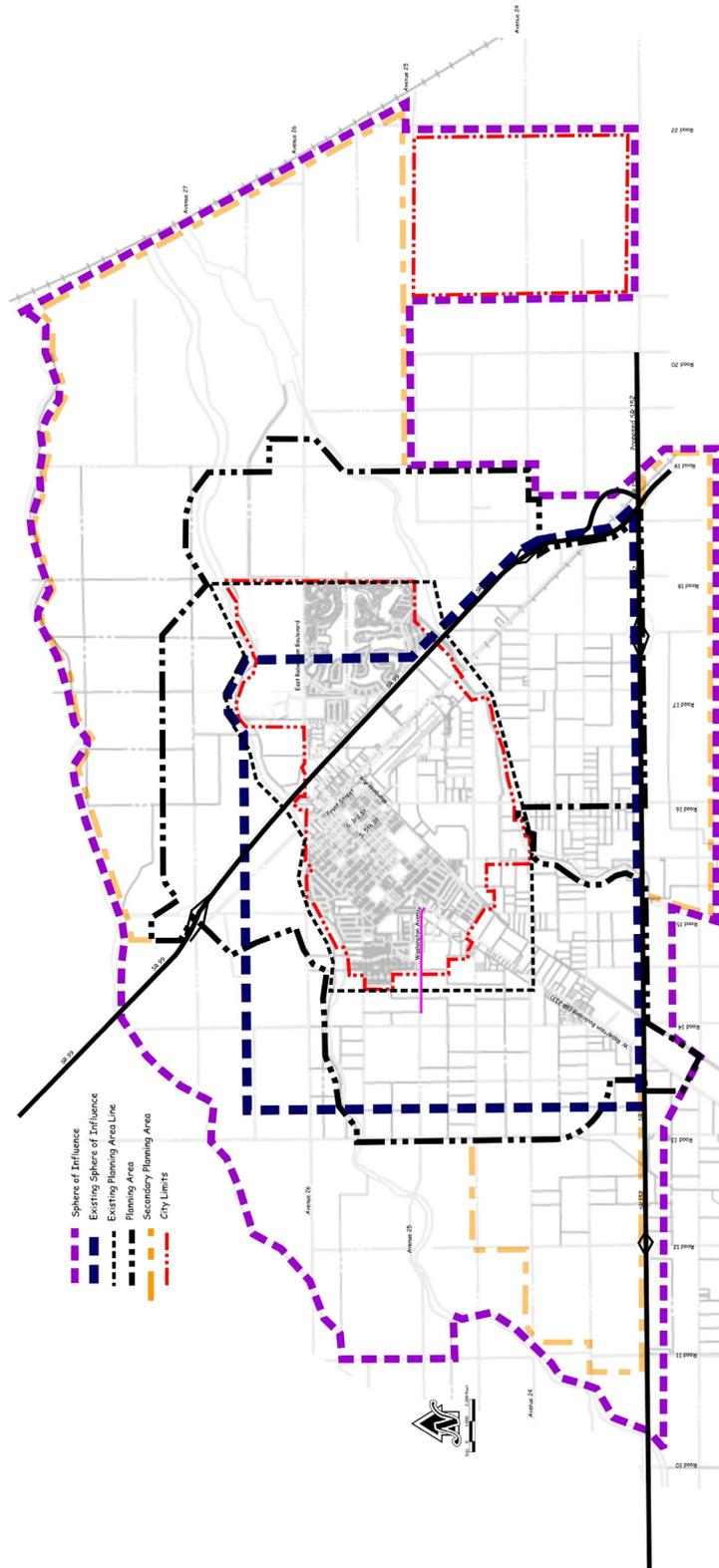
To realize Chowchilla’s vision for its future, development and growth within the City and the 2040 General Plan Planning Area as well as the lands within the City’s proposed Sphere of Influence (refer to Figure LU - 1) will be guided and managed by clear objectives, policies and implementation measures 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

- **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).
- **City of Chowchilla Downtown Master Plan, 2008.** Guides land use planning and policy document for Downtown Chowchilla.
- **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.
- **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.
- **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



- 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:

- 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.
- 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.

- 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.
- 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

