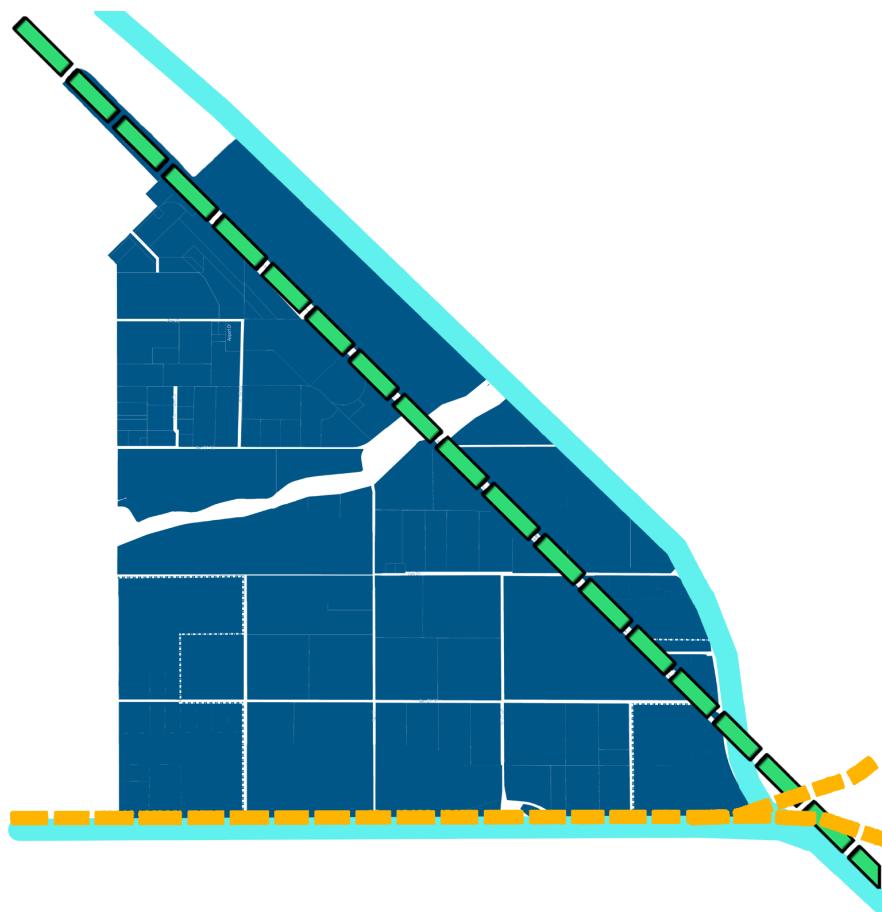




CHOWCHILLA INDUSTRIAL PARK SPECIFIC PLAN

SEPTEMBER 2018



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Chowchilla Industrial Park

SPECIFIC PLAN

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Project #170180

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SECTION 1

Introduction

1.1 - Purpose of the Specific Plan

The Chowchilla Industrial Park Specific Plan (Specific Plan) establishes long-term development goals, standards, and guidelines for the City of Chowchilla's industrial park. The primary land uses will be industrial and commercial and will provide the City with long-term economic growth and vitality, job creation, and revenue. This Specific Plan establishes development policies, land use regulations, design standards and guidelines, and an implementation plan that will guide the orderly growth of the existing and new industrial uses in accordance with the goals of the City of Chowchilla and its General Plan. The Specific Plan will predominantly support the growth of new light and heavy industrial-type uses, including e-commerce facilities, distribution centers, and manufacturing facilities, along with commercial uses supporting travelers, employees of the industrial park, and residents of Chowchilla. The Plan Area includes approximately 2,893 acres of land.

1.2 - Location of Plan Area

The Plan Area is located in Central California's San Joaquin Valley, where State Route (SR) 99 and SR 152 meet, centrally located between the San Francisco Bay Area and the Los Angeles Metro Area. It is approximately 40 miles east of Interstate 5 and approximately 30 miles north of Fresno. Figure 1-1 depicts the regional location of the Plan Area in relationship to major California highways.

The Plan Area is bounded by Mariposa Avenue to the north, SR 99 to the east, SR 152 to the south, and Road 16 to the west. Centrally located within the San Joaquin Valley, this area is strategically located to serve industrial-related industries and services. The majority of the Plan Area is located within the incorporated city

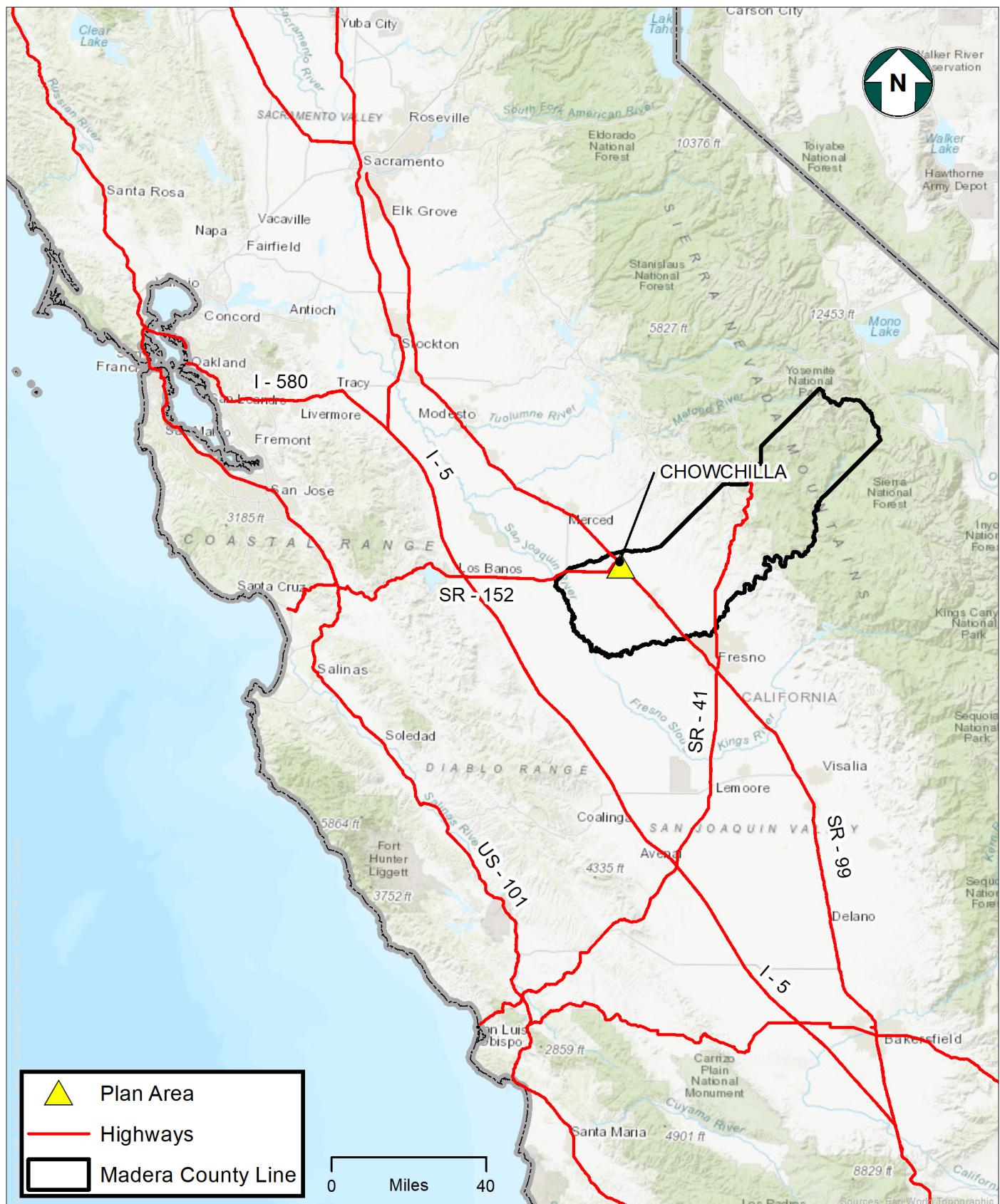
limits of the City of Chowchilla. As the developable land already inside the city limits decreases, the City will annex 392 acres of the unincorporated portions of the Plan Area. Figure 1-2 depicts the Plan Area in relationship to its immediate vicinity.

1.3 - Development Opportunities

The Chowchilla Industrial Park Specific Plan capitalizes on the opportunities and advantages that the area offers and promotes the use of the area as a regional center for industry and manufacturing. Unique advantages provided by the Plan Area include:

- Proximity to a significant regional transportation system that includes SR 99, SR 152, Union Pacific Railroad (UPRR), and close proximity to future High Speed Rail stations in Madera and Merced;
- Ability to reach all of California's ports at Los Angeles, Stockton, San Francisco, and Oakland via several highways including Interstate 5 located forty miles to the west;
- Available work force in Chowchilla, as well as other nearby cities;
- Generally flat, vacant, and unconstrained land that can suit any size of business or industry;
- Locations to establish a high quality visual presence along SR 152 and SR 99; and
- Proximity to Chowchilla Municipal Airport.

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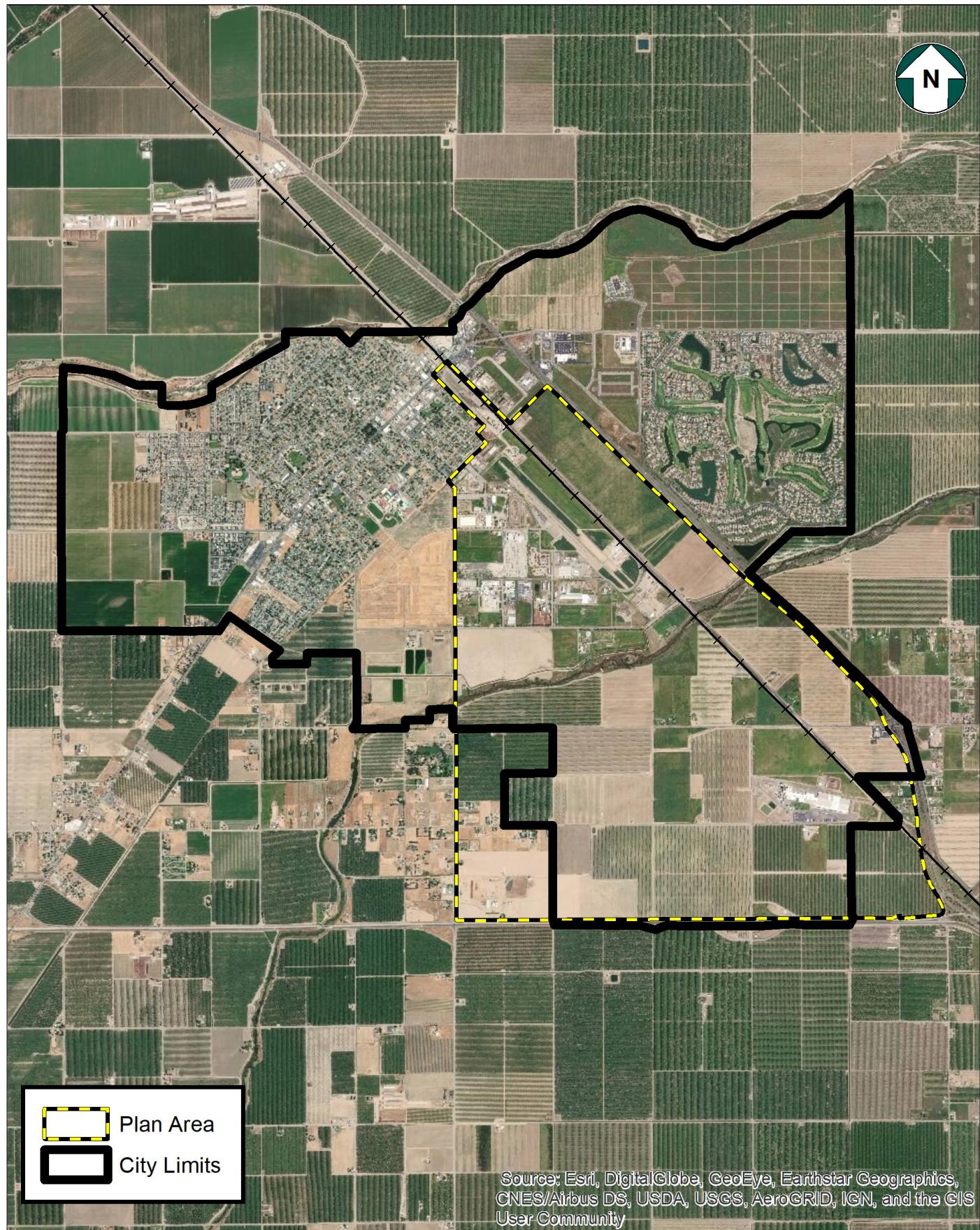


Figure 1-2 Vicinity Location Map

1.4 - Development Challenges

As with any development plan of this scale, there are challenges to development of the Plan Area. The specific challenges that are addressed in the Specific Plan include:

- Development constraints due to the close proximity of the City's airport runway;
- The absence of utility infrastructure in the Plan Area south of the Berenda Slough;
- The need to widen and improve existing roadways;
- Potential land use conflicts resulting from the gradual transition of the Plan Area from predominantly agriculture to predominantly industrial and commercial land uses; and
- Expected roadway closures limiting access to SR 152 resulting from development of the high speed rail line in the southern portion of the Plan Area.

1.5 - Summary of Preparation Process

The City of Chowchilla adopted the 2040 General Plan on May 3, 2011. The General Plan serves as the blueprint for growth and development in Chowchilla and identifies the basic spatial structure of the city. The Chowchilla Industrial Park Specific Plan implements the General Plan in this area of the city.

The following planning process was utilized to create the Specific Plan. The objectives following the summary of Workshop #1 were developed from input from the community and stakeholders, goals and expectations of the City, and adherence to General Plan policies.

1.5.1 - Bus Tour

Development of the Specific Plan was initiated on October 8, 2017, with a bus tour. The bus tour included a trip through

the Plan Area and a tour through the City of Turlock Westside Industrial Park. Participants included members of the Planning Commission, City Council, city staff, local businesses and property owners, and other interested residents. The tour introduced participants to the types of industrial and commercial uses in Turlock's industrial park and the character and quality of development that resulted from the establishment of a specific plan. Comments from participants included "likes and dislikes" about the overall development and the development standards and guidelines that they would like to see incorporated into the Specific Plan.

1.5.2 - Public Workshops – Introduction to the Plan

The first workshop was conducted on November 8, 2017, by QK with members of the Planning Commission, City Council, city staff, local businesses and property owners, and other interested residents. The workshop focused largely on desired land use patterns, design preferences, and preferred amenities for development of the Plan Area. Possible development options were presented using handheld electronic clicker response devices to record preferences. Participants then divided into smaller groups and offered their thoughts and ideas on how the industrial park should be developed. The community was presented with the existing General Plan land uses and two land use alternative plans. The following consensus items were reached regarding the proposed land use plan:

- Add highway commercial designated land at the future interchange at SR 152 and Road 16;
- Allow opportunities for specialty retail, restaurants, and cafes along the south side of Berenda Slough;
- Provide trails and other amenities along Berenda Slough, and require a development buffer along both sides of the slough;

- Eliminate plans for a future vehicular bridge crossing at Road 16 ½ and Berenda Slough; and
- Protect existing residential development along Fifth Avenue and Mariposa Avenue from the expected increase in truck traffic that will result from development of the Plan Area.

1.5.3 - Plan Objectives

Following the bus tour, Workshop #1, and meetings with City staff, the following objectives were identified for the Specific Plan:

1. Implement the Chowchilla General Plan;
2. Provide a new employment center for industrial and commercial uses in the City of Chowchilla;
3. Provide development sites that are appropriate to the industrial and commercial user needs in terms of access, the size and configuration of available land parcels, availability to rail as needed, availability of suitable buildings, and compatibility with surrounding land use;
4. Improve the jobs/housing balance in Chowchilla by providing local job opportunities and, thereby, reducing the home-to-work commute by Chowchilla residents;
5. Develop a comprehensive transportation system within the Plan Area to provide convenient and quick access to State Routes 99 and 152;
6. Provide an attractive, pleasant work place, as reflected in the landscaping, quality of buildings, access to parking, and employee-oriented amenities;
7. Establish clear, implementable development standards and design guidelines;

8. Provide sufficient separation between the commercial and industrial businesses in the Specific Plan area and residential areas west and north of the Plan Area;
9. Restrict building heights, density, placement, and lighting intensity where necessary to prevent interference with airport take-off and landing operations;
10. Establish identifiable and attractive gateways at the main entrances to the Plan Area that are visible from SR 99 and SR 152;
11. Identify the necessary infrastructure to needed to support development of the Plan Area and suggest funding mechanisms; and
12. Expedite development projects that are consistent with the Specific Plan.

1.5.4 - Workshop #2 – Open House

An initial draft of the Specific Plan was prepared and presented at a second public workshop on February 21, 2018. The presentation included discussion on the following Plan chapters: Introduction, Land Use, Urban Design, Circulation, Infrastructure, and Implementation. The workshop also consisted of small breakout groups, where each group had the opportunity to review and provide feedback on a series of various topics at a more in-depth level. Comments were gathered from the City Councilmembers, Planning Commissioners, and general public.

1.5.5 - Workshop #3 – Plan Overview

Workshop #3 which took place on March 21, 2018, included a summary of all comments received from the City Council, Planning Commission, the community, and City staff, as well as how the comments were incorporated into the Plan. This workshop provided the public with another opportunity to learn about the Plan and to give their feedback.

1.6 - Consistency with General Plan

The Chowchilla General Plan addresses objectives, policies, and implementation measures that guide and influence development in the Specific Plan. Compliance with these policies are important to the orderly growth and economic development of the community. The policies of the General Plan that relate to or inform the preparation of the Specific Plan have been restated in Appendix A.

During the preparation of the Specific Plan, some changes to land use and circulation patterns were identified. These changes are integrated into the Specific Plan and will require that an amendment to the General Plan be approved concurrently with the adoption of this Specific Plan.

1.7 - Relationship to Other Plans and Ordinances

The Specific Plan establishes development standards and guidelines for the Plan Area. Where a development standard differs from the standards in the Chowchilla Zoning Ordinance, the provisions in this Specific Plan shall apply. Where a standard is not provided in this Specific Plan, the standards of the Zoning Ordinance shall apply.

Where a standard in the Specific Plan may differ from standards in the Chowchilla Airport Land Use Compatibility Plan, the standards of the Airport Plan shall apply.

1.8 - Organization of Specific Plan

This document is organized into the following sections:

- Chapter 1 – Introduction
- Chapter 2 – Land Use
- Chapter 3 – Design Guidelines
- Chapter 4 – Circulation
- Chapter 5 – Infrastructure
- Chapter 6 – Implementation

1.9 - How to Use the Specific Plan

All individual development projects (including issuance of any discretionary land use entitlement) within the Plan Area will be subject to the requirements of this Specific Plan. Subsequent projects within the Plan Area (including Tentative Parcel/Subdivision Maps, Conditional Use Permits, and Site Plan Reviews) must be consistent with this Specific Plan.

The Specific Plan can also be used to identify infrastructure improvements that can be included in Chowchilla's future Capital Improvement Programs (CIP).

1.10 - Specific Plan Authority

California Government Code Section 65450 through 65457 authorizes cities to adopt Specific Plans as a tool in the implementation of their General Plan. The Government Code further specifies the content of Specific Plans, including the following minimum requirements:

- Text and diagrams that provide the distribution, location and extent of land uses; the distribution, location and extent of transportation, water, sewer, drainage and other utilities; and the standards and criteria by which these improvements will proceed;
- Implementation measures including regulations, programs, public works projects and financing measures required to implement the Plan; and
- Consistency analysis to assure that the Specific Plan is compatible with the General Plan.

Government Code further allows local jurisdictions to adopt Specific Plans either by resolution or ordinance. Specific Plans within the City of Chowchilla are adopted by resolution.

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SECTION 2

Land Use

2.1 - Existing Land Use

2.1.1 - Land Uses in the Plan Area

Most of the land within the Plan Area north of Avenue 24 ½ is developed. This area contains the Chowchilla Airport, the Chowchilla Fairgrounds, and various industrial and commercial manufacturing, and wholesale-type businesses. Some of the existing industrial uses currently operating in Chowchilla include Machinery & Equipment Company; Salter's Distributing.; Mid Valley Pipe & Steel; Chowchilla Biomass; Snyder California Containers, a bulk storage tank supplier; CertainTeed, a building materials manufacturer; almond tree huller; and a vehicle towing yard.

Some of the Plan Area includes rural residential estate lots not in the city limits but in the sphere of influence located along the north side of Avenue 24, Avenue 24 ½, and Road 16.

A PG&E substation is located along Chowchilla Boulevard near Prosperity Boulevard, between the railroad and SR 99. A truck stop, filling station, convenience store, and fast food restaurant are located at the southwest corner of Avenue 24 and SR 99. This area is zoned for highway commercial uses. About one-quarter mile to one-half mile south are several single-family residences within the area zoned for light industrial uses.

The Berenda Slough bisects the Plan Area. Although it remains primarily dry throughout the year, it serves as a natural biotic habitat, primarily during the wetter seasons. The Berenda Slough carries water from Berenda Reservoir, which serves as the most effective groundwater recharge method available, according to the City General Plan. The Berenda Slough has been mapped by the Federal Emergency Management Agency (FEMA) as an

area prone to flooding, and placed the slough in Flood Zone A. An irrigation canal parallels most of the north side of Berenda Slough.

The balance of the Plan Area remains in active agricultural production, with the predominant crop being almond trees. These active agricultural crops are found scattered throughout the Plan Area, with a majority located south of the Berenda Slough. There are no lands within the Plan Area that are within an Agricultural Preserve or that are subject to a Williamson Act Contract.

2.1.2 - Chowchilla Municipal Airport

The Public Facilities (PF) designation is applied to major public and private institutional uses such as the Chowchilla Municipal Airport. The airport is located in the northern portion of the Plan Area, west of the railroad, east of the fairgrounds, southeast of an existing residential area, and northwest of the Berenda Slough.

The 97-acre Chowchilla Municipal Airport consists of 11 permanent T-hangars, 10 permanent and 5 transient tie-down spaces, 1 Fixed Base Operation (FBO) located on the east side of the runway, and 1 large hangar next to 2 portable hangars. The Airport is an uncontrolled airport with no on-site supervisor or tower. The main runway is 3,253-feet long by 60-feet wide and is proposed to be extended by 572-feet to the southeast.

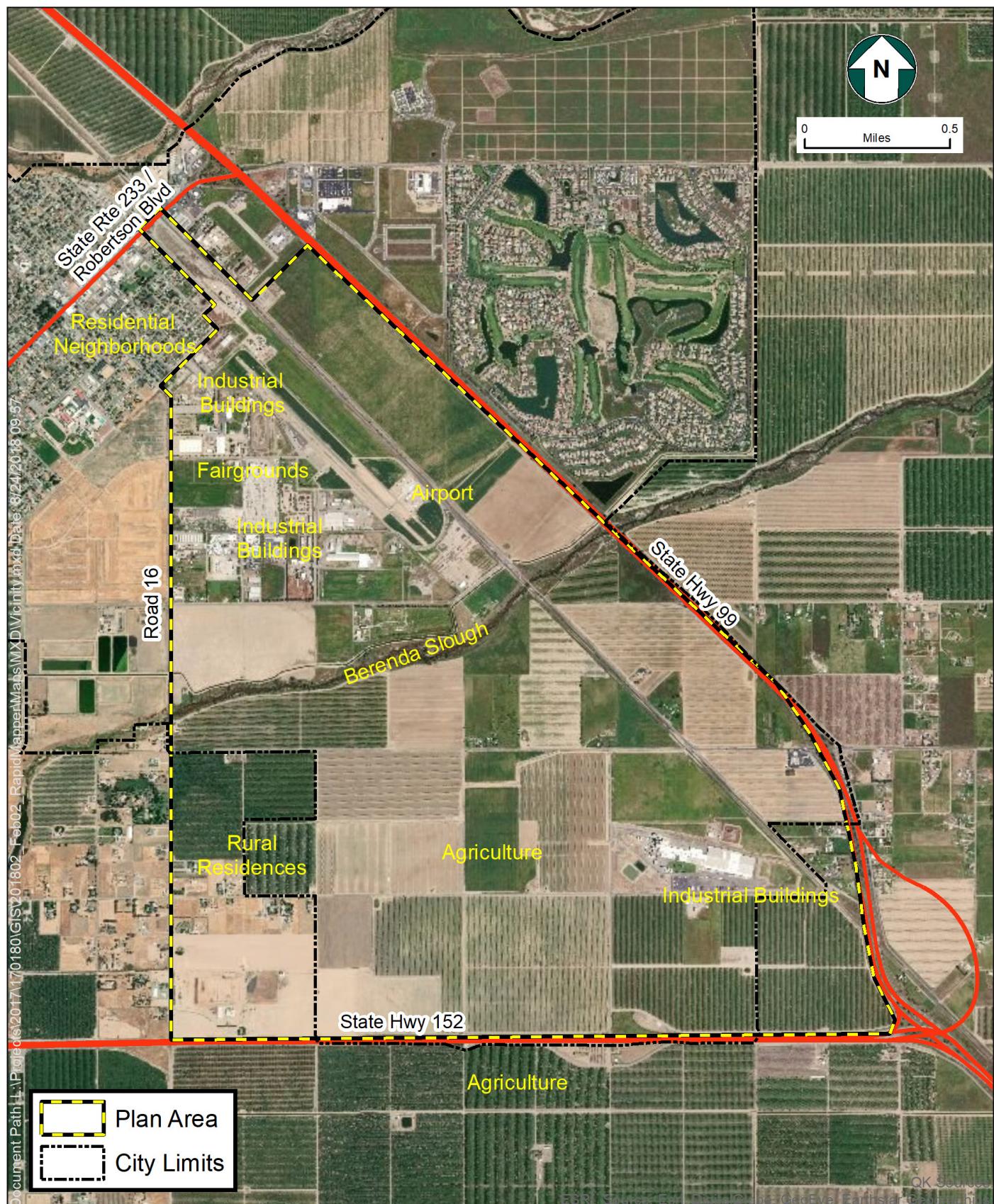


Figure 2-1 Existing Land Uses

Proximity to the airport requires limitations to allowed land uses. The airport compatibility zones established by flight paths and proximity to the runway, and noise and safety concerns, may limit certain land uses. Communications towers and certain industrial uses may not be compatible with proximity to the airport. The future runway expansion is reflected in the adopted airport influence area and the compatibility zones. Planning efforts and land uses shall be cognizant of the impact of the compatibility zones and policies. For any uses near the airport, the Madera Countywide Airport Land Use Compatibility Plan map and matrix shall be consulted. This plan establishes planning boundaries for height, noise, and safety around the airport and determines compatibility of surrounding land uses. The City shall adhere to the Madera Countywide Airport Land Use Compatibility Plan in the review and approval of development projects. The airport is under the day-to-day supervision of the Public Works Department of the City of Chowchilla.

2.1.3 - Land Uses Surrounding the Plan Area

Immediately north of the Plan Area (north of Mariposa Avenue) are residential neighborhoods with a combination of single- and multi-family dwellings. The area west of Road 16 and south of Berenda Slough is zoned R-1 Single Family Residential. Numerous residential estate lots are currently dispersed throughout this area. The area west of Road 16 and north of Berenda Slough is zoned R-2 Low Density Multi-Family Residential. Approximately 80 acres are reserved for Service Commercial and Highway Service Commercial uses to the northeast corner of the Plan Area. Currently, adjacent and nearby uses in that area include an auto center, hotel, outdoor storage yard, and single family. The City's wastewater treatment plant, along with scattered County rural residences are located to the west of the Plan Area. Agricultural uses are located predominantly south of the Plan Area.

2.2 - Existing Zoning

Figure 2-2 identifies the existing zoning in the Plan Area. A majority of the Plan Area is zoned for light and heavy industrial uses. Other portions are zoned for Institutional use or identified as PF – Public Facilities in the General Plan.

At the time of the preparation of the Specific Plan, the Plan Area was zoned with the following zone districts:

- Light Commercial (C-1) located in the center of the project area;
- General and Service Commercial (C-3) located in the northern section, southern section along SR 152 and Road 17-½ Light Industrial (I-L) located along SR 99, along a portion of SR 152, and a section south of Berenda Slough and east of Road 16;
- Heavy Industrial (I-H) primarily located west of the railroad, south of the slough, and an area east of Road 16 north of the slough. The Chowchilla Airport is identified as Heavy Industrial although an airport is typically an Institutional Use;
- Institutional (INST) which includes the fairgrounds and an area at the intersection of Road 17-½ and SR 152 reserved for an interchange; and
- Open Space – Recreation (OS) located in the approximate center of the project area and extending from Road 16 to SR 99. Berenda Slough is the drainage corridor associated with this zoning designation.

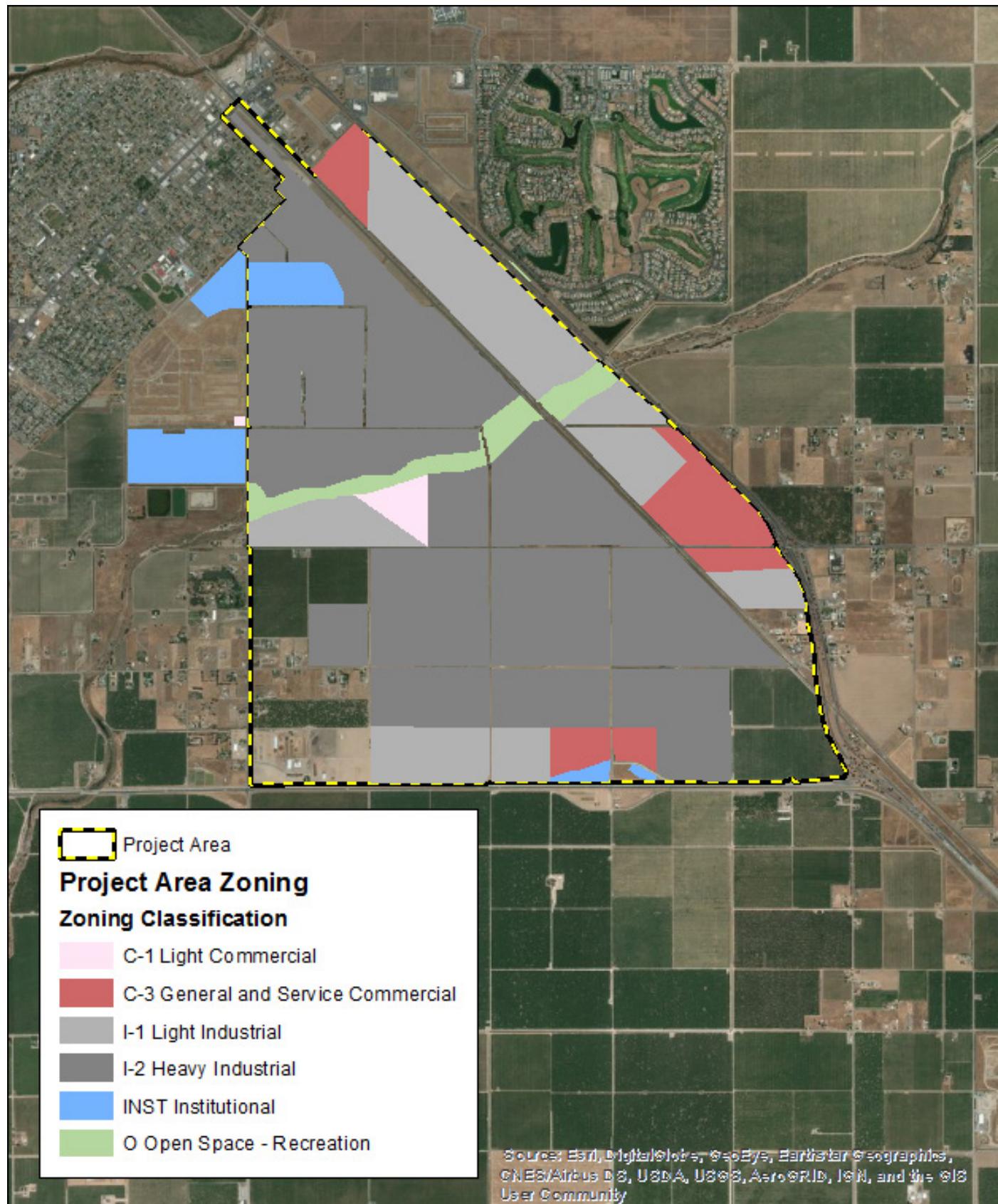


Figure 2-2 Existing Zoning Map

2.3 - Land Use Strategy and Policies

The following policies relate to the entire Plan Area. Additional policies and development standards will apply to individual development types and land use categories as defined in this section.

- LU-1** All development shall endeavor to comply with the design standards established in this Specific Plan. Deviations may be approved by the City based on specific circumstances.
- LU-2** Development will occur in phases linked to specific infrastructure improvements.
- LU-3** Agricultural activity will be allowed to continue on lands designated for urban use, until urban development is imminent.
- LU-4** Buffer the residential areas west of Road 16 from industrial and highway commercial uses with a landscaped setback along the east side of Road 16.
- LU-5** Protect industrial uses from the encroachment of or preemption by other incompatible uses.
- LU-6** When accessing SR 99 or Robertson Boulevard, heavy truck traffic shall avoid entering the downtown and residential areas and shall only be allowed on Front Street (and its proposed extension) to access SR 99.
- LU-7** Land uses shall be coordinated with reasonably foreseeable public transportation systems to ensure that office, business park, and industries with a large number of employees are located within a quarter mile to half mile of likely transit routes.
- LU-8** Establish site plan review procedures for all commercial and industrial development, including provisions for building setbacks, lot coverage, parking, access and circulation, outdoor lighting, signage, and landscaping.

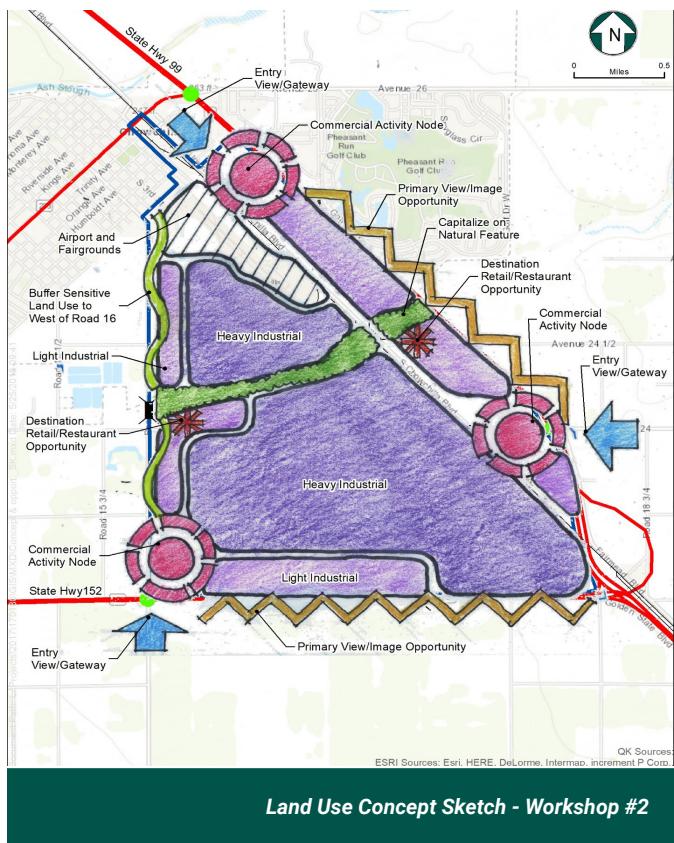
LU-9 Where industrial uses are adjacent to non-industrial uses, appropriate buffering techniques such as setbacks, screening, and landscaping need to be provided to mitigate any negative effects of industrial operations. The zoning ordinance defines the buffering techniques that are required.

LU-10 Coordinate development with the pedestrian network of sidewalks and trails to ensure that employees may conveniently and safely walk to work and to the commercial areas.

2.4 - Land Use Concept

The image on Page 22 is a sketch illustrating the land use concepts for the Plan Area. The concepts take into consideration opportunities for growth, visibility from highways, major entryways, preservation of amenities, and protection of existing sensitive land uses.

The future land use pattern is partially established by the existing land uses and the existing General Plan map. Heavy industrial uses would occupy most of the interior portions of the Plan Area. Light industrial designated areas would provide a visual and noise buffer separating the heavy industrial from SR 99 and most of SR 152 and residential development to the west. To obtain the greatest benefit from adjacent highways, Highway Commercial designations are clustered at or near the intersections of highways and arterial roadways such as SR 99 at Avenue 24, Chowchilla Boulevard and SR 99, and SR 152 and Road 16. These uses are also located at places where employees and visitors to the industrial park can access retail goods and services, overnight lodging, gasoline service stations, and restaurants while traveling to and from their industrial businesses. Public Facilities (fairgrounds and airport) and Open Space (Berenda Slough) are existing land uses that are likely to be permanent uses in the industrial park.