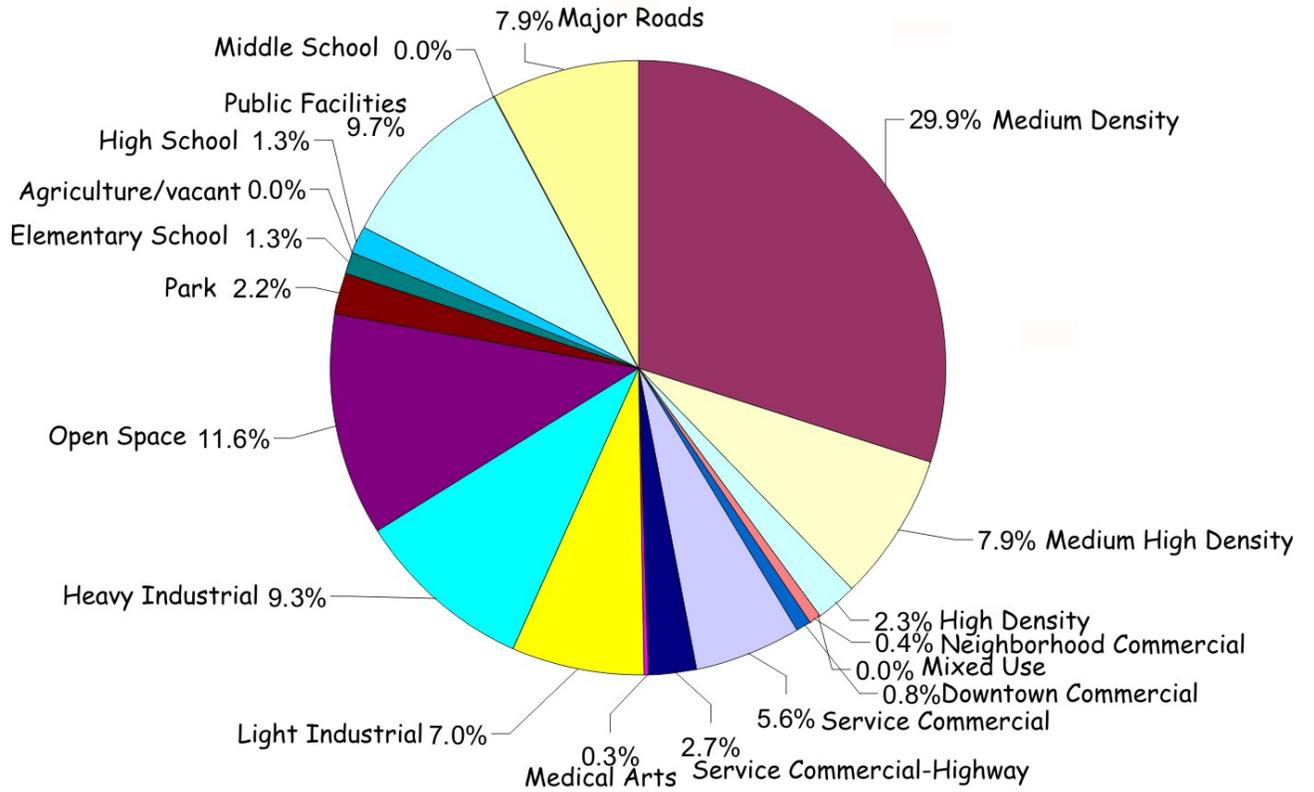


Figure LU - 3
Distribution of Land Uses in the 2040 General Plan Planning Area

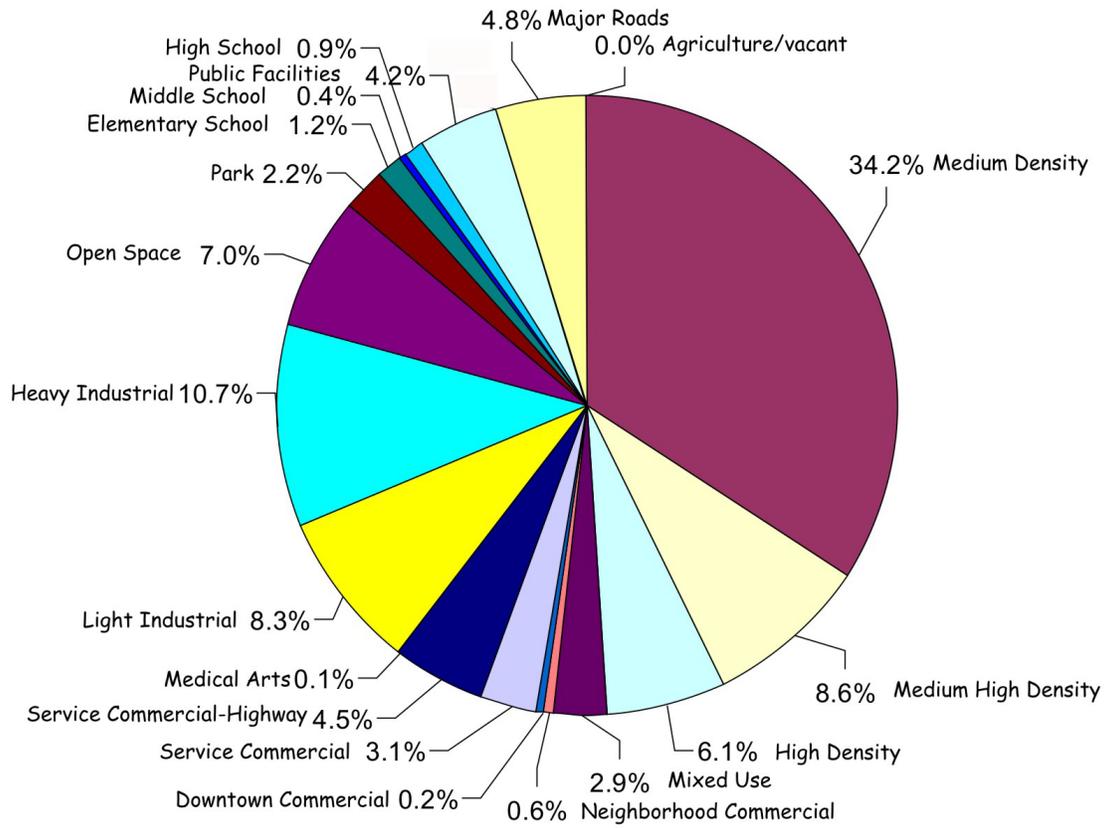


Table LU - 3 2040 General Plan Land Use Designations

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

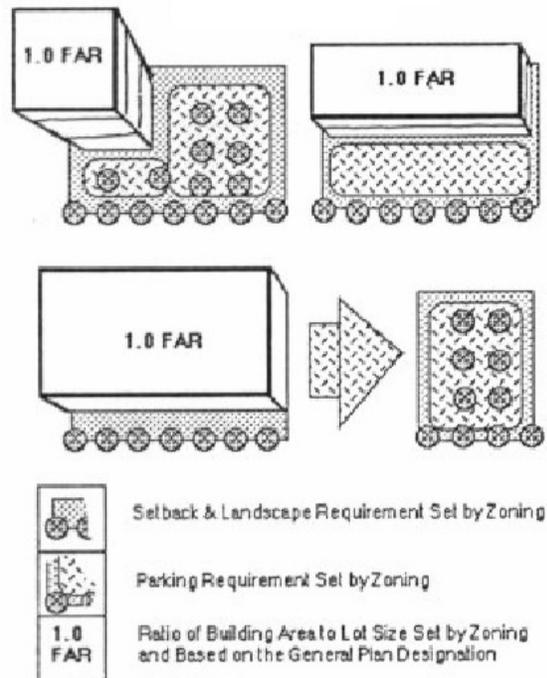
Standards of development for residential uses are stated as the allowable range of dwelling units per gross acre. Each residential land use designation establishes a minimum and maximum density, expressed in the number of homes (dwelling units) per gross acres which are reflected in Table LU – 4, Land 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 - 3, 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:

- Identify areas throughout the General Plan Area that is acceptable for housing;
- Clarify the overall type of housing to be developed within each category; and
- 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, fourplex) 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, outdoor 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 within 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 walkable 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 exceeded 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:
¹Units per Acre;
²Floor Ratio of Building Area to Individual Lot;

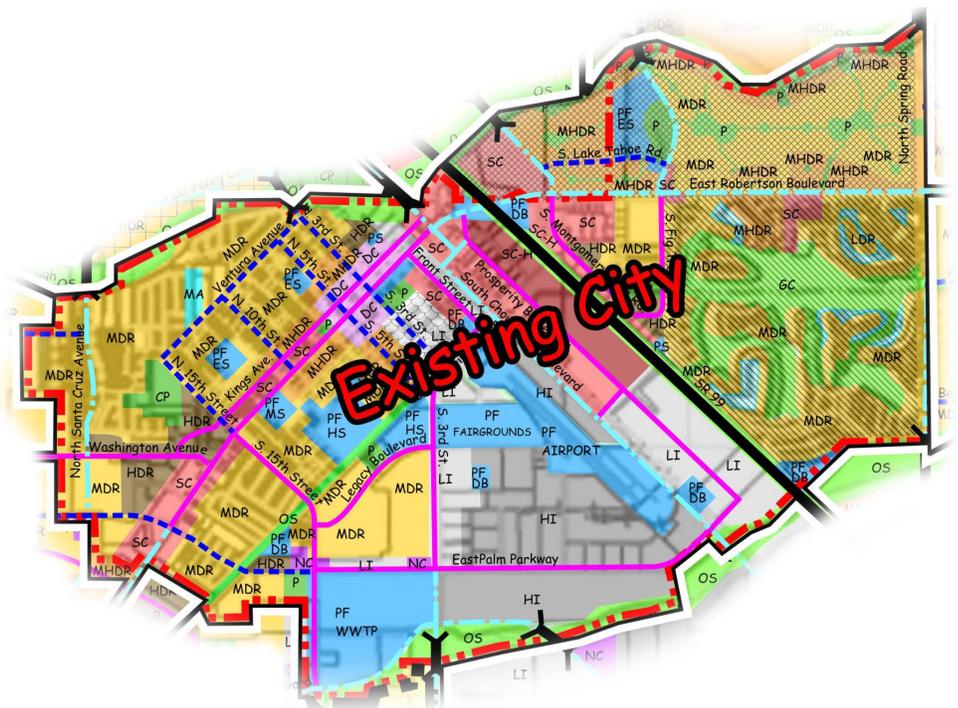
**Table LU - 5
Growth Area Development Targets**

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.

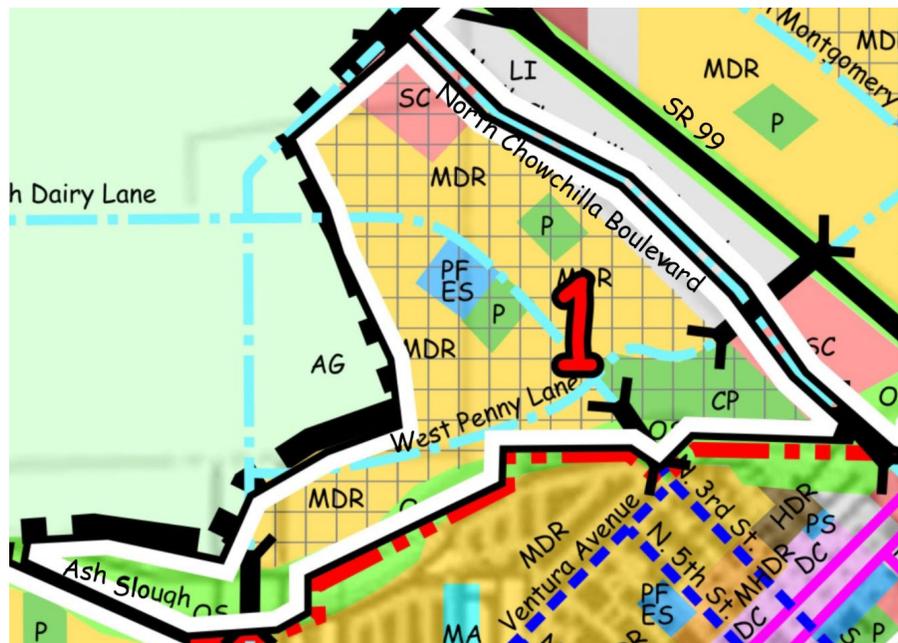
Reconstruction of the Highway 99 / Highway 233 (Robertson Boulevard) interchange is essential to serve the build-out of the City and the General Plan Growth Areas.

- 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

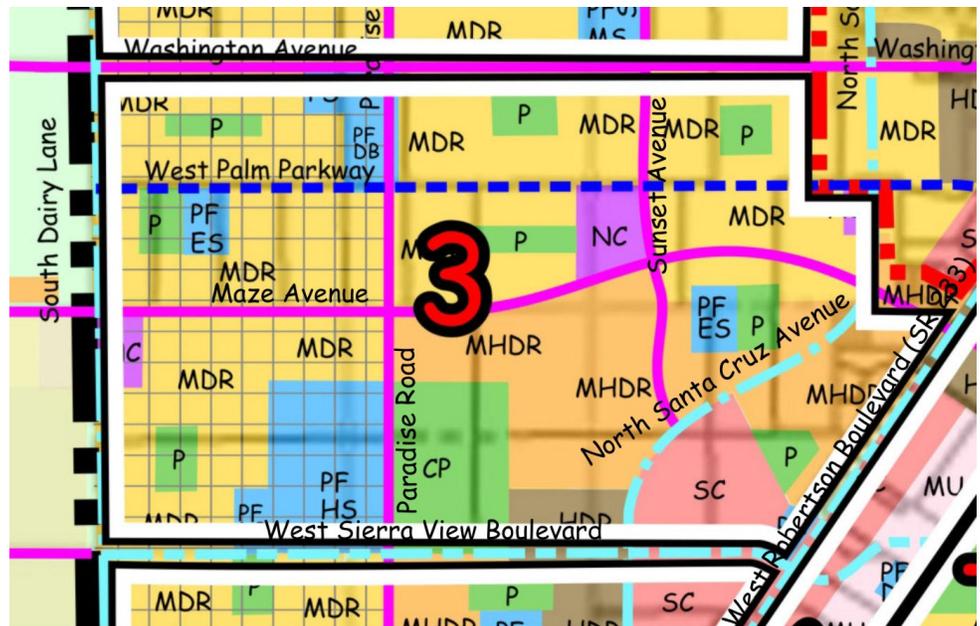
served by the reconstruction of the Minturn Interchange and the grade separation of UPRR. Access to the east side of Highway 99 will be provided by East Penny Lane overcrossing. This Sub Area will be required to participate in these major facilities. Completion of East Sierra View Boulevard (Avenue 24) 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.

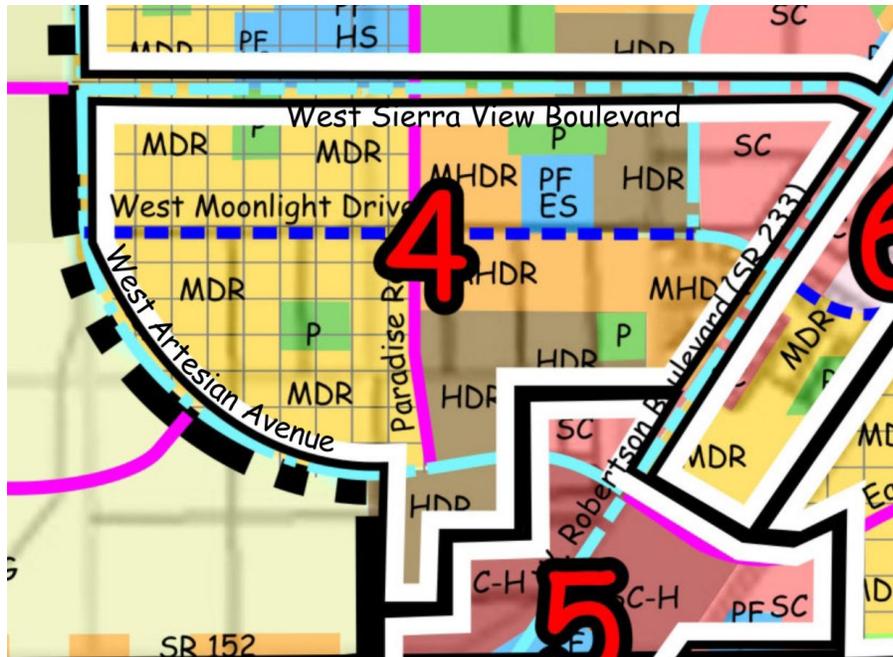
South Santa Cruz Avenue is a major arterial street that crosses this Sub Area. Its function is to provide connection between Highway 152 and land east of Highway 99

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 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 4

This Sub Area is immediately southwesterly of the existing City and is not adjacent to the existing City Limits. 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 some of the land owners in this Sub-Area. Annexation proposals in this Sub Area are required to prepare master plans for development. In order for this area to be annexed, urban growth in the existing City would have to extend southwesterly to create a contiguous annexation. Sierra View



Boulevard (Avenue 24) is the proposed east/west alignment of a new major trunk line sewer line. This Sub Area is adjacent to the new major trunk line and planning for this Sub Area would define the connection point and to some degree the alignment of the north/south line serving Sub Areas to the north in cooperation with the City and property owners to the south.

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.

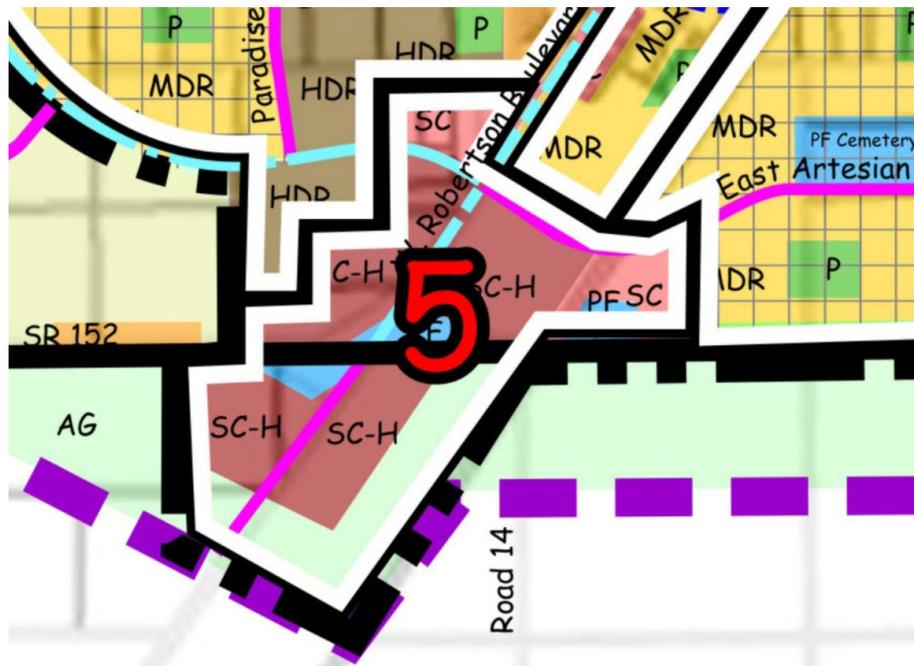
A new public service facility (fire station) will be required in this Sub Area (near the intersection of West Robertson Blvd and West Sierra View Avenue) before substantial growth would be permitted.

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 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