Notably, the railroad tracks along the east side of the Plan Area establish that as an area suited to heavy industrial uses west of the railroad and light industrial and business park uses between the railroad and SR 99. Both SR 99 and SR 152 should establish a positive project image with appropriate land uses (light industrial and business park) and a landscape buffer. Uses with a concentration of outdoor storage, such as scrap metal yards, towing storage, and certain heavy industrial uses should be avoided. Similarly, the existing commercial uses at Avenue 24 and SR 99 is the initial step in creating an expansion of and much larger commercial highway center at that interchange.

The three corners of the “triangle”: 1) northern entry to the industrial park at Chowchilla Boulevard; 2) entry from SR 99 at Avenue 24; and, 3) southern entry at Road 16 and SR 152 provide opportunities for three commercial activity nodes offering a mix of highway commercial and service commercial goods and services that would serve highway travelers, employees of the

industrial park, and other visitors to the Plan Area. Established uses in the northern entry and eastern entry at Avenue 24 represent the beginning of that activity; these commercial activity nodes would be an expansion of activities in these areas.

The Plan Area needs to locate uses adjacent to those that will have the least conflicts such as light industrial across Road 16 from future residential uses and light industrial adjacent to commercial highway uses. The presence of the Berenda Slough provides opportunities for pedestrian and bicycle access with the addition of a trail; opportunities for passive recreation activities; and, offers the opportunities for specific uses such as retail, restaurants, and office space with “rooms with a view”.

2.5 - Land Use Map

Table 2-1 identifies the total acreage of each type of land use designation in the Plan Area. Figure 2-3 is the existing Land Use Designation Map from the current Chowchilla General Plan. Figure 2-4 illustrates the location of the land use designations within the Plan Area.

LAND USE	ACREAGE	PERCENT (%)
Light Industrial (IL)	671	23%
Heavy Industrial (IH)	1,562	54%
Public Facilities (PF)	169	6%
Open Space (OS)	124	4%
Commercial Service (CS)	41	2%
Commercial Highway (S-CH)	183	6%
Existing Right of Way	143	5%
TOTAL	2,893	100%

Table 2-1 Proposed Land Use Summary

2.6 - Land Use Categories

2.6.1 - Heavy Industrial (IH)

The Heavy Industrial (IH) 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 outdoor venues (live auctions and flea markets), and associated commercial operations supporting the activities. 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 will not be permitted. Due to potential land use conflicts, Heavy Industrial designated lands should be buffered from sensitive land use types by Light Industrial or Commercial-Highway designated areas, or by large open spaces.

2.6.2 - Light Industrial (IL)

The Light Industrial designation is intended for light industrial operations and could include large and small 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 screened 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. Stand-alone retail uses are discouraged in this category; but, may be permitted as a supplemental use to a permitted use.

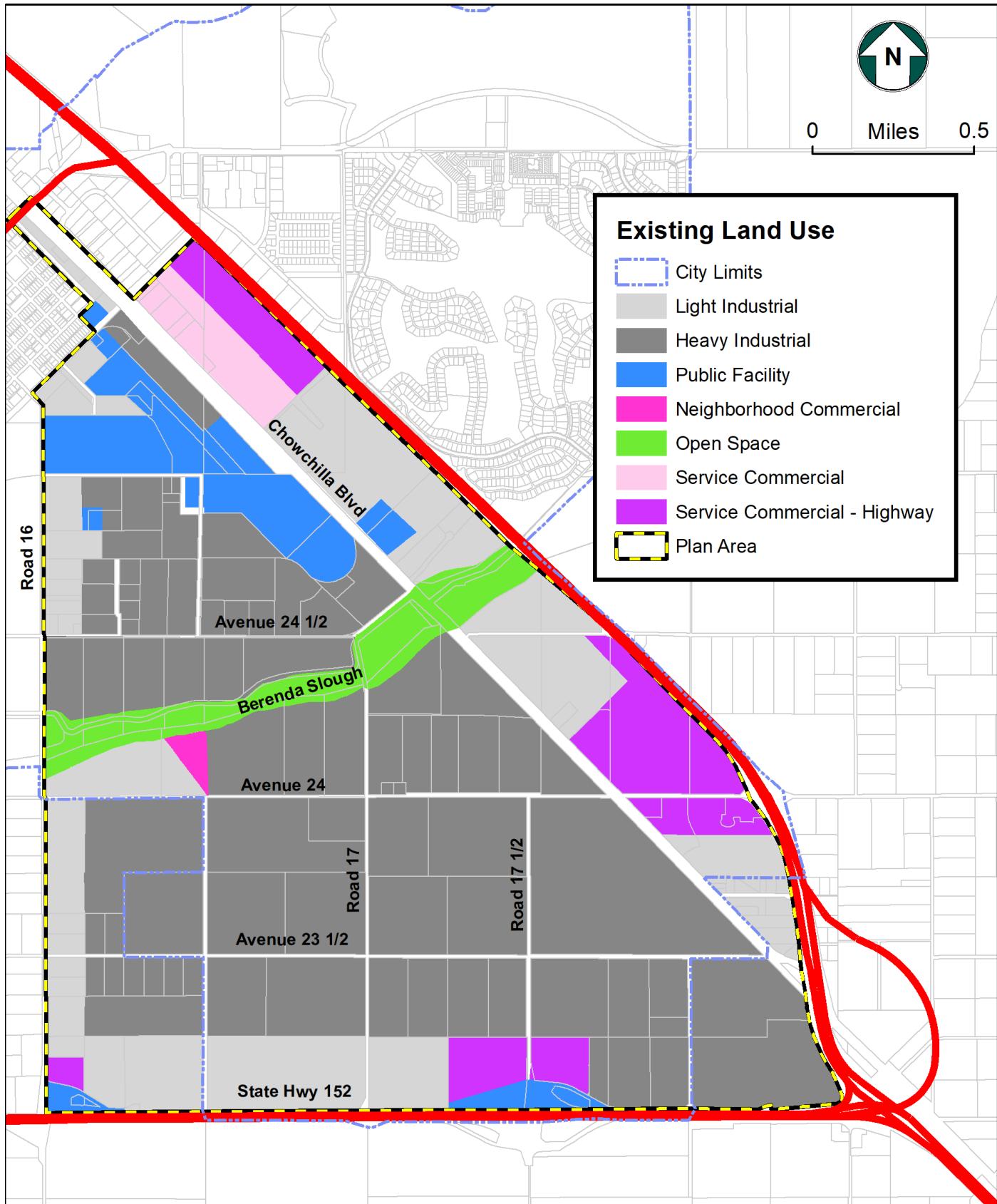
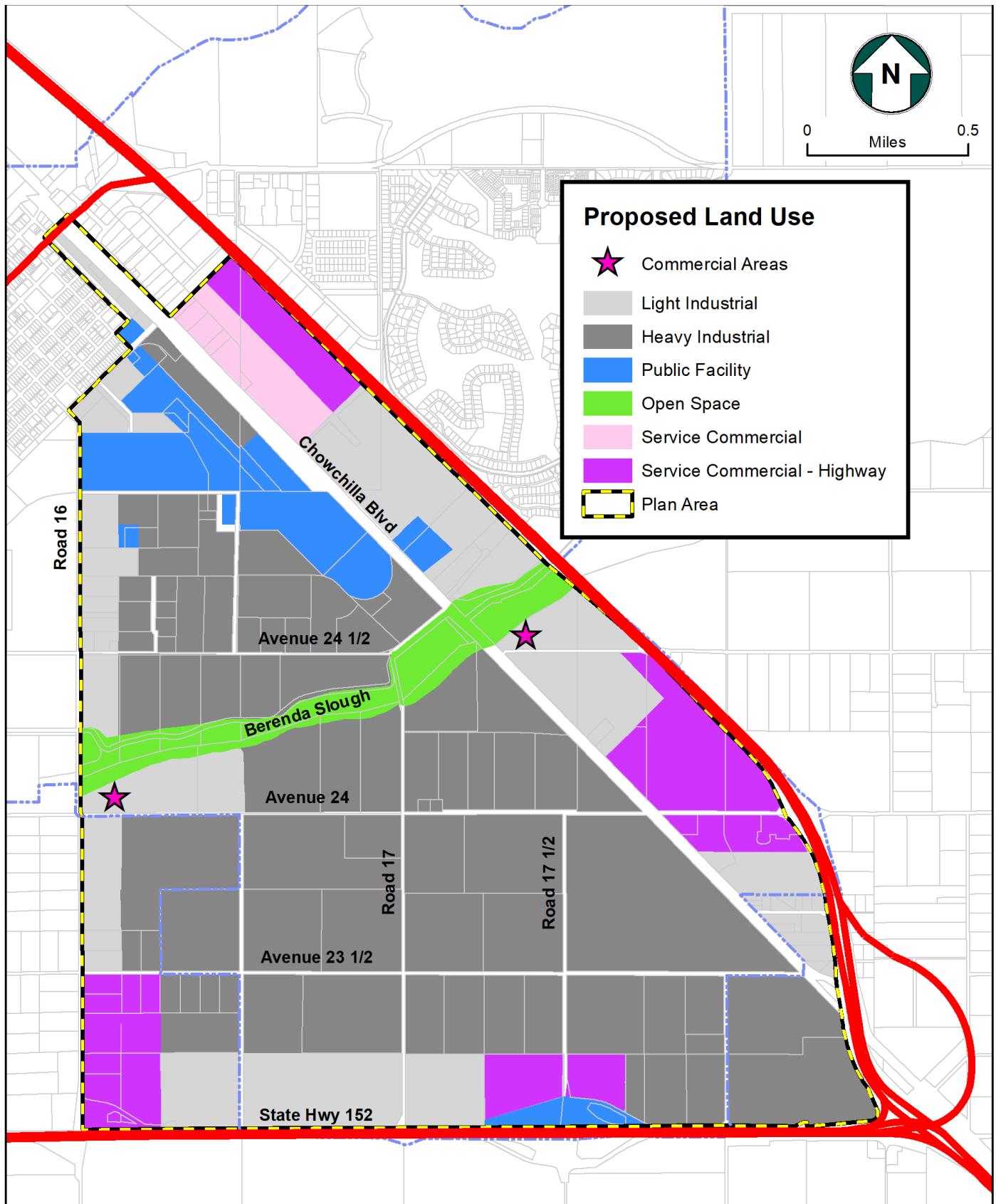


Figure 2-3 Existing Land Use Map



Two locations along the Berenda Slough would be appropriate for stand-alone retail or restaurant/café or as a retail/restaurant or café component of a larger building. For example, a coffee shop or sandwich shop with outdoor dining could serve the industrial park and would be appropriate at two specified locations: Road 16 just south of Berenda Slough and Chowchilla Boulevard just south of Berenda Slough. Other locations along the slough may be considered. Stand-alone commercial uses at these locations would be acceptable to be expressed as a commercial building following the guidelines identified in Section 3.4 Design Guidelines for Commercial Uses.

2.6.3 - Service Commercial-Highway (SC-H)

Service Commercial-Highway uses allowed under this designation include 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 business parks and other employment center uses, Service Commercial-Highway uses can include uses associated with neighborhood retail goods and service uses such as restaurants, retail sales, etc., auto sales, service stations, and overnight lodging.

2.6.4 - Service Commercial (SC)

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 may be served by a combination of Collector and Arterial streets. The Service Commercial land use designation provides for establishments that engage in servicing equipment, materials, products and related sales and travel conveniences, but which do not require the manufacturing,

assembly, packaging or processing of articles or merchandise for distribution.

Typical Uses in Service Commercial Land Use Designation include a broad range of commercial activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses.

2.6.5 - Public Facilities (PF)

The Public Facilities (PF) designation is applied to major public and private institutional uses including, but not limited to, the Chowchilla Municipal Airport, water recharge areas, retention basins, public transportation and public works facilities, Chowchilla Madera County Fair and Events Center, and other similar public uses and facilities on property owned and/or operated by local, state or federal agencies.

2.6.6 - Open Space (OS)

The Open Space (OS) designation sets aside land for the conservation and management of natural resources, and the establishment of recreation corridors. Land uses appropriate for this designation include, but not limited to, wildlife and ecologically-sensitive habitat, waterways such as the Berenda Slough, pedestrian/bicycle trail corridors, and landscape highway and parkway corridors. Land designated Open Space may be publicly or privately owned and maintained.

2.7 - Land Use Regulations

The Specific Plan identifies land uses and provides for a planned pattern of development. However, the actual regulation of development of the land occurs through the City Zoning Ordinance. The Chowchilla Zoning Ordinance is being amended concurrently with the preparation of the Specific Plan, which

allows for coordination and consistency between the Plan and the Ordinance.

2.7.1 - Permitted and Conditional Uses

The Chowchilla Zoning Map identifies zone districts consistent with the General Plan and the Specific Plan Land Use Map. The Zone Matrix in the Zoning Ordinance identifies which uses are allowed by right and which uses require a conditional use permit in each zone.

2.7.2 - Development Standards

All land uses in the Plan Area shall comply with the development standards established by the City of Chowchilla Zoning Ordinance, as they apply in each zone or for specific land uses.

To preserve the Berenda Slough as a public amenity, a 50-foot development setback is required for any new development adjacent to the edge of the slough. The area is to be used for a trail, benches and other pedestrian amenities.

2.8 - Phasing

The Specific Plan suggests a generalized sequence of development from north to south, with Berenda Slough as a natural demarcation between northerly and southerly phases (1 and 2). However, a strict phasing of the development of the Plan Area is not mandated. In practice, the phasing of development will be naturally determined by the proximity of water service and wastewater collection infrastructure, parcel acquisition by investors, as well as the market environment.

2.9 - Planned High Speed Rail

The Central Valley Wye serves as the backbone of the high speed rail system connecting the San Francisco Bay Area to Southern California. The Merced to Fresno Project Section, where the Central Valley Wye is located, generally parallels State

Route 99 through the northern stretch of the San Joaquin Valley from Merced to Fresno. The Central Valley Wye is located near Chowchilla and will serve as the junction for the high-speed rail system connecting San Jose to Fresno, San Jose to Merced, and Merced to Fresno.

The California High Speed Rail Authority has selected a preferred alignment for the Wye, the "State Route 152 (North) to Road 11 Wye Alternative," west of Chowchilla. East of the Wye, the rail line would follow along the north side of SR 152 and within the Specific Plan Area. This alignment is illustrated in bright green in Figure 2-5. Since the selected route has not yet been engineered, the width and acreage for the alignment is unknown at this time.

The proposed preferred alignment would affect the Plan Area by closing access to State Route 152 at Road 16 ½, Road 17 and Road 17 ½. Road 16 ½ and Road 17 would become cul-de-sac streets just north of the high speed rail alignment. The high speed rail project will build an overcrossing on Road 17 ½ over the high speed rail alignment and SR 152. A new freeway interchange will be constructed at the intersection of Road 16 and SR 152, with Road 16 having an overcrossing over the high speed rail alignment. The nearest proposed high speed rail stations would be in Merced to the north and Madera to the south.

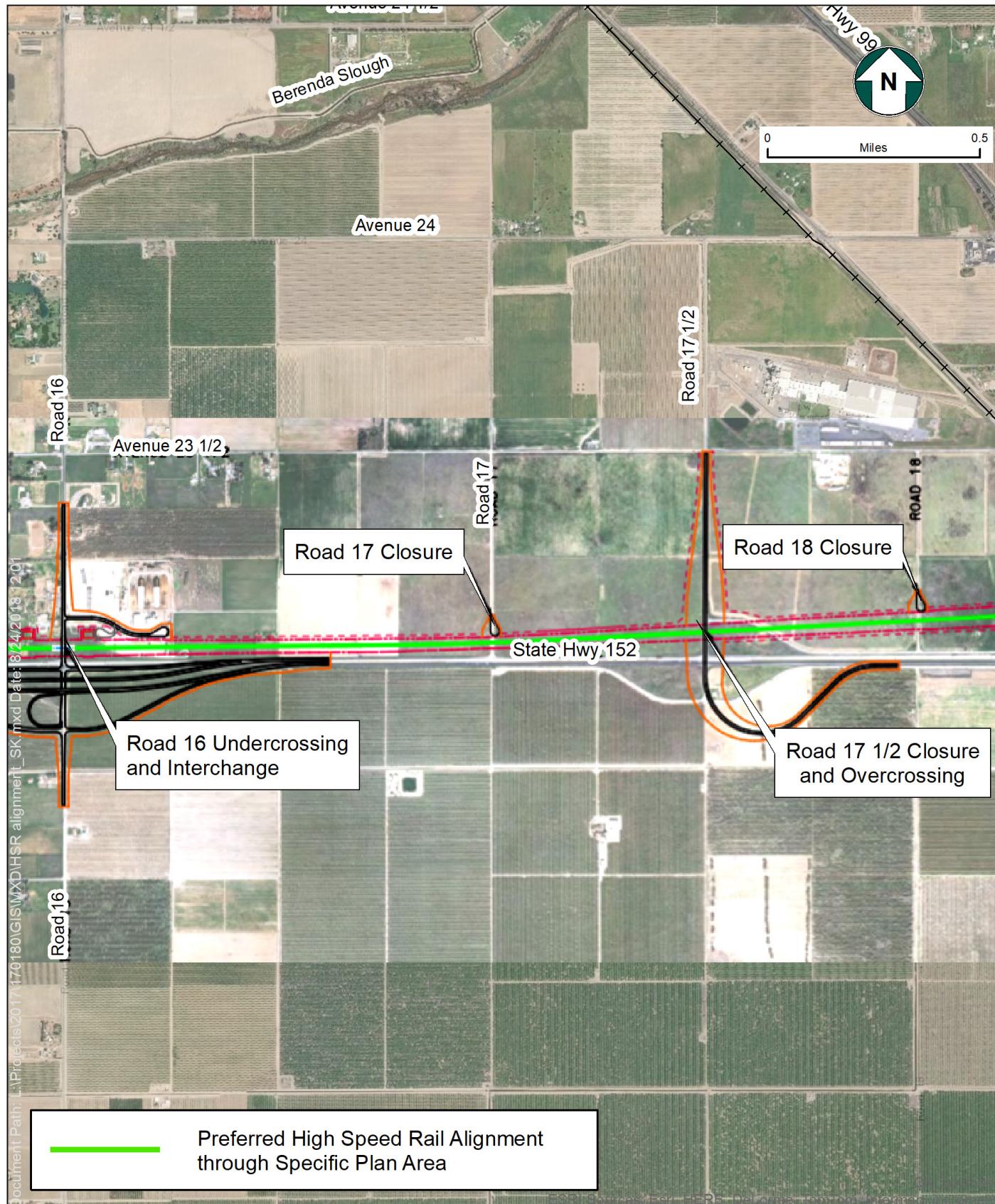


Figure 2-5 Preferred High Speed Rail Alignment

SECTION 3

Design Guidelines

3.1 - Application

Design guidelines have been developed to provide consistent design principles for sites and structures to contribute to the overall character of the industrial and business park and commercial areas.