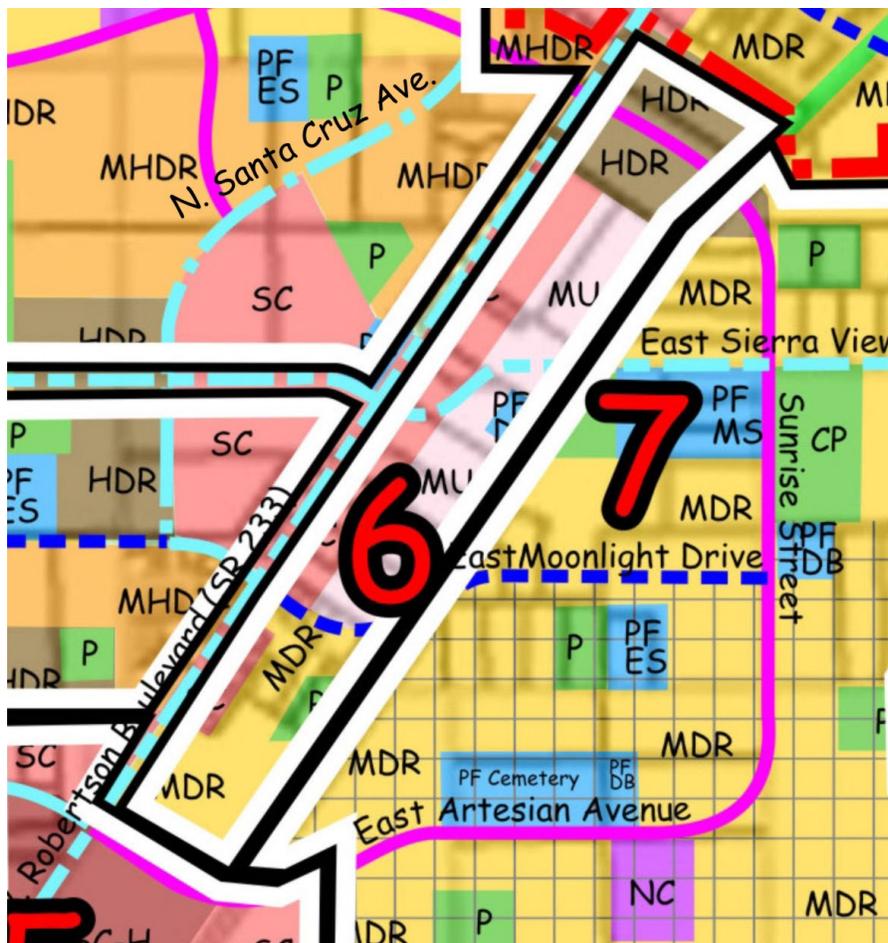
is considered an exception to the City's ultimate southern growth boundary at Highway 152. Water wells and looping into the City's system along with drainage facilities will be required to serve this area. West Robertson Boulevard will be developed to arterial street status (preserving the palm trees). 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.

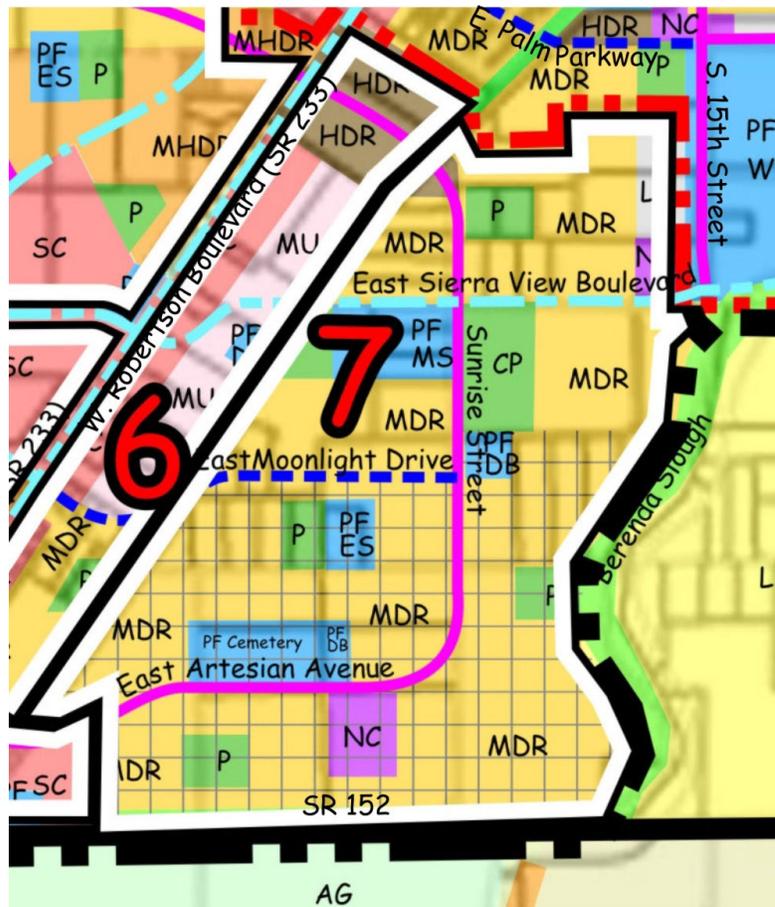
West Robertson Boulevard will be developed to arterial street status (preserving the palm trees) south of Sierra View Avenue. Robertson Blvd north of Sierra View Avenue

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.

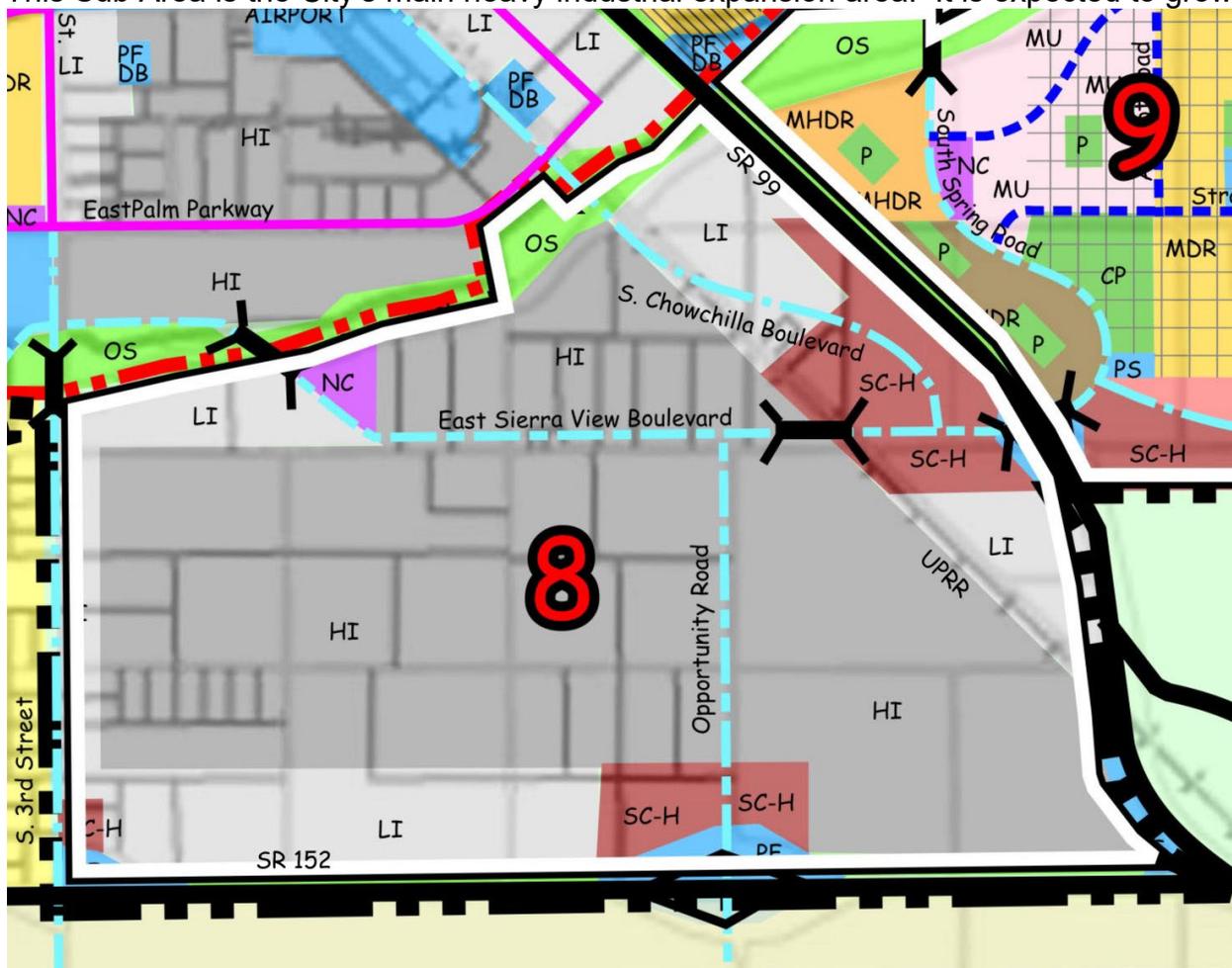
Completion of East Sierra View Boulevard (Avenue 24) between Highway 233 (Robertson Boulevard) and South 15th Street (Road 15 ½) will be required along with contribution to the new bridge of Berenda Slough to make a direct connection to East Sierra View Boulevard (Avenue 24) to the east. Costs of major 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.