These guidelines apply to site and building design for new and modified uses in the Plan Area. All new construction, additions, remodels or other major site design modifications should be designed according to these guidelines. These design guidelines are intended to deliver the following:

- To encourage consistent design while allowing for variety and innovation;
- To avoid unsightly and poorly planned development and thus enhance and protect the investment of all owners and businesses within the park and the investment of others in the community;
- To achieve greater sustainability in the built form within the park, which provides a high-performance building and site plan that reduces energy and water use;
- To increase the future value of industrial property within the park;
- To provide clear and usable design direction to project applicants, developers, designers, and City planning staff; and
- Facilitate a clear and expeditious project review process.

The Design Guidelines are intended to assist those people involved in the design, construction, review and approval of industrial development. Using the guidelines will promote design quality and function in all projects. These guidelines will enable developers to clearly understand the City's intent with respect to site design and architecture. Because creativity is always encouraged, deviation from guidelines may be appropriate, particularly when deviation results in a higher quality design and project.

3.2 - Design Guidelines Applicable to All Land Uses

The following guidelines are applicable to all new and modified uses in the Plan Area.

1. Building design should reflect a high level of architectural quality and creativity. Without limiting the potential for architectural innovation, simpler buildings should contain differentiated elements using details at the base and eave or cornice line.
2. Where a new building is proposed immediately adjacent to existing buildings with quality design, the new building should respond with comparable quality of design. The design for new buildings should provide diversity and interest with a sensitivity to existing form, scale, and character of adjacent buildings.
3. Long, uninterrupted facades should be avoided by adding windows and openings, recessed portals, wall off-sets, varying color and texture, building articulation and architectural details.
4. In the event of multi-building complexes, a cohesive architectural concept should be developed and maintained throughout. Various site components should be unified with similar design, materials, and colors.
5. Planting plans should include energy conservation measures such as the installation of deciduous trees on the south-facing and west-facing sides of buildings, and placement of trees, shrubs, and vines to keep office space, parking lots, plazas, and outdoor employee break areas cooler.
6. Drainage swales may be constructed to convey the storm runoff to retention areas. Swales should be landscaped with cobble stone and vegetation.
7. Use of permeable surfaces are encouraged in parking areas and plazas where feasible, permitted, and approved by the City.
8. Landscape design and plant material selection should include water efficient species, and species that adapt to the area's arid climate and limited rainfall. Use of turf shall be limited to accent areas and activity areas.
9. To the extent possible, use flowering plants that produce and attract pollinators, such as butterflies, and birds. The Tree and Plant Handbook located in the Appendix of this document identifies a list of recommended plants that attract wildlife.
10. Bicycle parking should be located convenient to building entrances, and avoid conflicts with vehicular and pedestrian circulation.
11. An overall lighting plan for pedestrian pathways, architectural lighting, building entries, parking lots, and service areas should be incorporated into the project.
12. The placement of public art is encouraged within the visible public spaces such as building entries, plazas, and courtyards.
13. Use ornamental lighting to highlight pedestrian paths and entrances while providing security by including after-hours lighting at building entrances.
14. Consider the installation of lighting fixtures to accent and complement architectural details. Shielded wall sconces and angled uplighting can be used at night to establish a façade pattern and animate a building's architectural features.
15. Integrated solar powered lighting to increase energy efficiency is strongly encouraged.
16. Electric vehicle charging stations are strongly encouraged.



Example of preferred fencing with pilasters.

17. When security fencing is required adjacent to streets, it should consist of wrought iron, tubular steel, vinyl coated chain-link or similar material. The use of galvanized chain-link or wood fence material is not allowed, especially adjacent to streets. Chain link with vinyl slats for screening purposes is not permitted.
18. The colors, materials, and appearance of walls and fences should be compatible with the overall design, character, and style of the development. They should also be compatible with high-quality examples on adjacent sites.
19. All wrought iron fencing, tubular steel, or vinyl-coated chain like shall have a black high grade, semi-gloss, polyester powder coating.

3.3 - Design Guidelines for Industrial and Office Uses

3.3.1 - General

Development should be designed in a manner that fits in with the surrounding development pattern and context. This refers to: the spatial relationship between structures and the public right-of-way; circulation patterns; existing vegetation and topography; the architectural elements in surrounding development; and the size and form of new structures in relationship to existing development. For instance, where new buildings and uses are like those on adjoining sites, the design should reflect similar setbacks, building heights and form, scale and mass, materials, compatible colors and landscape treatments. The intent is not uniformity, but compatibility in design, building placement, orientation, and massing to create visual interest.

3.3.2 - Building Orientation

1. New buildings should be oriented toward the adjoining public streets, so that public entrances are a focal point on the building and site layout.
2. Make provisions for outdoor "people places" such as plazas, courtyards, and atriums by clustering buildings where feasible.
3. Where possible, utilize the Berenda Slough as an attribute by orienting office and administrative functions towards the natural feature. Where possible, orient office and administrative functions towards both the slough and the public streets.

3.3.3 - Parking and Circulation

4. Large expanses of paved areas between the building and the street should be avoided. It is generally more visually appealing to locate large parking lots along the side or the rear of buildings. Small customer-oriented parking lots are appropriate toward the front of the site; however, employee parking should be located to the rear or side of the site.
5. Fleet vehicles, storage and loading areas should be placed to the side and rear, screened by a fence and landscaping when visible from a street or natural open space (i.e., Berenda Slough).
6. To avoid large expanses of paved areas, large parking lots visible from the street should be divided into smaller parking areas. Buildings should not be located in a manner that make them appear like "islands" surrounded by paved areas.
7. Public entries and office portions of buildings should have landscaped areas separating them from paved areas.
8. Primary access points for automobiles, especially visitors, should be enhanced with elements such as ornamental landscaping, low-level decorative walls, monument-type signs, and decorative paving to emphasize site access locations.
9. Bicycle parking shall be separated from automobile parking by a physical barrier or by at least five feet where automobile parking is prohibited and shall be located as close to public and employee entrances as possible without interfering with the flow of pedestrian and vehicular traffic. Bicycle parking shall be located so as not to interfere with pedestrian access. Bicycle parking shall be provided on a hard-surface, all-weather pavement of asphalt or concrete. Racks such as loop,

post, rails, "A" and inverted "U" racks are permitted. Bicycle parking racks which allow all three major components of the bicycle, back wheel, frame, and front wheel, to be locked, without removal of the front wheel are preferred.



Examples of acceptable bike racks.



Two examples of the preferred placement of service doors.

3.3.4 - Loading Facilities/Service Areas

10. Loading/service areas should be located and designed to minimize direct exposure to public view. These areas should be buffered with landscaping and/or screen walls to reduce the visual impact from the street.
11. Loading areas should be separated from parking and public entrances.



Example of preferred collection area.

3.3.5 - Trash Collection Areas

12. Finishes and colors for trash enclosures should be compatible with buildings.
13. Gates shall be constructed of metal panels.
14. Trellises with vines are encouraged on trash enclosures visible from the street or near a public area.
15. All trash collection areas shall conform to City standards.

3.3.6 - Outdoor Equipment and Outdoor Storage

16. Buildings, walls, and landscaping should be arranged to screen less visually aesthetic components necessary for industrial development, including loading and service bays, storage areas, mechanical equipment, and noise and odor producing functions.
17. Service yard walls and similar accessory site elements should be compatible with the architecture of primary buildings and should use a similar palette of materials and finishes.
18. Outdoor storage areas should be located at the rear of the site, but not adjacent to public streets. If locating a

storage area adjacent to a street, highway, or Berenda Slough is unavoidable, it should be screened with walls and landscaping.



Example of preferred use of color, offsets, entries, column spacing, windows, and materials. The large building expanse appears to be reduced by the use of details and articulation.

3.3.7 - Scale and Massing

19. Minimum lot size and lot coverage, setbacks, lot depth and width, minimum street frontage, and building heights will be addressed in the zoning ordinance for all industrial uses.
20. Building frontages should have offsets, jogs, or other distinctive changes in the texture, color and size of the facade. Massing can be reduced through several methods including, but not limited to:
 - recessing building floors above the first story;
 - providing vertical or horizontal offsets in the wall surfaces at regular intervals, including columns, projections, and recesses, (e.g. every 20 to 30 feet);
 - reducing the overall size of buildings;

- articulating details around doors, windows, balconies, plate lines, providing details such as “belly-bands”, recessed design elements, interesting cornice treatment details, exposed expansion joints, reveals, change in texture, or other methods of visual relief;
- avoiding long, repetitive, monotonous facades
 - particularly those that repeat the same design element several times along the same elevation;
- reducing overly large and tall roof designs;
- use of varied wall treatments.



Building designs should include numerous architectural features, such as a varied roof line, entrance feature, and colored banding.

3.3.8 - Articulation and Details

21. Roll-up doors should not be oriented toward the primary public view.
22. Entries should incorporate overhangs, recessed openings, canopies or other features to emphasize the entrance area.
23. Blank, windowless walls on collector or arterial street facades are discouraged. Where the construction of a windowless wall is necessary, the wall shall be articulated or enhanced using architectural features and landscaping.



Entries should incorporate overhangs, recesses, canopies and other features to emphasize their importance on the front building façade.

24. Utility doors, fire system standpipes and valves, loading docks, etc. should be concealed or blended in with the architectural design.
25. Glare-producing reflective glass is discouraged, but tinted glass may be used. The tinted glass should be as clear as possible while still being energy efficient.
26. Unless downspouts are a legitimate part of the architectural design and details, they should be concealed, or if they are part of the design, they should be coated to match the wall color.
27. Freestanding outbuildings should use forms, shapes and materials that are consistent with the main structure.

3.3.9 - Materials and Color

28. Preferred major exterior materials include brick, integral colored split face (rock face), concrete block, natural stone masonry, architectural precast panels, and exterior stucco systems such as DRYVIT, EFIS, or STOPowerwall.
29. Exterior building materials should not predominantly feature painted or stained wood, aluminum or vinyl siding, or simulated materials such as adhesive applied brick.
30. Building coloration should consist predominantly of a neutral overall color that complements the building's surroundings. Accent colors are strongly encouraged.
31. Compatible colors on a single façade, or composition, should add interest and variety while reducing building scale and breaking up plain walls. Light, neutral colors should be used on industrial buildings to help reduce their perceived size. Contrasting trim and color bands can help break up blank surfaces.
32. Building walls that may be prone to graffiti should be treated with a graffiti resistant coating, materials that are not conducive to graffiti, or extensive landscaping that cover blank walls.



The use of stone, columns, and gabled roofs of the administrative offices enhance the use of metal on the remainder of the building.

3.3.10 - Metal Building Design

33. Long, stark, and uninterrupted panels used for metal buildings should be avoided. Use of panels with continuous vertical seams should also be avoided. Other building materials should be incorporated into structural design to add contrast, variety, and visual interest in building form. Wall systems should use techniques that hide or disguise wall fastening systems and seams. Building features such as columns, curved metal corners, deep reveals at construction joints

or other details should be incorporated into building design to add interest into the architectural design.

34. The office or administrative functions of large industrial buildings and warehouses should avoid corrugated metal panel siding as the predominant building material on the facade facing a street. Use of decorative metal panels is permitted.



Example of landscaping and sidewalk separating parking from the building.

3.3.11 - Roof Design

35. High pitched "A-frame" type rooflines and partial mansards shall be avoided. Corrugated metal or highly reflective roofing materials should not be used.
36. Depending on the architectural style of a structure, industrial and business park buildings are encouraged to use decorative roof elements, such as cornices to enhance a building's roof edge.

3.3.12 - Landscaping

37. The front, public portions of buildings should be separated from parking areas by landscaping and pedestrian walkways. Landscaping shall be selected from the Tree and Plant Handbook located in the Appendix of this document.

3.4 - Design Guidelines for Commercial Uses

This section provides design guidelines that are applicable to new and modified commercial development projects in the Plan Area, including highway and service commercial areas, to promote the good community design and quality development.

3.4.1 - Building Orientation

1. Situating the building frontage at the front setback line is strongly encouraged.
2. Plazas and courtyards with bench seating or seat walls should be incorporated into commercial developments whenever possible. Retail shops and restaurants or other activity-generating uses shall be located at the edges of plazas.



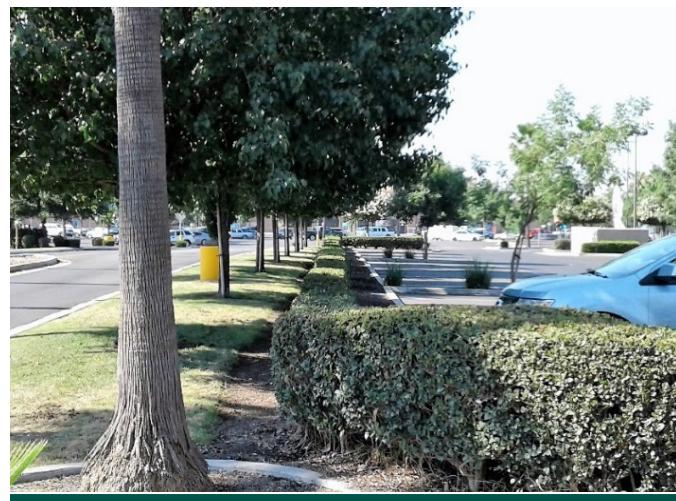
Plazas and courtyards should be incorporated into the design of shopping centers.

3.4.2 - Pedestrian and Bicycle Access

3. Sidewalks and pedestrianways should provide connections between buildings, adjacent existing and new development, Berenda Slough bikeway, and transit stops.
4. Sidewalks should be provided along the full length of the building along any facade abutting parking areas.

3.4.3 - Parking and Circulation

5. To reduce the amount of land devoted to surface parking, shared parking between users is encouraged. Users with differing peak periods are especially suitable for shared parking.
6. Parking areas between businesses should be connected so that vehicles are not forced to enter a public right of way to travel from business to business.
7. Common driveways between users are strongly encouraged to reduce curb cuts and the frequency of automobile traffic interrupting the pedestrian infrastructure.
8. Use landscaping to screen parking areas from view from the street.



Parking lots should be screened from adjacent roadways with an evergreen hedge. Landscaped berms are permitted.

3.4.4 - Loading and Service Areas

9. Loading areas should be located and designed to minimize direct exposure to public view, public streets, and open space areas. These areas should be buffered with landscaping and/or screen walls to reduce the visual impact whenever possible.



Awnings add interest to the building façade.

3.4.5 - Building Form and Massing

10. Minimum lot size and lot coverage, setbacks, lot depth and width, minimum street frontage, and building heights will be addressed in the zoning ordinance for all commercial uses.
11. New structures should provide storefront windows, doors, entries, transoms, awnings, cornice treatments, and other architectural features to add visual interest.
12. Long expanses of building walls should be minimized by including changes in height and/or roof form, and/or modulations in the facade plane (recess, projections, architectural treatment, etc.).
13. Provide human scaled architectural features where pedestrian activity is occurring or encouraged.

3.4.6 - Articulation and Details

14. Arcades on storefronts are encouraged to enhance walkability and window shopping and to provide relief from summer sun and winter/spring rainfall.
15. Each wall surface visible from a street, parking lot, or adjacent property should be treated as a major facade and shall be designed for public view.
16. Vertical architectural features, such as columns and piers, are encouraged.
17. Doors to retail shops should contain a high percentage of clear glass to view the retail contents.



Examples of preferred quality materials and color to be incorporated into building facades.

3.4.7 - Roofs

18. Gable end roofs, hip roofs, and flat roofs with cornices or parapet walls or a combination of both are encouraged.
19. Long, unbroken, monotonous, horizontal rooflines are discouraged. Vertical or horizontal articulation is encouraged.
20. Radical roof pitches that create overly prominent or out-of-character buildings such as A-frames, geodesic domes, or chalet-style buildings are discouraged.
21. The visible portion of sloped roofs shall be sheathed with a roofing material complementary to the architectural style of the building.



Example of a bulkhead or wainscot using decorative tiles.



Example of a preferred arcade design.

3.4.8 - Materials and Color

22. All primary building facades shall incorporate materials that are durable, economically maintainable and of a quality that will retain their appearance and finish over time.
23. Glazing within a façade that adjoins a public street, pedestrian walk or bikeway should be generally transparent as viewed from the exterior during daylight hours.
24. Materials shall be durable and easy to maintain and blend or compliment the exterior color of the surrounding environment and buildings. Encouraged building materials include:
 - Stucco finish, consistent with architectural style, i.e. smooth, sand, lace;
 - Clay or concrete roof tiles;
 - Native fieldstone;
 - Sandstone and flagstone;
 - Wrought iron (galvanized, powder coated, or anodized aluminum);
 - Brick (accent material);
 - Tile (accent material);
 - Split face concrete block;
 - Metal accents; and
 - Concrete block (bulkhead or accent material only).
25. Discouraged materials include:
 - Metal or aluminum siding/roofing;
 - Wood shingle on walls;
 - Log cabin appearance;
 - Plywood siding;
 - Plastic tile;
 - Pipe railings;
 - Metal stair treads;
 - Precision architectural concrete block (cinder block); and
 - Unlimited, bare aluminum window frames.
26. Building background wall colors that are loud, bright, or reflective are discouraged.

3.4.9 - Future Expansion Areas within Developed Properties

27. Areas within developed lots reserved for future expansion shall be maintained in a neat condition.

3.4.10 - Street Furnishings

28. Benches should be provided near drop off areas, entryways to major buildings, at key locations along pedestrian ways, and at transit stops and plazas. Benches should complement to the architecture of the building.

29. Planters shall be provided in plazas areas, building entry areas, and other paved open areas to give scale to the pedestrian ways.



Planters should be used for pedestrian scale and interest.



Example of the use of benches, landscaping, and wide sidewalks separating parking from building frontage.

30. Waste and recycling receptacles shall be provided at building entry ways, public plazas, transit stops and near benches. Waste and recycling receptacles should complement the architecture of the building.

3.5 - Streetscapes and Highway Buffer Areas

1. Street trees, sidewalks, and perimeter landscaping should be compatible with adjacent development, based on the Plan's Tree and Plant Handbook (Appendix B of the Specific Plan), to create continuity and visual linkage. All landscaping should be maintained in a healthy, thriving condition on the site.
2. Stone, decomposed granite (DG), pavers, and drought tolerant landscaping are encouraged in medians and parkways in the street rights of way.



Examples of preferred landscape and hardscape treatment for medians and parkways.