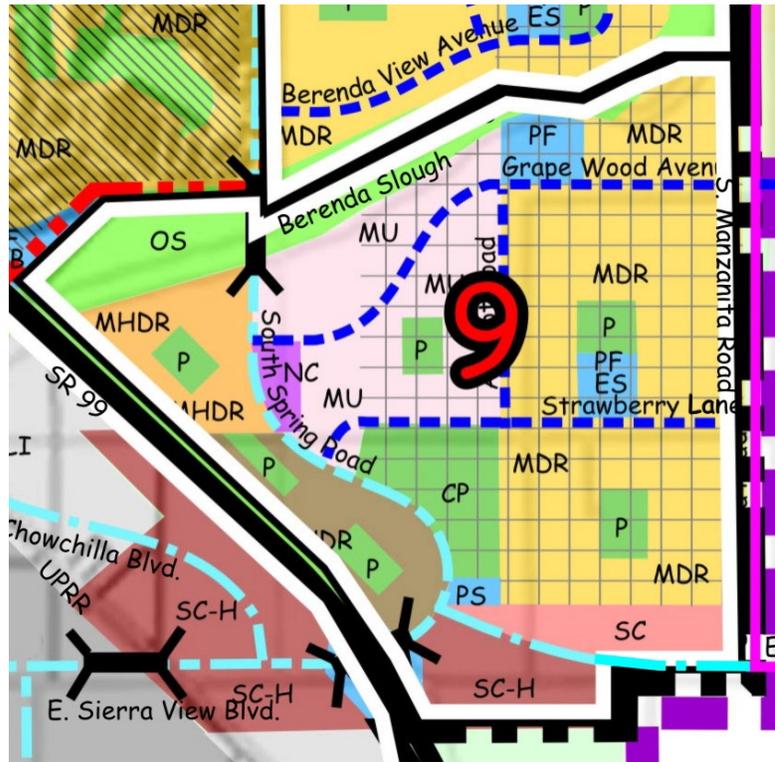
The second highway commercial / Service Commercial center is located at the intersection of Opportunity Road (Road 17) and Highway 152. This location is planned as a future interchange which will also provide access to the City's industrial park area directly from Highway 152. The development of commercial 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.



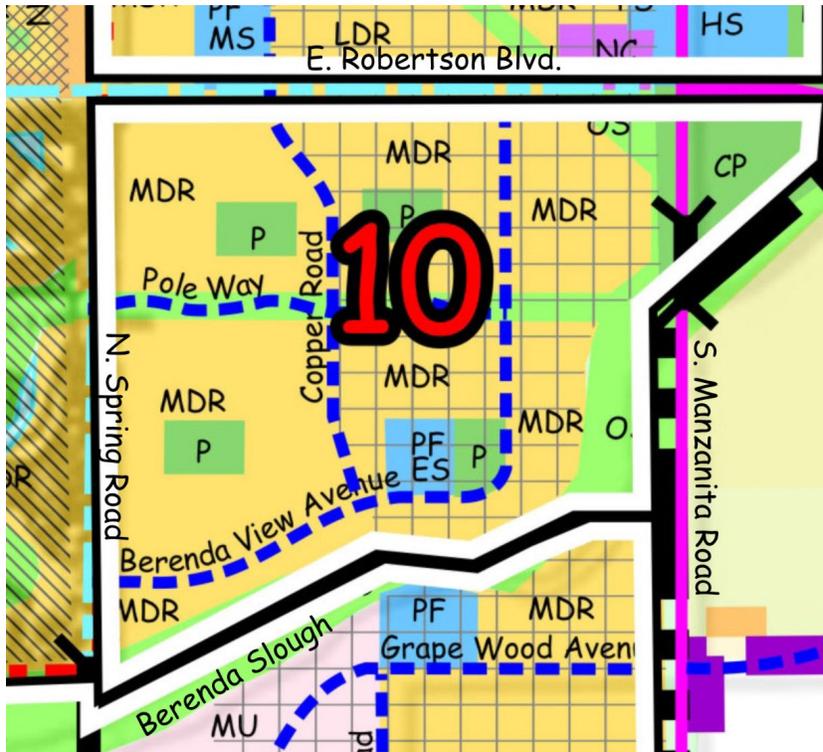
Growth in this planning area is constrained by the lack of a major sewer trunk line. This trunk line will serve portions of Sub Areas 8, 9, 10, 11 and possibly the eastern portion of Sub Area 12. Developers and property owners in these Sub-Areas must work together with developers and property owners 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 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. 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

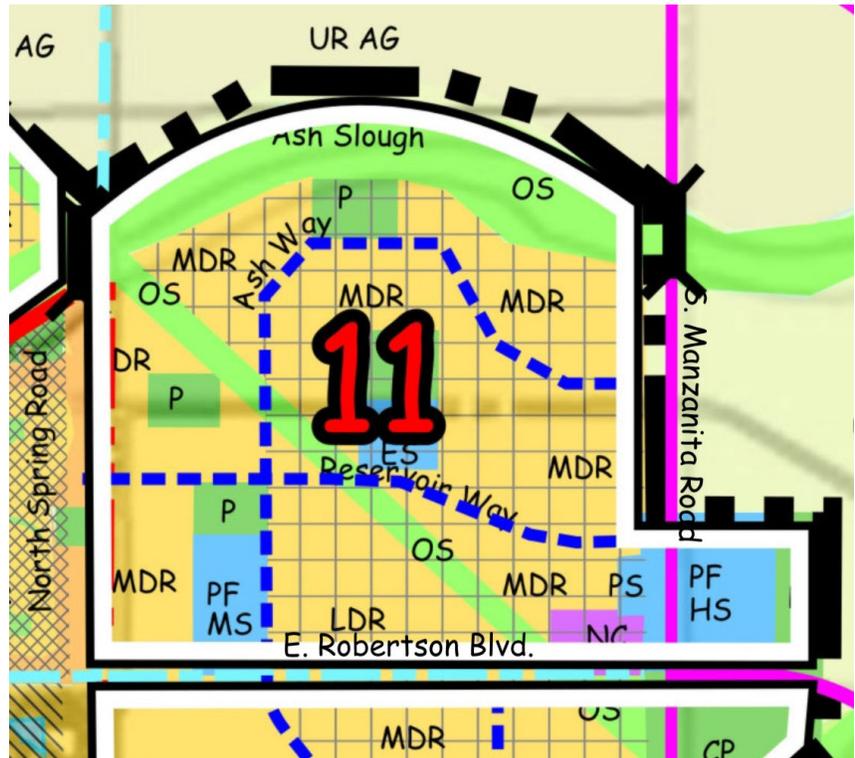
Drainage system of pipelines and recharge facilities. This Sub-Area also contains many of the major street facilities for the City's loop system including arterials, major and minor collector streets. Spring Road (Road 18 alignment) is a major north / south facility as is North Manzanita Road (Major 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.