3.6 - Gateways

1. Gateways provide a sense of arrival and reinforce the identity and character of the proposed industrial park.
2. The primary entry ways into the park are located at the three major intersections, Avenue 24 at SR 99, Road 16 at SR 152, and Chowchilla Boulevard at the northern entry to the industrial park. A landscaped boulevard and gateway monument identifying the park's name should be provided.
3. The gateway monument, once a theme has been established, shall be the dominant form and "look" for public monuments and landmarks.
4. Gateways may take a variety of forms, but once established, it should be the dominant form and composition throughout for all public monumentation. Use of native stone along the base or wainscot of the monument is encouraged. Use of arches on the top of the sign is encouraged. The arched feature is reminiscent of the City of Chowchilla's historic entry arch and city logo.
5. The gateway monument at SR 152 and Road 16 should account for future High Speed Rail plans so that it does not have to be relocated.

3.7 - Roadways

3.7.1 - Highway (SR) 99

1. The highway frontage along SR 99 adjacent to the Plan Area is a window into the City of Chowchilla that provides opportunity to establish an overall image for both the industrial park and the city. A thirty-six (36') foot buffer shall be provided adjacent to any freeway right-of-way.
2. Parking lots or structures may be provided adjacent to, but not in, the buffer area.

3.7.2 - Highway (SR) 152 Frontage/ High Speed Rail (HSR) Frontage

3. The highway frontage along SR 152 adjacent to the Plan Area is a window into the City of Chowchilla that provides opportunity to establish an overall image for both the industrial park and the city. A fifty (50') foot buffer shall be provided adjacent to any freeway right-of-way or high speed rail right of way. Once the high speed rail guidelines are established, the City may need to amend this requirement.
4. Parking lots or structures may be provided adjacent to, but not in, the landscape buffer area.

3.7.3 - Chowchilla Boulevard

5. A fifteen (15) foot landscape setback shall be provided from sidewalk. One shade tree shall be installed an average of every thirty-three (33) feet of street frontage. New trees shall be installed between existing trees.
6. Seven (7) foot wide sidewalks located at edge of curb on both sides of the street.
7. Trees may be planted anywhere within the ten (10) foot landscape strip but minimum three (3) feet from edge of sidewalk.

3.7.4 - Avenue 24 and Road 16

8. Preserve existing trees to the extent possible when located within fifteen (15) feet of the street right of way.
9. Ten (10) foot landscape setback shall be provided from sidewalk.
10. Seven (7) foot wide sidewalk located at edge of street curb on both sides of the street.
11. Install minimum one shade tree an average of every forty (40) feet of street frontage. Trees may be planted anywhere within the ten (10) foot landscape strip but minimum three (3) feet from edge of sidewalk.

3.7.5 - Industrial Collectors

12. Install five (5) foot sidewalk from back of street curb.
13. Provide ten (10) foot landscape setback from street right of way.
14. Install one shade tree an average of thirty-five (35) feet of street frontage adjacent to sidewalk.
15. Preserve existing trees to the extent possible when located within fifteen (15) feet of the street right of way.

3.7.6 - Commercial Collectors

16. Install 9'-6" sidewalk from back of street curb.
17. Provide ten (10) foot landscape setback from street right of way.
18. Install one shade tree an average of thirty-five (35) feet of street frontage adjacent to sidewalk.
19. Preserve existing trees to the extent possible when located within fifteen (15) feet of the street right of way.

3.7.7 - Local Streets

20. Install five (5) foot sidewalk a distance of five (5) feet from face of street curb.
21. Five (5) foot landscape setback from street right of way.
22. Install one shade tree for an average of thirty-five (35) feet of street frontage adjacent to sidewalk.

3.8 - Signs

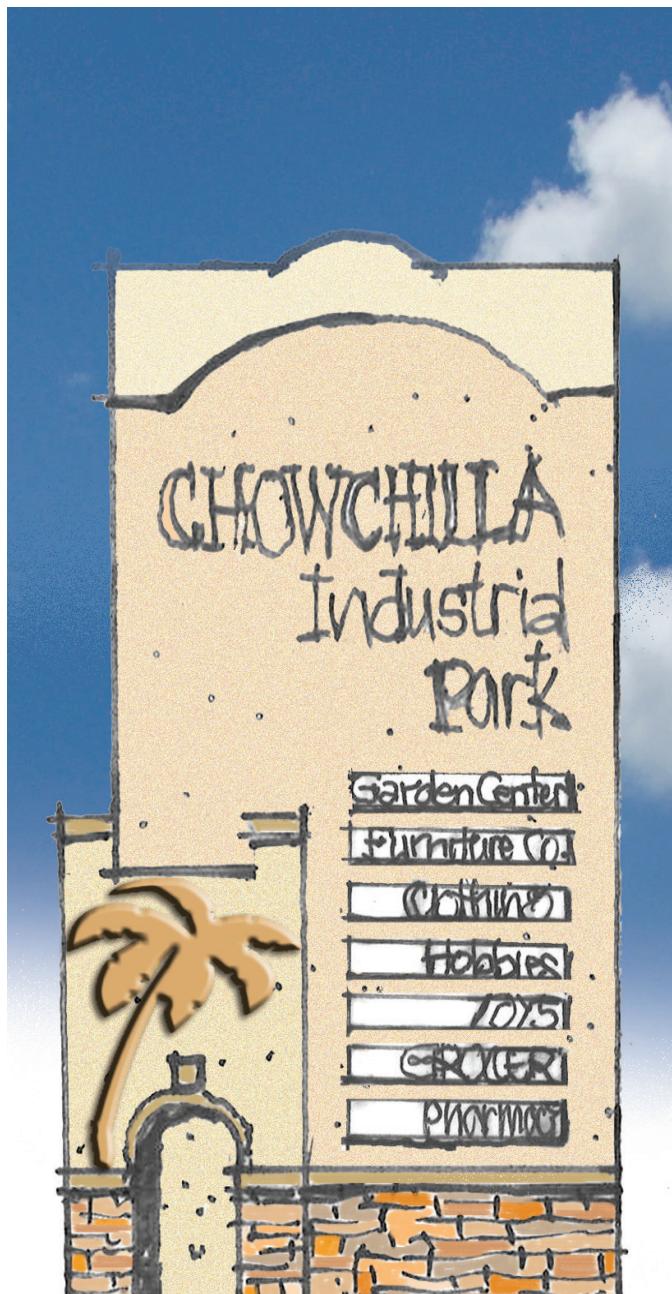
3.8.1 - General

Creative and well-designed signs that contribute positively to Chowchilla Industrial Park's visual environment, expression of local character, and development of a distinctive image are encouraged. Businesses often depend on quality signs to attract customers.

1. All signs shall comply to the provisions in Chapter 15.20 (Signs) and Chapter 18.66 (Outdoor Advertising) in addition to the requirements of this chapter.
2. Signage should be systematically located and styled to support the architectural design.
3. Wayfinding signage is encouraged. Signage that directs people to a building address, parking and visitor areas should be designed to reflect the graphic identity of monument and building signage.
4. Pole signs are not permitted. A pole sign is a permanent sign, advertising a business or group of businesses, that is mounted on a freestanding pole or other support that is placed on or anchored in the ground and is independent from any building or other structure. If a business desires to have a sign that exceed five-feet in height, the appropriate location is a multi-tenant sign.



Conceptual illustration of directional signage.



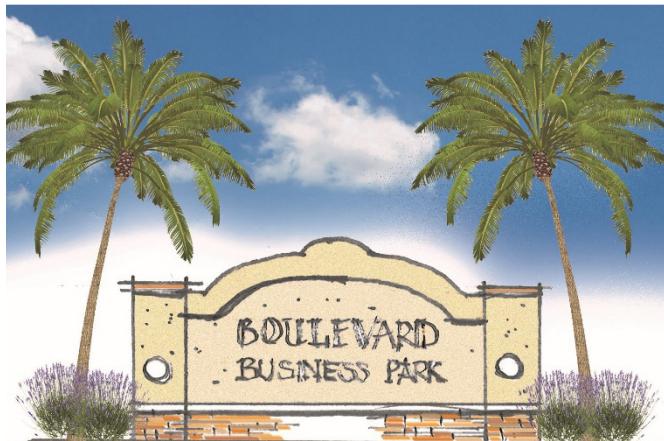
Conceptual illustration of multi-tenant project identification sign.

3.8.2 - Gateway Signs

1. Gateway signs shall be placed at the major entry points into the project area at SR 99 and Avenue 24 and SR 152 at Road 16. Each area shall include landscaping at the sign base. Ornamental trees and palms are encouraged.
2. A gateway sign may take a variety of forms, but once established, it should be the dominant form and composition throughout for all public monumentation. Use of native stone along the base or wainscot of the monument is encouraged. Use of arches on the top of the sign is encouraged. The arched feature is reminiscent of the City of Chowchilla's historic entry arch. Stucco should be the dominant material. Use of the City of Chowchilla seal and/or palm tree symbol (i.e., bas-relief, ceramic tile, etc.) are encouraged on sign column(s). The stately palms at Veterans' Park and south along Roberson Blvd have become an iconic symbol of downtown Chowchilla.

3.8.3 - Freestanding Multi-tenant Identification Signs

3. Use of native stone along the base or wainscot of the freestanding multi-tenant sign is encouraged. Use of arches on the top of the sign is encouraged. The arched feature is reminiscent of the City of Chowchilla's historic entry arch and city logo. Stucco shall be the dominant material. Use of the City of Chowchilla seal and/or palm tree symbol (i.e., bas-relief, ceramic tile, etc.) are encouraged on sign column(s). The stately palms at Veterans' Park have become an iconic symbol of downtown Chowchilla.



Conceptual illustration of monument signage.



Examples of acceptable monument signage.

3.8.4 - Monument Signs

4. Monument signs shall be incorporated into the landscaping concept and be complimentary to the architecture of the buildings that they serve.
5. Sign materials and colors shall match or be compatible with the materials and colors found on the primary building. Split face brick, brick and rock are encouraged. Signs should be around five (5') feet in height. Signs may vary from business to business as long as the materials are identified as permitted building façade materials.
6. Monument signs should consider use of a stone base. Columns on either side and an arched top are encouraged.
7. Business centers and office parks should have one detached monument sign located at the principal entry. Larger corner sites may be allowed a second sign to be located on the corner.
8. Where possible, landscape up-lighting shall be used to illuminate entry signs avoiding glare and spillover onto adjacent areas.
9. Electrical transformer boxes, raceways, and conduits shall be concealed from view.
10. For examples of preferred monument and wall signage, see images that follow.

3.8.5 - Master Sign Programs

1. The purpose of a master sign program is to provide a coordinated and flexible design approach to signage for Chowchilla Industrial Park's industrial development, business parks, or commercial districts. A master sign program is required for any individual project that contains more than three (3) industrial or office buildings or more than five (5) commercial establishments. A master sign program is required for any development that is located adjacent to SR 99, SR 152 or the high speed rail line.
2. Master sign programs will be prepared by professional graphics consultants who specialize in sign programs, under contract to project proponents in the Plan area, and shall feature a unified and coordinated approach to the materials, color, size, type, placement and general design of signs proposed for a project or property.
3. Master sign programs shall be submitted to and reviewed and approved by the Director of Community Development.
4. Reasonable conditions of approval may be imposed to achieve the purposes of this section and ensure internal sign design consistency on the site.
5. After approval of an individual master sign program, no sign shall be erected, placed, painted, or maintained, except in conformance with such program, and such program shall be enforced in the same way as any provision in this section.
6. The master sign program and all conditions of approval shall be included with the lease agreements for all leasable space subject to the master sign program.
7. Approval of a master sign program does not waive the permit requirements for individual signs that are subject to the program.
8. The Director of Community Development may approve minor amendments to a master sign program that are in substantial conformance with the original approval. All other amendments, including amendments to conditions of approval, shall be processed as a new application. Proposed amendments shall include written concurrence by the property owner.

3.8.6 - Electronic Message Boards

1. Electronic Message Boards, also referred to as Digital Advertising Displays, shall comply with the standards identified in the City of Chowchilla Municipal Code.
2. In addition to major arterials and major collectors, these signs may also be located along SR 99 and SR 152/the high speed rail line. All signs visible to state highways and high speed rail shall comply with state laws that regulate the placement of all outdoor advertising displays. The planning commission may impose modified, additional, or more restrictive, requirements as deemed necessary for electronic message boards along SR 99 and SR 152/the high speed rail line to effectively implement the intent of this section.
3. All digital signs shall be located and oriented to direct light away from any residentially zoned or developed property and natural open space. No more than one digital sign shall be permitted on any lot or unified development site.

SECTION 4

Circulation

4.1 - Existing Circulation

Figure 4-1 is the existing Circulation Plan from the current Chowchilla General Plan. The Plan Area is bounded on the south by SR 152 and to the east by SR 99. All other roads are either controlled by the City of Chowchilla or the County of Madera. Road 16 runs along the west boundary of the Plan Area. The existing road network within the Plan Area consists of mostly paved 2-lane roads with connections to unpaved roads used primarily by farm equipment. Currently, all intersections are controlled via stop signs and all rail crossings are at grade.

4.2 - Circulation Strategy

An important feature of the Circulation Plan (Figure 4-2) is to meet the City of Chowchilla's goals for a more walkable community. The Circulation Plan proposes streets that promote connectivity between land uses in the Plan Area and connect to areas outside the Plan Area. They enable safe, comfortable, and attractive access for all users in a form that is compatible with, and complementary to, adjacent land uses. Roads are designed to accommodate all expected users, including pedestrians, motorists, bicyclists, and transit riders of all ages and abilities.

4.2.1 - Arterial Roadways

Arterials collect and distribute traffic from freeways and highways to collector streets, and vice versa. They are designed to move large volumes of traffic at moderate speeds between neighborhoods. Arterials in the Plan Area are Road 16, Avenue 24, and Chowchilla Blvd. These roads will also be designated as truck routes. Figure 4-3 shows the typical cross-section of an arterial roadway.

Road 16: This major street connects Highway 152 to Chowchilla's downtown and, as proposed, through Mariposa Avenue. Currently 2-lanes, this roadway will be constructed as a 4-lane Arterial, with dedications for expanded right of way.

Avenue 24: This major street connects Road 16 to the existing Highway 99 interchange, located on the eastern boundary of the Plan Area. Currently 2-lanes, this roadway will be constructed as a 4-lane Arterial, with modifications as needed to fit in the existing right of way.

One of the key circulation goals of the General Plan is "An orderly network of streets, and pedestrian and bicycle facilities are essential for the health and welfare of a community. It is the intent that Chowchilla becomes a more walkable community with easy access to neighborhoods, commercial and employment centers, and public amenities."