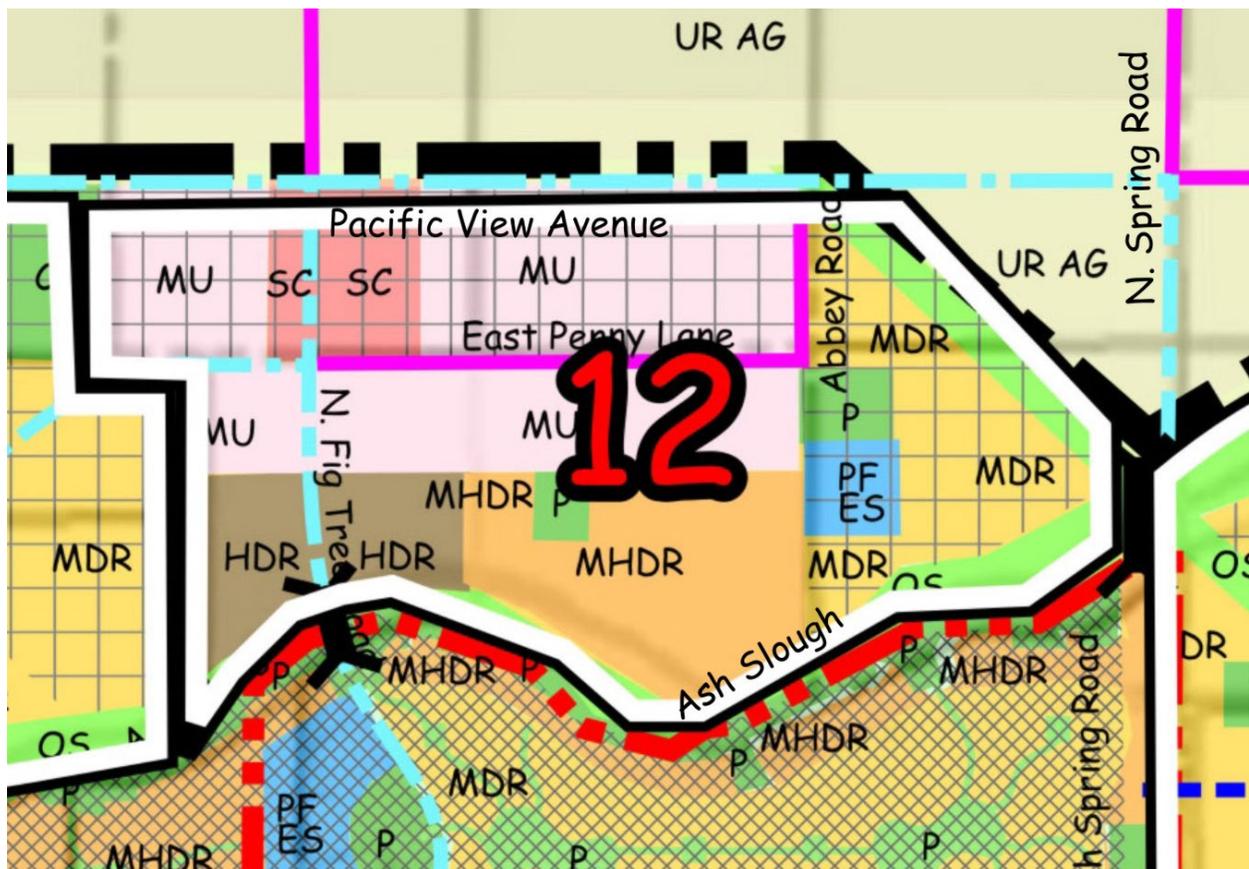
Because of the Specific Plans and unique setting of the development to the west (proposed Rancho Calera Specific Plan) this area will require one or more Specific Plans for development that incorporate the open space requirements for Ash Slough and the major electrical utility line that cross the Sub-Area. 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.

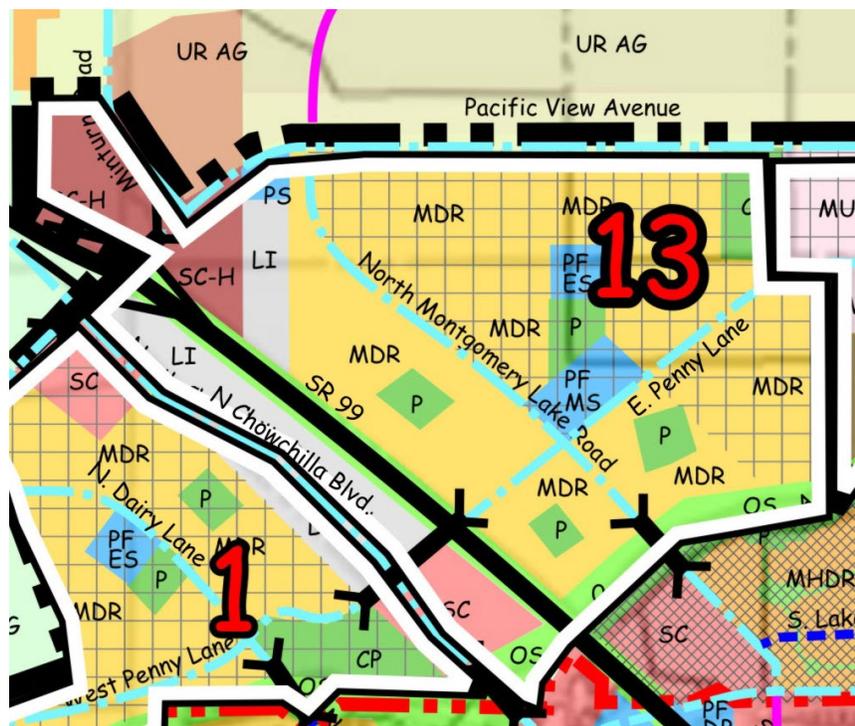
Planning Sub Area 13

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:

Acresage 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.

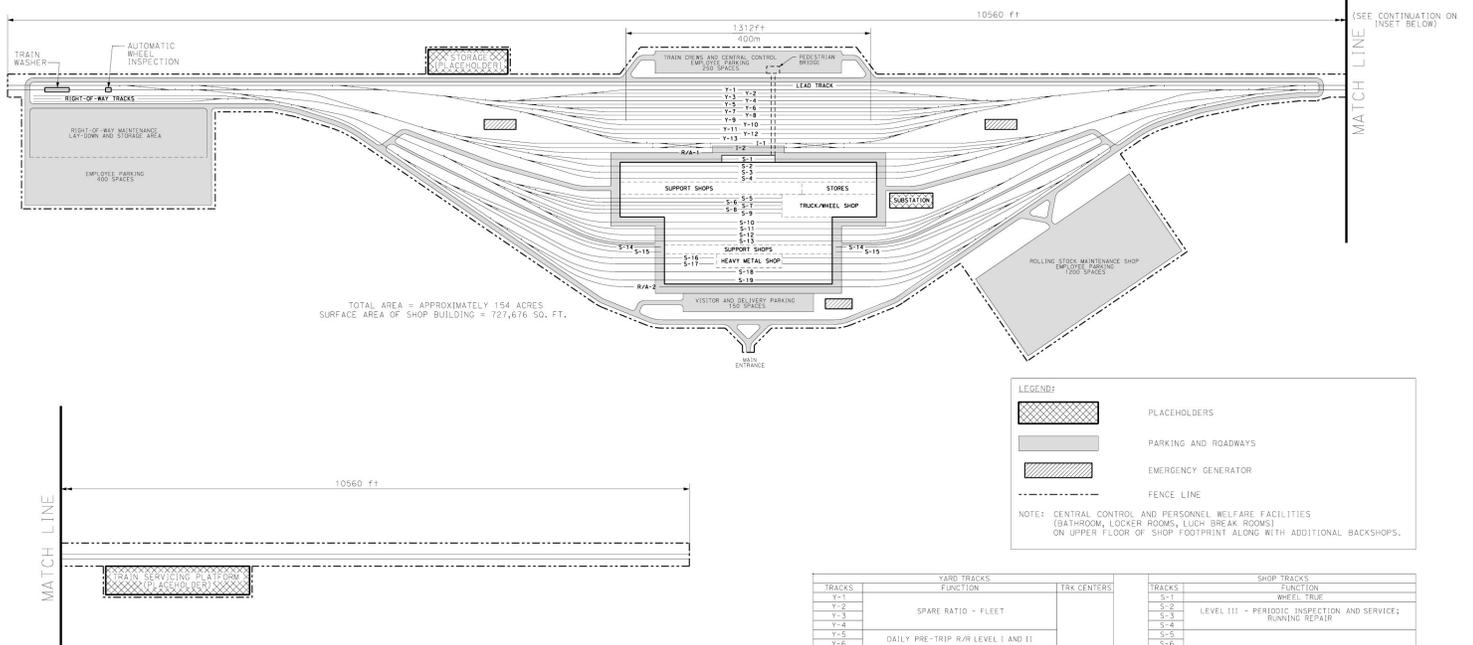
California High Speed Rail Heavy Maintenance Facility

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

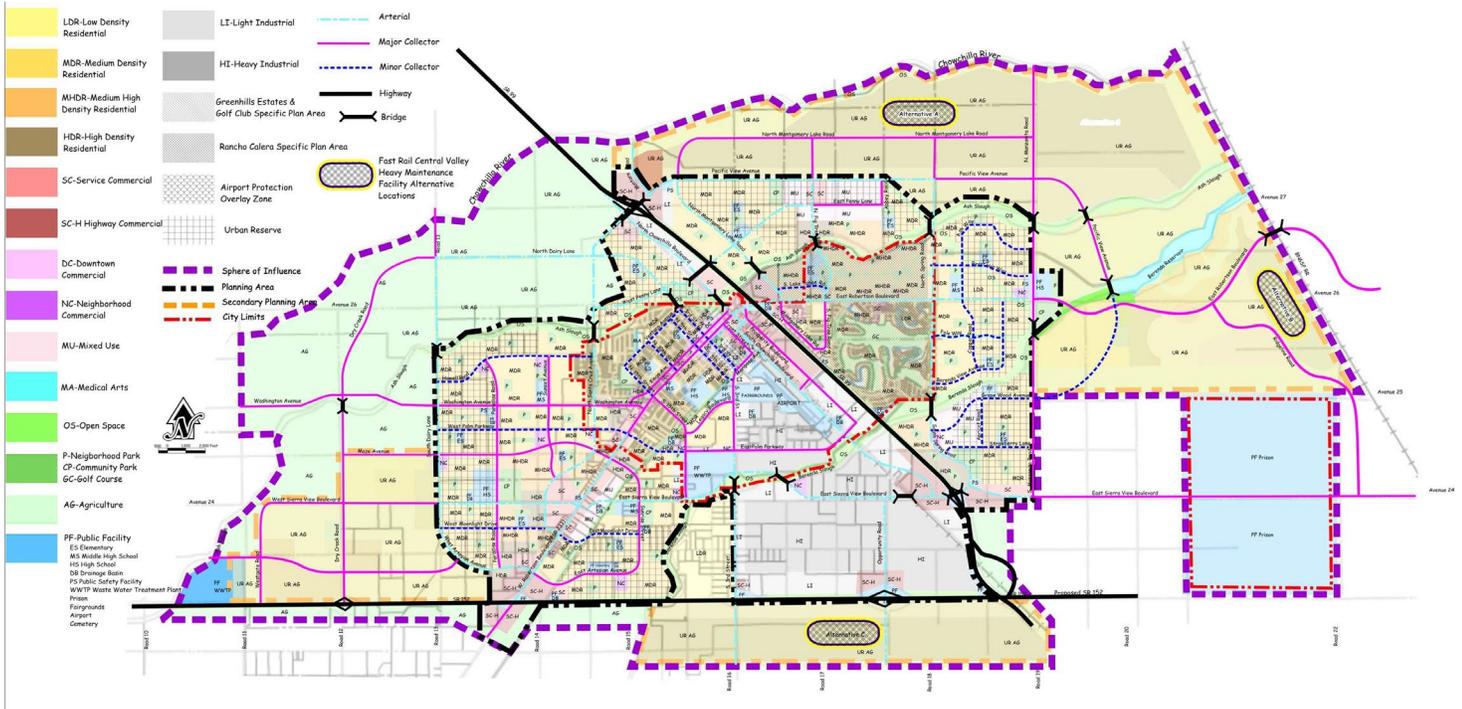


Roads and utilities will also be needed to support the HST Heavy Maintenance Facility. Ideally, the HST Heavy Maintenance Facility needs to be accessible by major roads capable of handling heavy truck traffic as well as providing convenient access to Highway 99 and / or Highway 152. Surface rail access 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



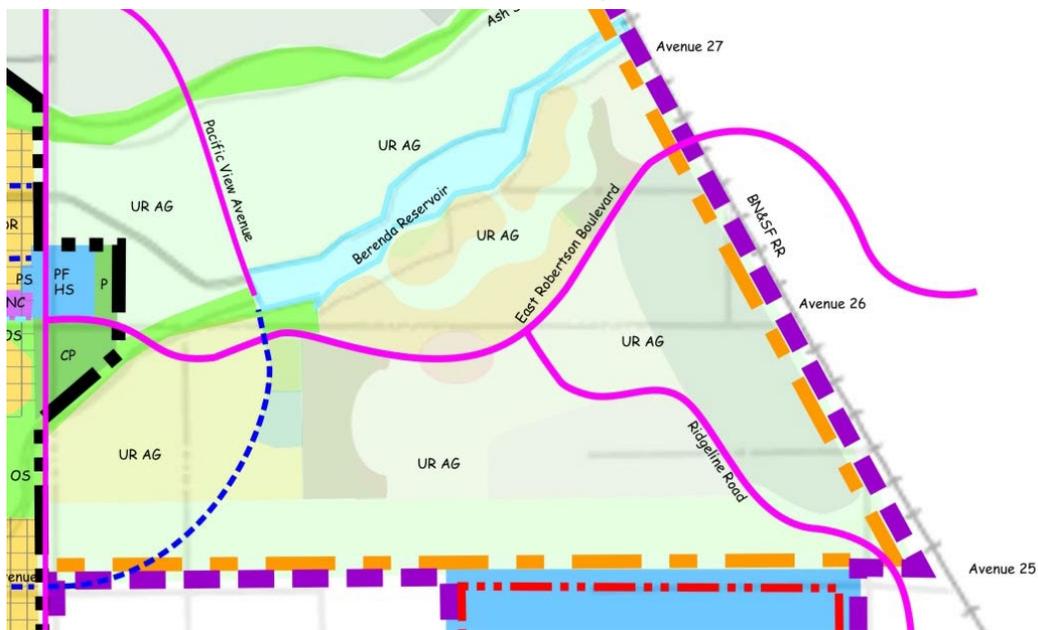
A Secondary Planning Area has been established to allow opportunities for larger unique projects. Given the uncertainty of the location of the California High Speed Rail right-of-way and the potential location for the Heavy Maintenance Facility (HMF) near the City of Chowchilla potential locations have 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.

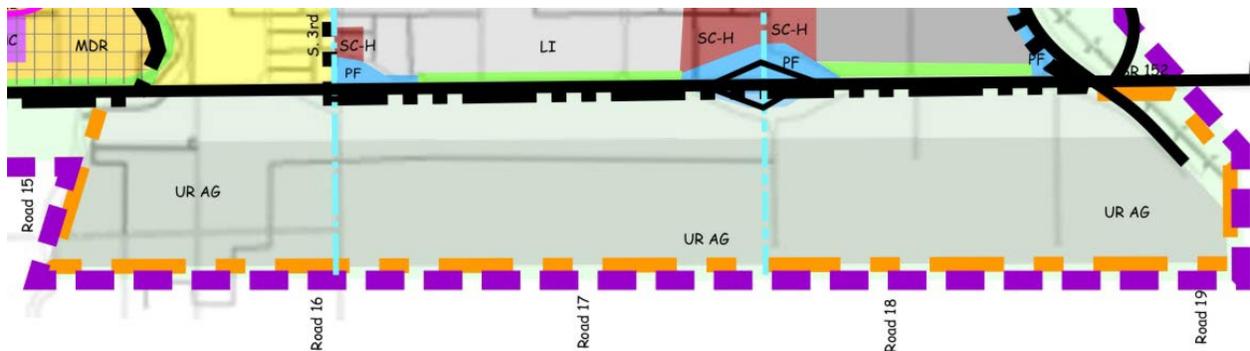
SPA-1 is located north of the Planning Area between SR-99, BNSF, south of the Chowchilla River. This is a potential site for the HMF or a research and development compound facility.



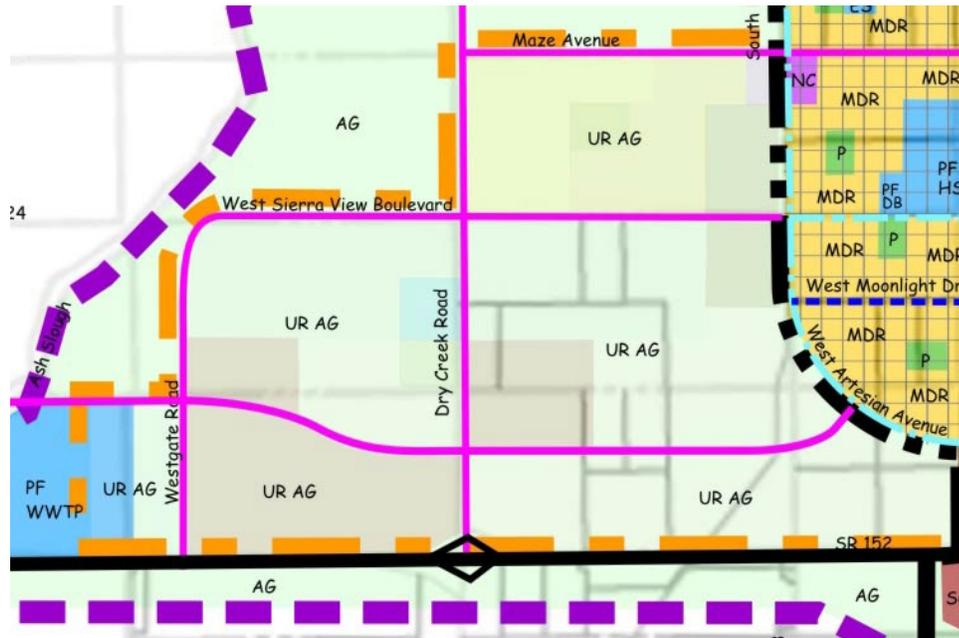
SPA-2 is located west of the BNSF, south of Berenda Slough, north of the Womens Prisons, east of Road 19. This is a potential for the HMF or a rail served industrial-research and development facility.