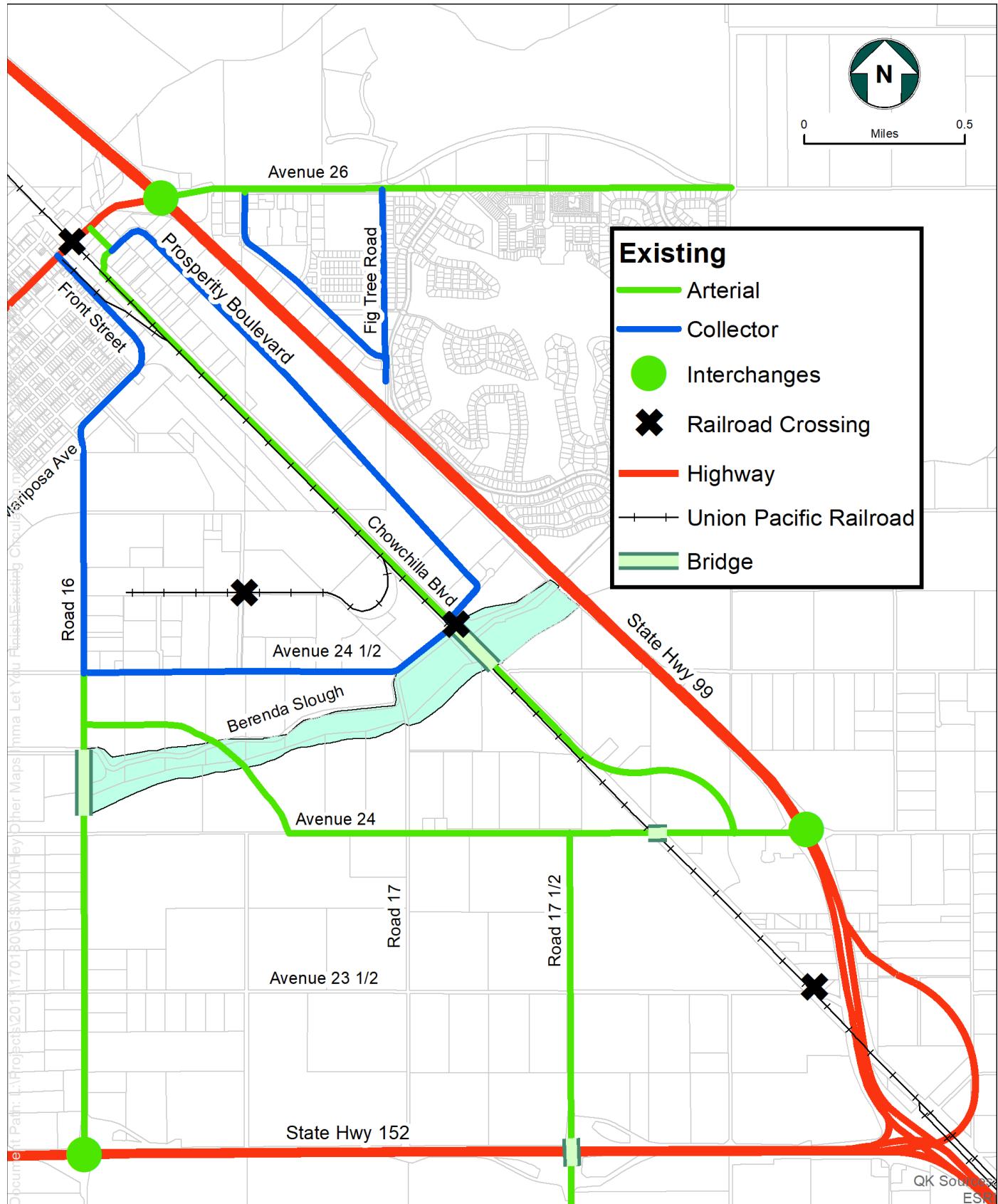


Figure 4-1 Current Circulation Map

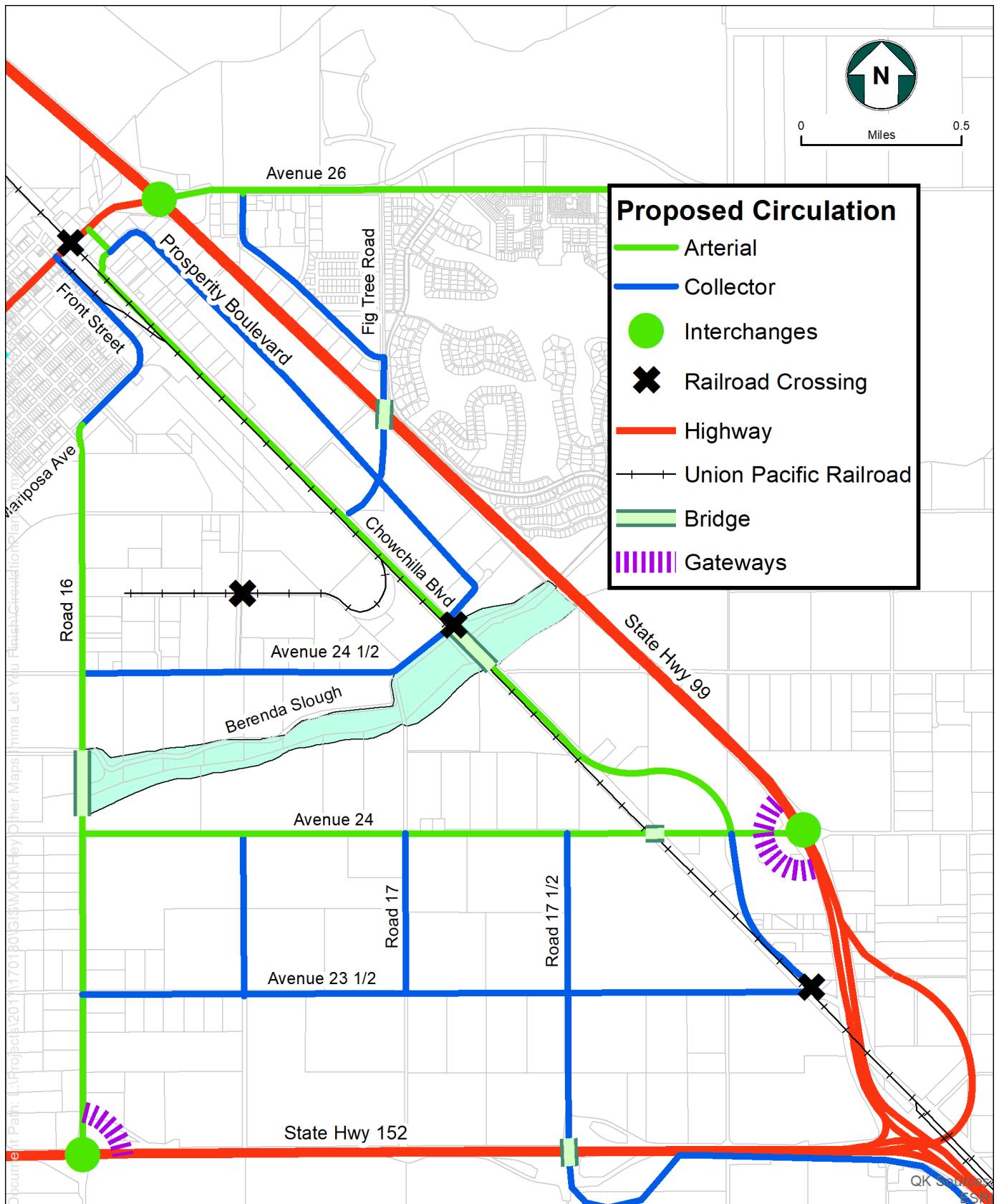




Figure 4-3 Arterial Roadway Cross-section

Chowchilla Boulevard: This major street connects Avenue 24 to Chowchilla's downtown. This roadway parallels the Union Pacific Company (UP) main rail corridor. Currently 2-lanes, this roadway will be constructed as a 4-lane Arterial from Avenue 24 to Highway 233/Robertson Blvd, built to commercial arterial standards, with modifications as needed to fit in the existing right of way. To accommodate the planned grade separation with the railroad along Avenue 24, the Chowchilla Blvd. alignment will deviate from the existing alignment and connect to Avenue 24 east of the current intersection, as shown in Figure 4-2. The remainder of the alignment, south of the proposed intersection, will be constructed as a collector, ultimately connecting to the current alignment near Avenue 23 1/2.

Avenue 26: This major street currently connects portions of Chowchilla east of SR-99, to Chowchilla's downtown. The Circulation Plan creates a connection between the Plan Area and the northernmost Highway 99 interchange, for use as a primary truck route. To connect the existing portions of Montgomery Lake Way, northeast of Highway 99 and the Plan Area, an above-grade crossing will be constructed over Highway 99, as shown in Figure 4-2. This roadway will be constructed as a 2-lane collector, with modifications as needed to fit in the existing right of way.

4.2.2 - Collector Roadways

Collectors typically provide two travel lanes, on-street parking, and bicycle lanes. Collectors also provide access to adjacent properties. Direct access to commercial, office, and school uses is permitted. Driveways should be spaced at no closer than three-hundred (300) foot intervals. Figure 4-4 and 4-5 show the cross-sections for an industrial collector and a commercial collector, respectively.

Montgomery Lake Way: Montgomery Lake Way is classified as a collector roadway in the 2040 Chowchilla General Plan. A proposed Highway 99 overpass from Chowchilla Boulevard in the industrial park to Montgomery Lake Way will provide access to Avenue 26 and the interchange at Highway 99. Montgomery Lake Way has been constructed with two lanes, a center turn lane, and bike lanes.

Existing Front Street: Front Street is classified as a collector roadway from Mariposa Avenue to North Robertson Boulevard and consists of two lanes. The section on Front Street from Colusa Avenue to Mariposa Avenue is incomplete with no pavement or sidewalks. Sidewalks are built on the west side of Front Street from Robertson Boulevard to Trinity Avenue and Orange Avenue to Humboldt Avenue. Currently, no sidewalks

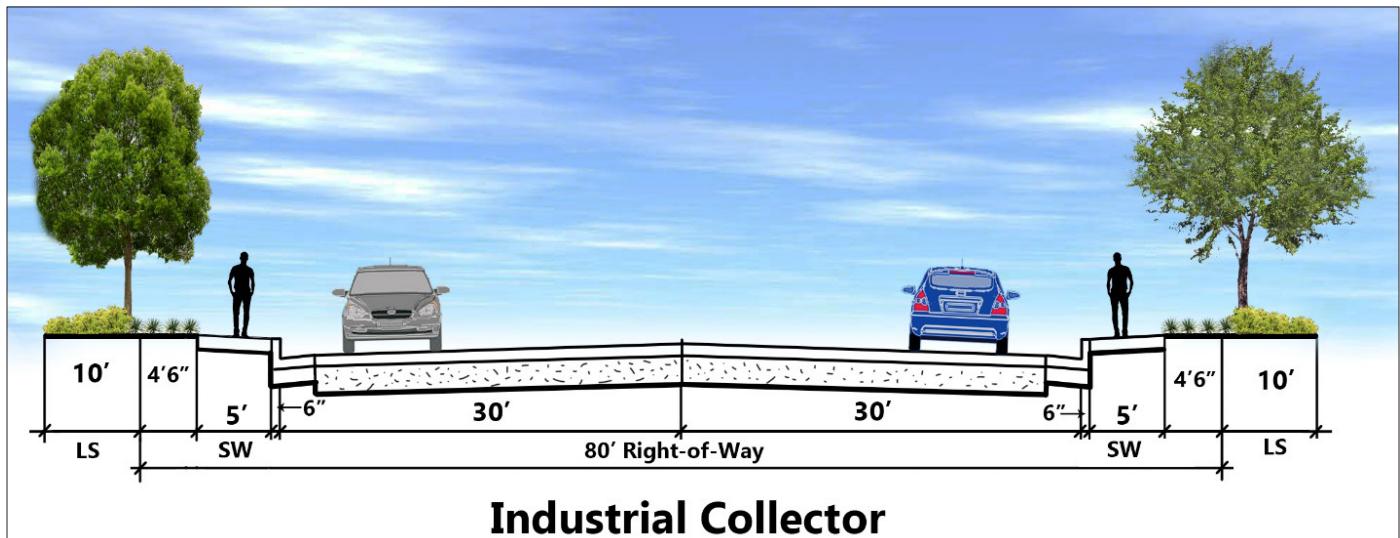


Figure 4-4 Industrial Collector Roadway Cross-section

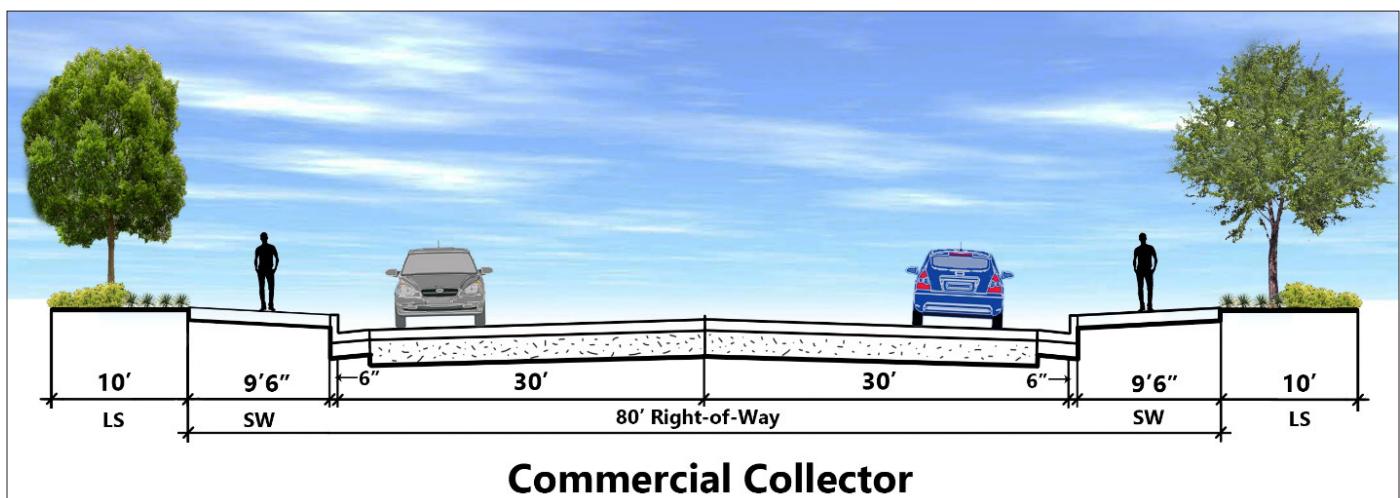


Figure 4-5 Commercial Collector Roadway Cross-section

have been constructed along the east side of Front Street. Front Street will connect Mariposa Street to Robertson Boulevard and the interchange at Robertson Boulevard and Highway 99.

Proposed Front Street: The new industrial street section that parallels Mariposa Avenue will include two lanes of traffic separated from Mariposa Avenue with a median. Only the industrial section will continue to Front Street. The residential section of Mariposa Avenue will end at First Street. The industrial section of Mariposa Avenue will be named Front

Street to the Road 16/Fifth Street intersection. Colusa Avenue between First Street and Front Street will be abandoned. Front Street approximately 200-feet southeast of Colusa Avenue will also be abandoned. See Figure 4-6 for an illustration of these improvements.

Avenue 25/Airport Drive: These streets currently connect Road 16 to the Avenue 24 ½, via Road 16 ½. Currently 2-lanes, these roadways will be expanded as Collectors, with modifications as needed to fit in the existing right of ways.

Avenue 24 ½: This street currently connects Road 16 to the Chowchilla Blvd. Currently 2-lanes, this roadway will be expanded as a Collector, with modifications as needed to fit in the existing right of way.

Avenue 23 ½: This street currently connects Road 16 to the Chowchilla Blvd. Currently 2-lanes, this roadway will be expanded as a Collector, with modifications as needed to fit in the existing right of way.

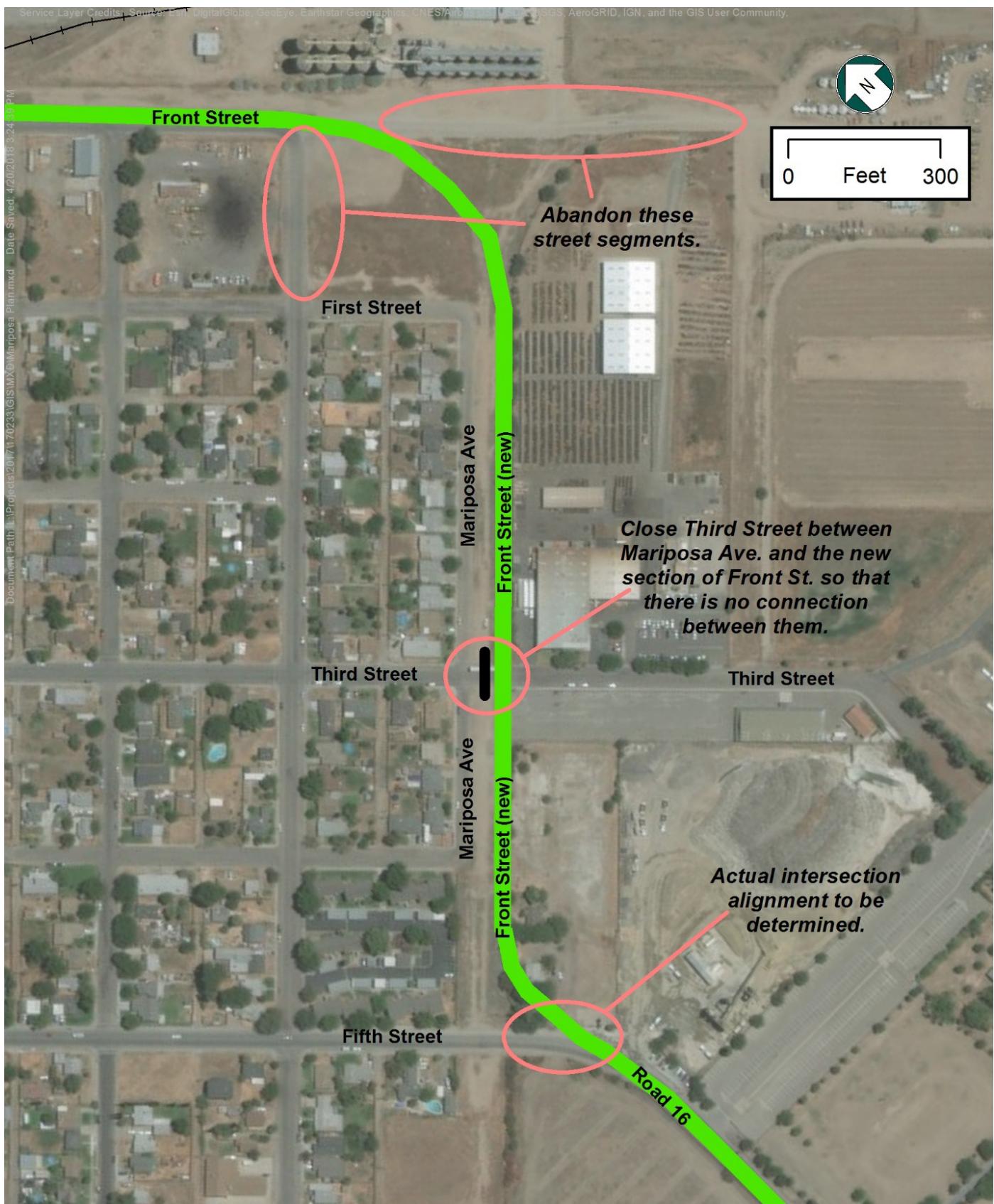
Road 16 ½: This street will connect Avenue 23 ½ to Avenue 24. This roadway will serve as a Collector.

Road 17: This street currently connects Avenue 23 ½ to Avenue 24 and an unpaved road provides a connection to SR 152 from Avenue 23 ½. Currently 2-lanes, this roadway will be expanded as a Collector, with modifications as needed to fit in the existing right of way. Road 17 will end at SR 152 and no connection to SR 152 will be made.

Road 17 ½: This street currently connects SR 152 to Avenue 24. To connect the existing portions of Avenue 23, south of SR 152, and the Plan Area, an above-grade crossing will be constructed over SR 152, as shown in Figure 4-2. The above-grade crossing will be constructed as part of the high speed rail project. Currently two lanes, this roadway will be expanded as a Collector, built to industrial collector standards, with modifications as needed to fit in the existing right of way.

4.2.3 - Local Roadways

Local streets constitute the largest part of the Plan Area's circulation system. They provide direct access to adjacent properties. Local streets provide two travel lanes, landscaped parkway strips, and sidewalks. Bicycle lanes are not required on local streets because of their low traffic volume. Figure 4-7 shows the typical local street cross-section.



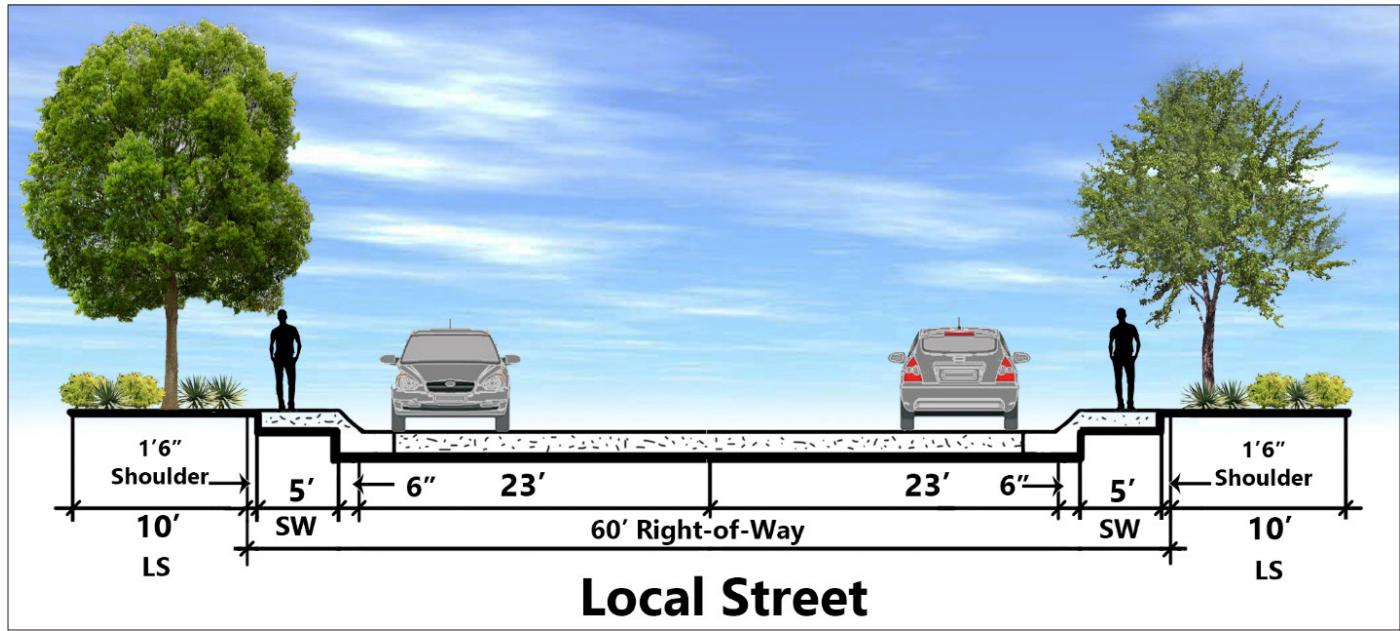


Figure 4-7 Local Cross-street Section

4.2.4 - Mariposa Avenue

Mariposa Street is currently a residential street that provides vehicular access to the fronts of existing residences. To protect the homeowners from truck and employee traffic, the new arterial street to be called Front Street that parallels will be separated from Mariposa Street. The proposed industrial street will extend from Fifth Street to Front Street and will be separated from the residential portion of Mariposa Street by a nineteen foot (19') landscaped median. Trucks will not be permitted access to Fifth Street, Fourth Street, and Third Street from the proposed Mariposa (industrial) Street. Road 16 is planned to curve directly into the Mariposa Avenue industrial section and Fifth Street will "T" into Mariposa Avenue. The proposed industrial street will consist of two 16-foot width travel lanes adjoining the Plan Area. This industrial street section shall be renamed "Front Street". On-street parking will not be allowed on the industrial section of roadway. One ten-foot (10') width sidewalk will provide pedestrian access on the residential section and no sidewalk will be provided on the industrial section of roadway. The residential section shall include an eight-foot parking lane, two six-foot (6')

striped and signed bikeways, and two twelve-foot (12') travel lanes. Industrial driveway access will not be permitted from Mariposa Street. Figure 4-8 depicts the future Mariposa Street cross-section.

4.2.5 - Highway Interchanges

There are two state highways serving the Plan Area – SR 99 and 152. SR 99 is a four-lane divided freeway as it passes along the eastern boundary of the Plan Area. SR 152, a four-lane undivided facility, is also designated and functions as an expressway.

The Specific Plan circulation plan utilizes the two existing highway interchanges located along SR 99, the first being the northern interchange at Avenue 26/Robertson Boulevard, and the second being the southern interchange, located at Avenue 24.

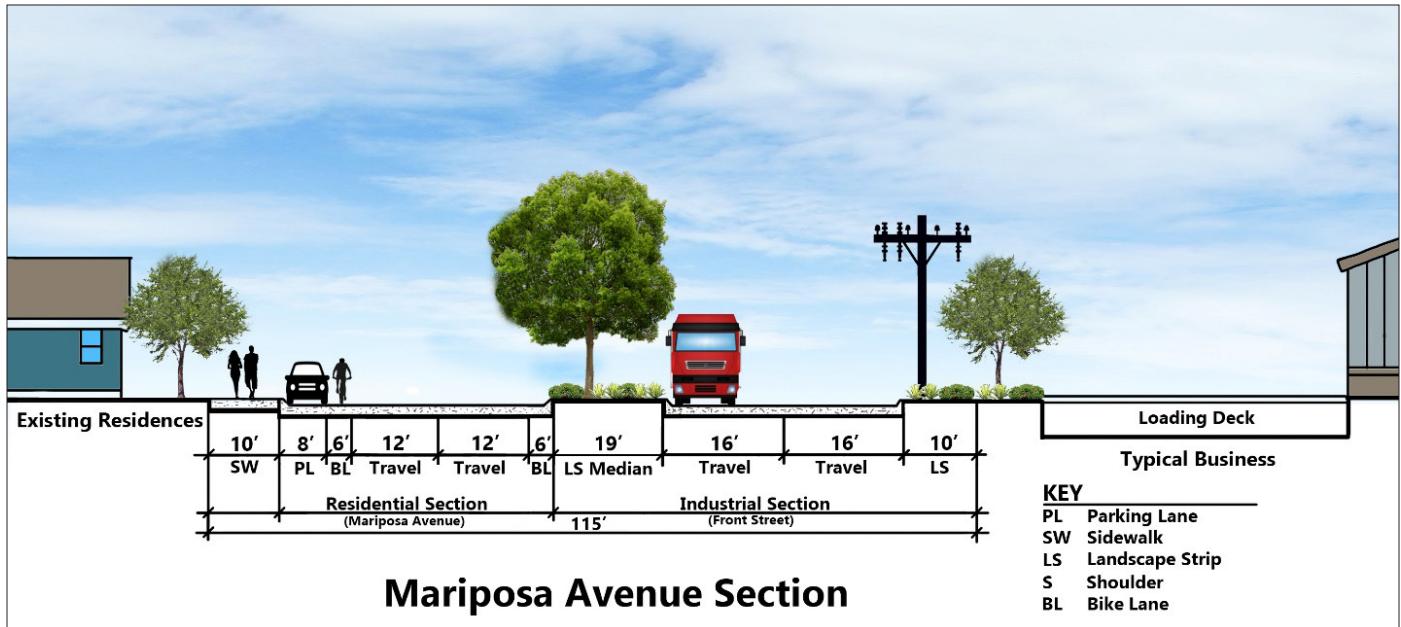


Figure 4-8 Mariposa Avenue Cross Section

4.3 - Truck Routes

Chowchilla last updated the city's truck route designations in 1997. Because most of the Plan Area was not within the city limits of Chowchilla in 1997, several streets that are now within the city limits should be added to the truck route network. (Proposed truck routes are illustrated in Figure 4-9.)

When truck routes are established, trucks that are over the designated weight must use truck routes to get as close as possible to their destination before using non-designated streets. Figure 4-9 identifies the new truck routes in the Plan Area. These new routes will need to be officially designated by separate resolution once the Specific Plan is approved.

Currently, Fifth Street between Road 16 and Robertson Boulevard is designated as a truck route. Upon construction of the new Front Street section for industrial traffic, the truck route designations should be revised again to remove Fifth Street as a truck route. This will effectively force the rerouting of trucks to the new Front Street and off Fifth Street.

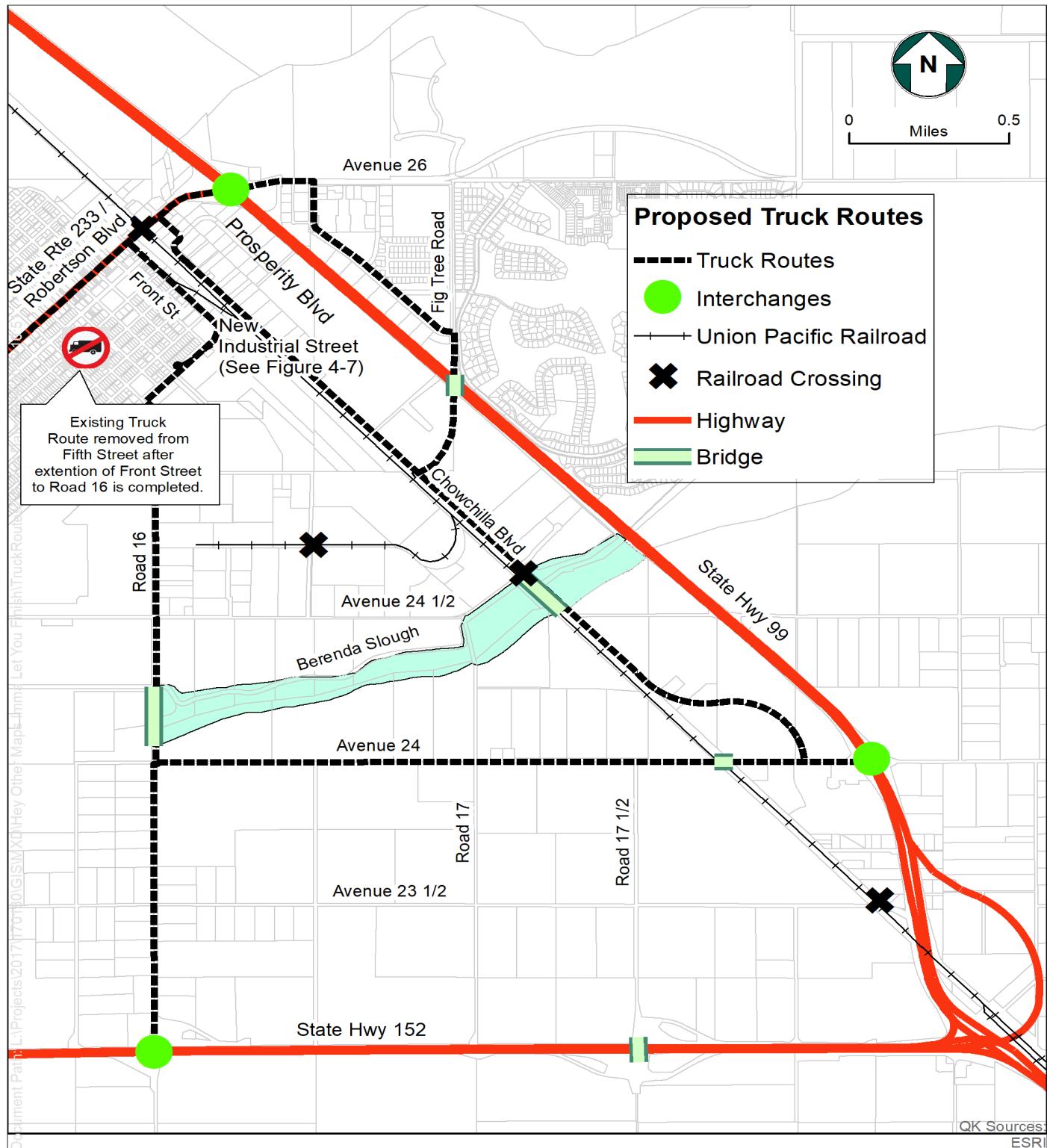


Figure 4-9 Proposed Truck Route Map

4.4 - Traffic Control

Typical Collector Street/Local Street Intersection within Plan Area:

Local streets will be allowed to intersect with Collector streets. These will likely be 2-way stop intersections, unless a different determination is made by the City Engineer.

Typical Local Street/Local Street Intersection within Plan Area:

Local/local street intersection will have stop signs as determined by the City Engineer.

Road 16/SR 152 Intersection: This existing intersection is currently a two-way stop. This intersection is planned to be converted into a freeway interchange in conjunction with future high speed rail construction.

Road 16/Avenue 24 Intersection: This existing intersection currently is unsignalized. Without improvements, development in the Plan Area will increase traffic at this intersection to an unacceptable level. To maintain an acceptable level of service a signal will be installed. Cost of signalization would be shared with future development to the west of Road 16.

Fig Tree Road/Chowchilla Blvd Intersection: To maintain an acceptable level of service a signal will be installed at this future intersection when warranted.

Avenue 24/Chowchilla Blvd Intersection: Without improvements, development in the Plan Area will increase traffic at this intersection to an unacceptable level. To maintain an acceptable level of service a signal will be installed at this future intersection. An overcrossing will be planned to separate Avenue 24 from the railroad tracks.

Avenue 24/Road 17 Intersection: This existing intersection currently is unsignalized. Without improvements, development in the Plan Area will increase traffic at this

intersection to an unacceptable level. To maintain an acceptable level of service a signal will be installed.

Avenue 24 ½/Chowchilla Blvd Intersection: This existing 3-way intersection currently is unsignalized. Without improvements, development in the Plan Area will increase traffic at this intersection to an unacceptable level. Signalization of Avenue 24 ½/Chowchilla Blvd intersection will likely require realignment of this intersection to provide separation from UPRR.

4.5 - Public Transit

The Madera County Connection (MCC) is administered by Madera County Department of Public Works. The route that serves Chowchilla, the Chowchilla-Fairmead Route, currently serves the downtown, has a stop in Fairmead, and travels the SR 99 back to the transit center at East Fifth Street and South E Street in downtown Madera. The Chowchilla-Fairmead transit route operates weekdays from 7:00AM to 6:49PM. MCC is accessible to all riders, but also operates services dedicated specifically to helping elderly riders and those with disabilities.

The route serving downtown Chowchilla currently travels Robertson Boulevard, North Fifteenth Street, Ventura Avenue, North Fifth Street, and a three-block area to City Hall and the ballpark along Trinity. The bus currently travels SR 99 to and from Madera. A route along Chowchilla Boulevard instead of SR 99 would serve the same purpose and provide transit access to the industrial park and commercial land uses near Robertson Boulevard. The City should work together with MCC to coordinate a route and stops through the Chowchilla Industrial Park that should consider, at a minimum, the following routes:

- A route along Road 16 could serve the industrial park as well as the Chowchilla Madera County Fair and Events Center and the proposed residential community west of Road 16;
- Prosperity Boulevard/ Chowchilla Boulevard which includes the hotels and future commercial planned land uses north of the extension of Fig Tree Road and east of SR 99 would have a direct connection to the route on Robertson Boulevard; and
- Avenue 24 has planned commercial highway uses east of Chowchilla Boulevard at the intersection with SR 99.



Current Madera County Connection (MCC) Road Map.

Locations for bus stops within the Plan Area will be determined by MCC at a later date when the routes and concentration of businesses is more defined.

The City of Chowchilla operates a local curb-to-curb, demand-response dial-a-ride transit service in the local area of Chowchilla through Chowchilla Area Transit (CATX). Depending upon scheduling, service is available for work, medical appointments, school, meetings, senior services, shopping and more. CATX vehicles are wheelchair-lift equipped. The service operates weekdays except on official holidays.

4.6 - Bicycle Circulation

Chowchilla's topography and weather are ideal for walking and bicycle riding most of the year. The General Plan identifies three classes of bicycle facilities:

Class I: A completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.

Class II: A restricted right-of-way on the City's roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited.

Class III: Right-of-way designated by signs or permanent markings and may be shared with pedestrians and motorists.

The Bicycle Master Plan provides for the extension of existing and proposed bicycle routes throughout the Plan Area, as shown on Figure 4-10, and described below:

Class I bikeway locations:

- Berenda Slough, the entire length of the Plan Area (see Figure 4-11 for typical cross-section)
- Road 16 from Mariposa Street to Berenda Slough

Class II bikeway locations:

- New collector street (Prosperity Boulevard) from Robertson Boulevard to Chowchilla Boulevard
- Mariposa Street, from Road 16 to Front Street

Class III bikeway locations:

- Avenue 24 ½, from Road 16 to Chowchilla Boulevard
- Avenue 24, from Road 16 to SR 99 interchange
- Avenue 23 ½, from Road 16 to Chowchilla Boulevard
- Road 16, from Berenda Slough to SR 152 interchange
- Road 16 ½, from Avenue 23 ½ to Avenue 24
- Road 17, from Avenue 23 ½ to Avenue 24
- Road 17 ½, from Avenue 23 ½ to Avenue 24
- Chowchilla Boulevard from Robertson Boulevard to Prosperity Boulevard (approximately 500 linear feet)
- Chowchilla Boulevard, from current Prosperity Boulevard Avenue 23 ½ (see exhibit 4-10)
- Front Street, from Mariposa Street to Robertson Boulevard
- Prosperity Boulevard (see exhibit 4-10) approximately 3,000 linear feet