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.A

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.

Development in Planning Sub Area 8

Policy LU 7.5

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 11.8

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.

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).

4. *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.*

5. *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.

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.

GENERAL ENVIRONMENTAL HEALTH

Objective LU 22

For new development and redevelopment, ensure the environmental health and safety for everyone living and working in the City of Chowchilla.

Policy LU 22.1

Ensure compliance with rules regarding remediation of contaminated sites prior to occupancy of new development.

Policy LU 22.2

Encourage new development to reduce vehicle miles traveled so as to reduce pollutant emissions.

Policy LU 22.3

Develop, implement, and periodically update a Climate Action Plan to improve air quality and reduce greenhouse gas emissions.

Policy LU 22.4

Encourage smoke-free workplaces, multifamily housing spaces, parks, and other community spaces to reduce exposure to second-hand smoke.

HOUSING CONDITIONS

Objective LU 23

Develop and maintain a safe and healthy living environment in all new and redeveloped housing in the City of Chowchilla.

Policy LU 23.1

Investigate incorporating a “healthy homes inspection” into existing code enforcement inspection procedures to identify and require remediation of pollutants.

Policy LU 23.2

Identify funding for education and remediation of lead and other housing hazards to benefit low-income families and minimize risks associated with lead-based paint.

Policy LU 23.3

In addition to the requirements of the Building Code, encourage the use of green, healthy building materials that are toxin free in residential construction.

Policy LU 23.4

Support collaborations between public health professionals, environmental health inspectors, and building departments to connect clients with professionals who can assess and address multiple aspects of housing that affect health and safety.

Policy LU 23.5

Utilize federal, state, local, and private funding programs offering low interest loans or grants, and private equity for the rehabilitation of rental properties for lower income households.

RESIDENTIAL USES AND OTHER SENSITIVE RECEPTORS

Objective LU 24

Assure that residential uses and other receptors sensitive to traffic, noise, odor and other potential conflicts are minimized to the extent possible.

Policy LU 24.1

Ensure that new development with sensitive land uses is buffered from stationary sources and mitigated from non-stationary sources of pollution.

Policy LU 24.2

Require that proposals for new sensitive land uses minimize exposure to unhealthful air and other toxins through setbacks, barriers, and other measures.

Policy LU 24.3

Work with the Chowchilla Unified School District to minimize environmental hazards in and around educational facilities.

Policy LU 24.4

Educate residential property owners to retrofit their residential properties affected by adverse air quality or other toxins with air filters, ventilation systems, landscaping and/or other measures.

COMPLETE NEIGHBORHOODS

The term “complete neighborhood” refers to a neighborhood that accommodates a range of incomes and where residents have safe and convenient access to the goods and services needed in daily life. This includes a variety of housing options, grocery stores and other commercial services, public schools, open spaces and recreational facilities, affordable active transportation options, and civic amenities. An important element of a complete neighborhood is that it is built at a walkable and bikeable human

scale that reduces auto independence, and meets the needs of people of all ages, incomes, and abilities.

Objective LU 25

Pursue the concept of Complete Neighborhoods throughout the City of Chowchilla.

Policy LU 25.1

Seek opportunities, whether in existing or future neighborhoods, to pursue the concept of Complete Neighborhoods throughout the City of Chowchilla. Promote “complete neighborhoods”—where residents have safe and convenient access to goods and services on a daily or regular basis—that address unique neighborhood needs, and support physical activity, including walking, bicycling, active transportation, recreation, and active play.

Policy LU 25.2

Prioritize infill development within the existing developed footprint to reduce vehicle miles traveled; improve access to jobs, services, and education; and increase active transportation choices.

Policy LU 25.3

Rewrite current General Plan Policy LU 2.3 to read: “High and medium density residential development is encouraged within reasonable walking distance of the downtown of the City and walkable distance to grocery stores and other commercial services, public schools, open spaces and recreational facilities, affordable active transportation options, and civic amenities”.

ACCESSORY DWELLING UNITS

Accessory or secondary dwelling units are attached or detached units that provide complete independent living facilities for one or more persons including permanent provisions for living, sleeping, cooking, and sanitation, located on the same lot as the primary structure. Second units often provide affordable housing for extremely low-, very-low- and low-income households, including seniors.

Objective LU 26

Promote and encourage the construction of accessory dwelling units.

Policy LU 26.1

Encourage the construction of accessory dwelling units in all single-family residential zones subject to regulations and existing ordinance, and in accordance with State Law.

Policy LU 26.2

Develop a city policy that encourages and promotes construction of accessory dwelling units that face the City's alleys in residential districts provided that such units meet setback, height, occupancy, and other applicable regulations set forth in the Municipal Code.

CHOWCHILLA INDUSTRIAL PARK SPECIFIC PLAN

Objective LU 27

Update the General Plan to reflect the Chowchilla Industrial Park Specific Plan.

Policy LU 27.1

Amend and update the General Plan to reflect the Chowchilla Industrial Park Specific Plan goals and policies that allow the Chowchilla Industrial Park Specific Plan to develop and operate in a manner that complies with new State legislation.

ENVIRONMENTAL JUSTICE IN LAND USE

Senate Bill 1000 (SB 1000), also known as the Planning for Healthy Communities Act (Chapter 587, Statutes of 2016), requires local jurisdictions that are adopting or revising two or more elements of their general plans concurrently on or after January 1, 2018, to incorporate environmental justice (EJ) in their general plan if they have a disadvantaged community.

CalEnviroScreen: Areas west of Oleander Drive and east of SR 99 are identified as SB 535 Disadvantaged Communities. Senate Bill 535 directed that at least a quarter of the proceeds go to projects that provide a benefit to disadvantaged communities and at least 10 percent of the funds go to projects located within those communities. These funds must be used for programs that further reduce emissions of greenhouse gases.

Seven percent (7%) of the City of Chowchilla's population are seniors, likely increasing to more than 4,000 by Year 2030.

Objective LU 28

Ensure fair treatment of all people, regardless of race, color, physical ability, national origin, or income and that no population bears a disproportionate share of negative environmental consequences resulting from industrial, municipal, and commercial operations or from the execution of federal, state, and local laws; regulations; and policies.

Policy LU 28.1

Address the "unique or compounded health risks" in disadvantaged communities by decreasing pollution exposure, increasing community assets, and improving overall health.

Policy LU 28.2

City shall enhance low-income independent housing for seniors and continue to develop and expand senior housing services.

Policy LU 28.3

The City shall encourage the growth of senior housing, assisted living, and adult care facilities to meet the senior population growth.

Policy LU 28.4

Address whether zoning allows providers of fresh produce (grocery stores, farmers markets, produce stands) to locate within three-quarters of a mile of all residences in the City.

Policy LU 28.5

Encourage the development of healthy food establishments in areas with a high concentration of fast-food establishments, convenience stores, and liquor stores. For example, through updated zoning regulations, tailor use requirements to encourage quality, sit down restaurants, in areas that lack them.

Policy LU 28.6

Further study and address the location and number of fast-food restaurants in the City and develop land use regulations that limit fast food retailers where there is an overabundance.

Policy LU 28.7

Encourage existing convenience stores in or within one-half mile of residences to stock fresh produce and other healthy foods.

Policy LU 28.8

Encourage healthy food options at all municipal buildings and at City events where food is made available by the City.

Policy LU 28.9

Continue to support the Chowchilla Farmers Market and allow farmers' markets to operate in the City where appropriate.

Policy LU 28.10

Promote the use of food assistance programs at farmers' markets.

Policy LU 28.11

Promote city-wide messaging about healthy eating habits and food choices.

Policy LU 28.12

Review applications for off-sale alcohol licenses to ensure that over concentrations of off-sale alcohol do not occur in or near residential areas and schools.

Policy LU 28.13

Promote the development of balanced neighborhoods that accommodate a variety of housing types and density ranges to meet the diverse demographic, economic, and social needs of residents.

Policy LU 28.14

Promote clean air and water, a healthy natural environment, and pollution-free neighborhoods to reduce disparate health impacts resulting from environmental pollutants in vulnerable communities.

JOBS / HOUSING RELATIONSHIP

Objective LU 29

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

Policy LU 29.1

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.