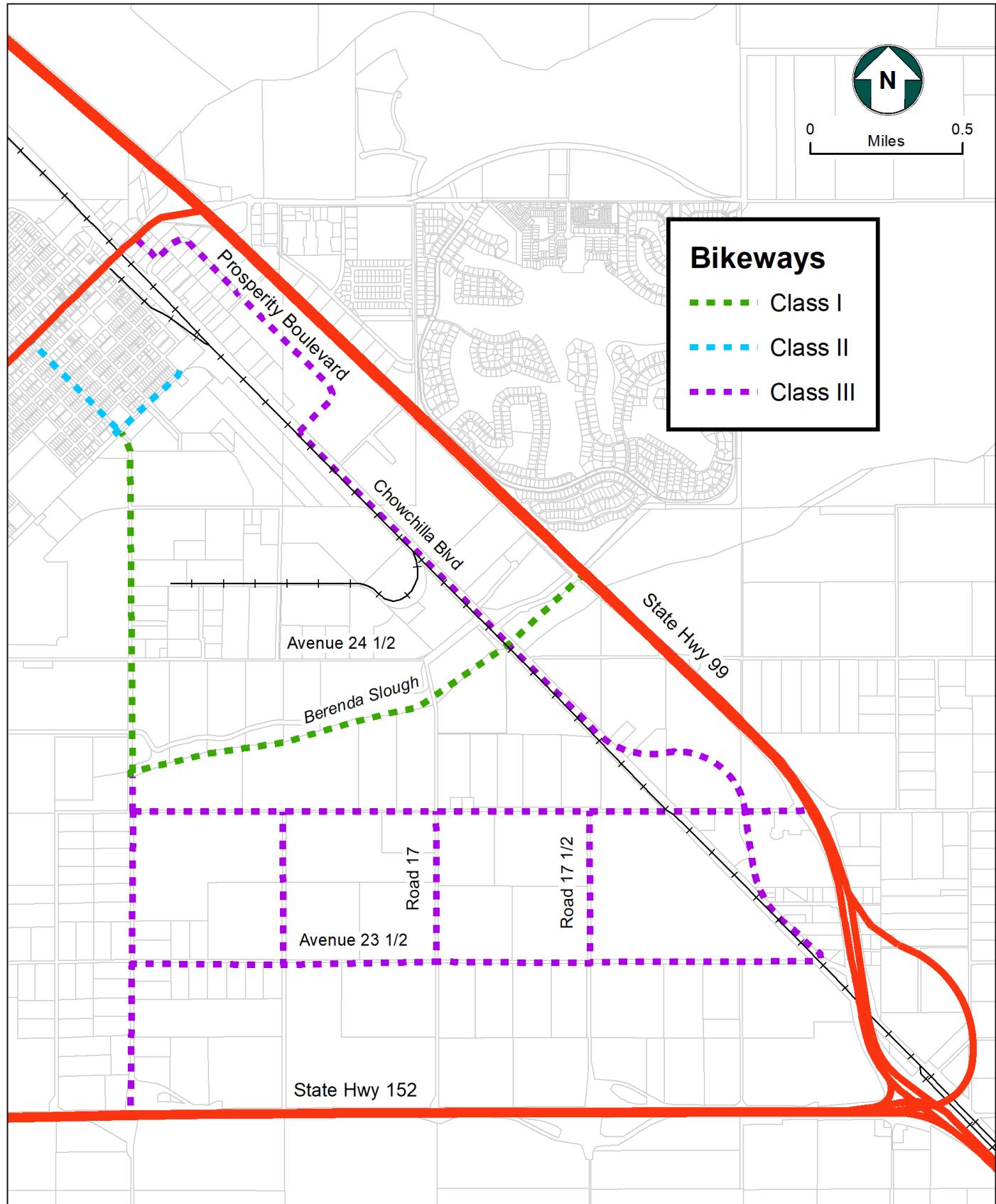


Figure 4-10 Bikeways Map

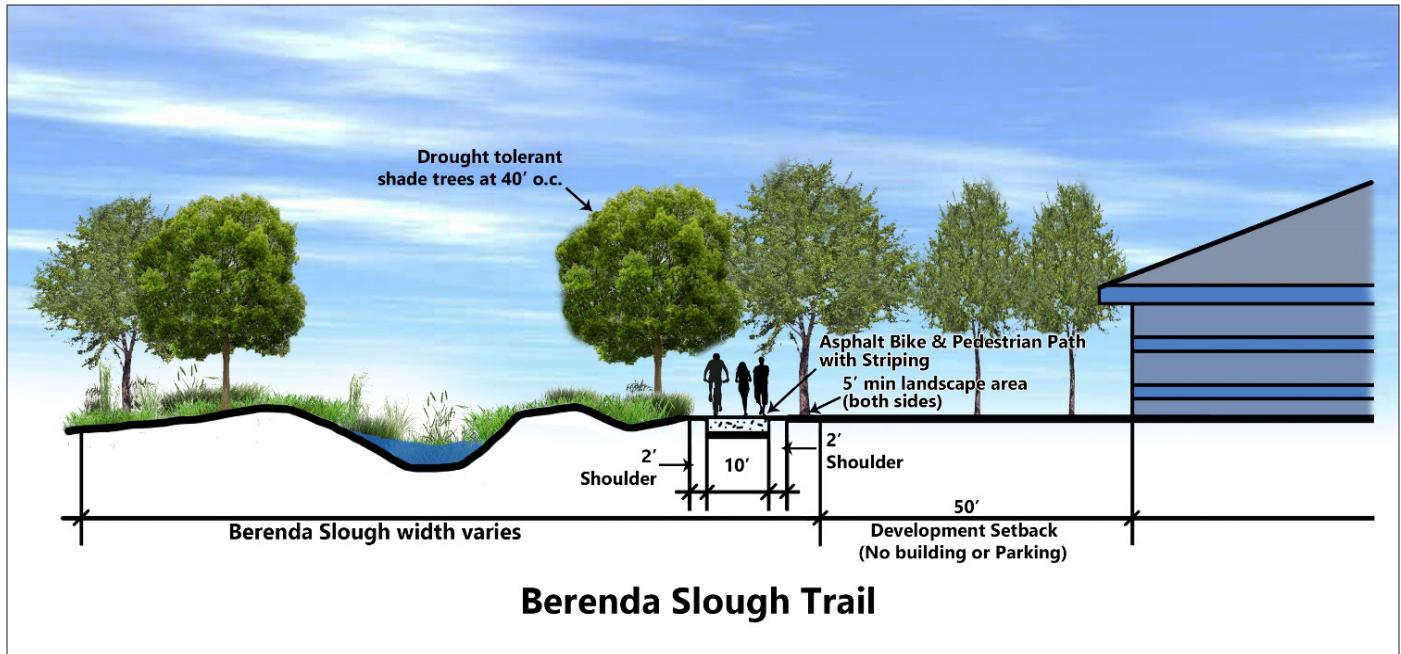


Figure 4-11 Berenda Slough Bicycle and Pedestrian Path

4.7 - Freight Rail Service

The Union Pacific Railroad mainline through the San Joaquin Valley runs through the Plan Area. There is an existing industrial spur that serves businesses north of Avenue 24 ½. If needed, there are opportunities for additional spurs south of Berenda Slough. The location of future local street extensions should consider the impact of maintaining the viability of existing and future industrial rail spurs. Uses that undermine the viability of existing and future rail spurs should be prohibited.

SECTION 5

Infrastructure and Services

The Specific Plan identifies all the infrastructure facilities and services needed for development to occur in the Plan Area. This key component of the Specific Plan allows the Plan Area to be built in phases as the market deems appropriate and ensures that infrastructure is comprehensively approached, and correctly sized for ongoing phases of development. Ideally, phasing would occur in a north to south sequence, beginning closest to the existing urban core and moving southward to SR 152, with the areas north and south of Berenda Slough being Phases 1 and 2, respectively. These two areas can, therefore, be developed as separate service areas. However, property ownership patterns, suitability of parcel sizes for specific uses, and investment interest, may dictate that developments in the periphery of each area would require first-in users to advance the added costs of extending infrastructure.

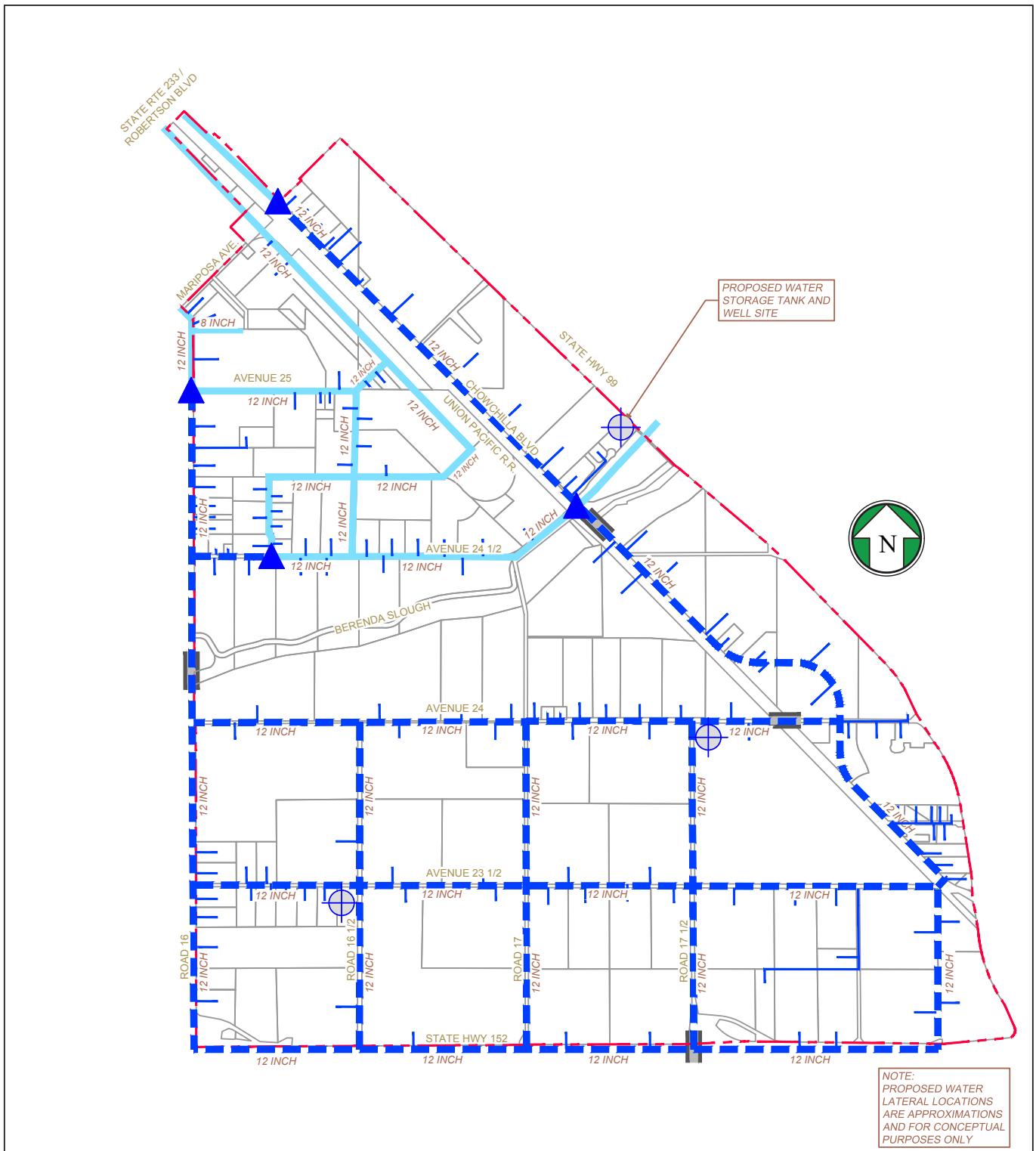
The master plans for infrastructure show the backbone of the system to serve the Plan Area. Utility infrastructure will be constructed, dedicated, and easements will be provided consistent with this Specific Plan, project agreements, and other applicable standards and requirements of the City of Chowchilla. Additional project-level infrastructure will be built at developer expense and will be designed during the tentative map and improvement plan process. The master-planned backbone lines will be funded mainly by developer impact fees that are being established concurrently with this Specific Plan.

5.1 - Water Supply and Distribution

The City of Chowchilla will provide domestic water services for the Plan Area. The City of Chowchilla is located above the Chowchilla Groundwater Subbasin from which all potable

water is drawn. Aquifer groundwater replenishment is via the Chowchilla River, the sloughs, canals, agricultural irrigation, and local reservoirs. Aquifer replenishment is achieved via percolation basins in the river bottom. This is a non-adjudicated groundwater aquifer.

Table 5-1 shows estimated water consumption and wastewater generation rates for the Plan Area. The Chowchilla City Engineer's assumptions are considered comparable and can be used until Chowchilla's pending master plans are prepared. A water supply system of twelve (12) inch lines on a half-mile grid across the Plan Area, with 8-inch lines within the half-mile square grids (per the City Engineer), will be constructed and looped into the City's water system. Connections will be made to the existing system at the intersection of Road 16 and Avenue 25, at two points along Avenue 24 ½, and at the existing 12-inch line that runs from SW to NE on the north side of, and roughly parallel to, Berenda Slough at Chowchilla Boulevard. Figure 5-1 shows the location of the existing and proposed new water lines, water wells, and up to four proposed 750,000-gallon water storage tanks. While a new water master plan is pending, the long-term concept at this time proposed by Johnson Controls and QK engineers, is that up to four 0.75 MG water storage tanks – two to serve the east side of SR 99, and two for the west side – will be co-located at this site within the industrial area, with two 2,000 GPM booster pumping stations. Fire flow requirements for the industrial area will be covered to meet demand. The new well at this location would fill all four tanks.



■■■■■	Proposed Water Main - 12"	—	—	Plan Area
○	Proposed Well	■■■■■	■■■■■	Bridge
—	Existing Water Main (Size as Noted)	—	—	Proposed Point of Connection
—	Proposed Water Lateral	—	—	

LAND USE	ACREAGE WITHIN THE PLAN AREA	WATER CONSUMPTION RATE (GPD/ACRE)	TOTAL WATER USAGE (GPD)	SEWAGE GENERATION RATE (GPD/ACRE)	TOTAL SEWAGE GENERATION (GPD)
Industrial	2,233	1,500	3.5 MG	1,000	2.2 MG
Public Facilities	169	1,200	202,800	800	160,550
Open Space (if irrigated)	124	1,000	124,000	--	--
Commercial	224	2,200	492,800	1,000	224,000
Existing Right of Way	143	--	--	--	--
TOTAL	2,893	--	4.3 MGD		2.6 MGD

Table 5-1 Projected Demand Factors for the Plan Area

There is some question as to the sufficiency of recharge and long-term groundwater supply. All development is subject to the provisions of California Government Code Section 66473.7 which requires a water supply assessment by the City prior to approving subdivision maps in the Plan Area, including, but not limited to, verification of the location, quality, and production levels of the proposed potable wells.

The General Plan has numerous water service and conservation objectives, policies and implementation measures to conserve water and reduce water waste. The Specific Plan will comply with the existing General Plan objectives, policies, and implementation measures through annexation, subdivision and construction of the Plan Area.

5.2 - Solid Waste Collection and Disposal

The City of Chowchilla will provide solid waste services to the Specific Plan Area through their existing agreement with the City's contracted solid waste provider. Solid waste will be collected and delivered to an approved, licensed landfill. A four-bin collection system is used, which includes a bin for cans and bottles, a bin for paper and paper products, a bin for Mandatory Commercial Organics Recycling (MORe), and a bin for all other waste. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. The bins shall be designed to city standards. This same system will be utilized in the Specific Plan Area.

The General Plan has solid waste management objectives, policies and implementation measures to promote recycling and reduce waste. The Specific Plan will meet or exceed all of the existing General Plan objectives, policies, and implementation measures through annexation, subdivision and construction of the Plan Area.

5.3 - Waste Water Collection and Treatment

Sewer service is provided by the City of Chowchilla. The Wastewater Treatment Plant is located at 15750 Avenue 24 ½, adjacent to the western boundary of the Plan Area. The original plant was constructed in 1967 with the last major upgrade occurring in 2007. The WWTP sits on a 160-acre site adjacent to Berenda Slough. The Facility's capacity is 1.8 million gallons per day (MGD). Current flow averages slightly less than 1 million gallons per day. Approximately 0.42 MGD of total current flow is generated by existing uses within the Plan area boundary (325 acres Industrial uses and 122 acres of Public Facilities are presently built-out). The City is currently looking at options to construct a new wastewater treatment plant to accommodate future residential growth, as directed by the General Plan. Once constructed, the old plant can be dedicated to the industrial park. Since the total sewage generated within the Industrial Plan Area is expected to reach 2.6 MGD (per Table 5-1), the design capacity of the WWTP would be absorbed by the time the Plan Area is 70% built-out (1.8 MGD/2.6 MGD). Therefore, the existing WWTP will need to be expanded prior to full buildout of the Plan Area. A sewer fee is charged to all new development to cover infrastructure costs at the Facility.

New development in the Plan Area will need to install a new system of sewer lines connected to the City's existing collection system, adjacent to the Plan Area. Figure 5-2 shows the location of the existing and new sewer lines. An eighteen (18) inch line will be installed on Road 16 south of Avenue 24, and a twelve (12) inch force main will be installed along Road 16 north of Avenue 24, tie onto the bridge northbound at Berenda Slough, and continue north to tie-into the existing lines at Avenue 24 ½. A sewer lift station will be installed along Road 16, north of Avenue 24. A sewer lift station will also be placed in Chowchilla Boulevard south of Berenda Slough, with force main tied to the bridge northbound and connecting to a new twelve (12) inch line westbound in Avenue 24 ½. Eighteen (18) inch, fifteen (15) inch, twelve (12) inch, and ten (10) inch lines being dispersed equally

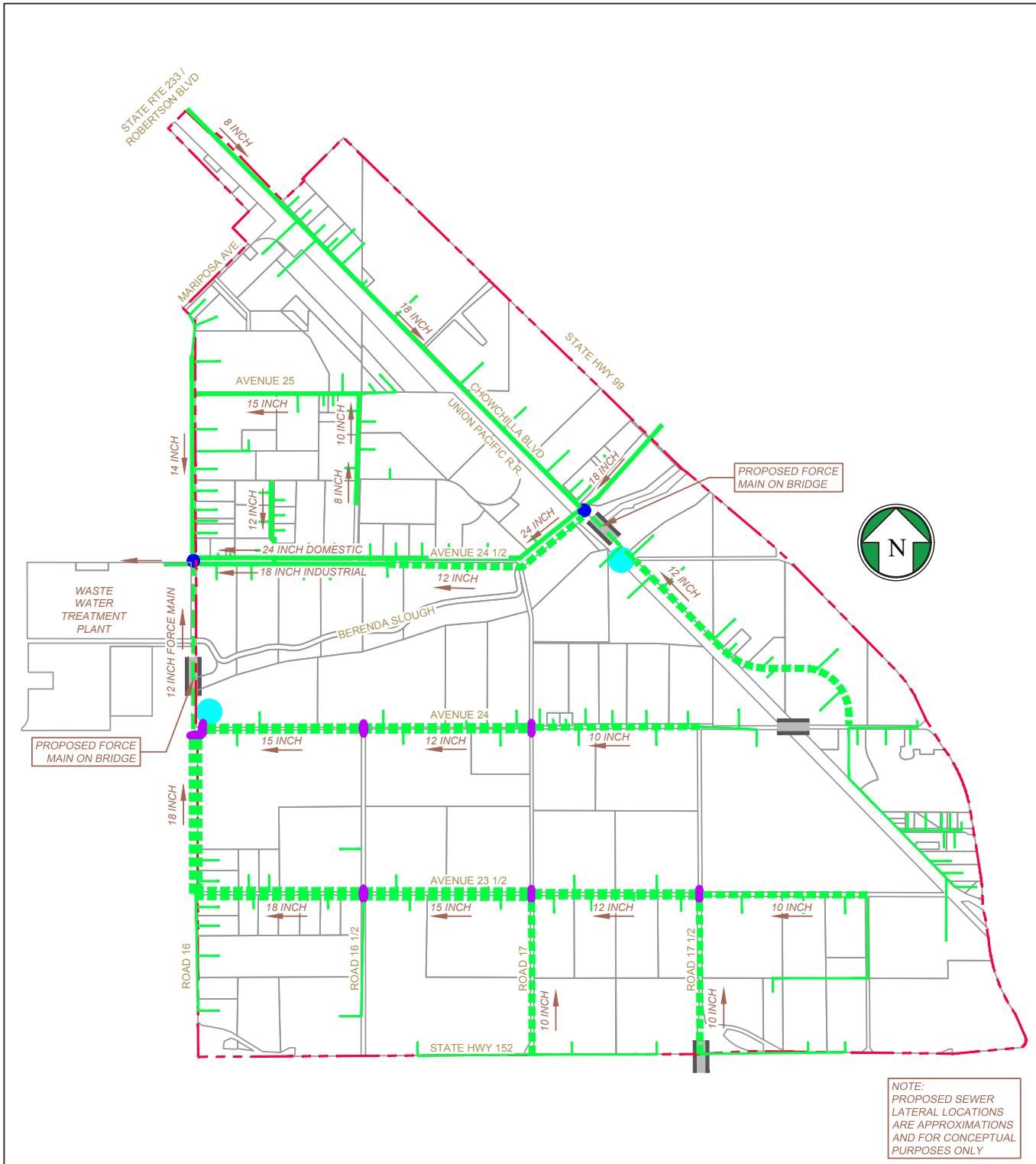
along the major road network to the extremities of the Plan Area.

The General Plan has wastewater objectives, policies and implementation measures to promote orderly expansion. The Public Works Director may require certain industrial uses to pretreat wastewater. The Specific Plan will meet or exceed all of the existing General Plan objectives, policies, and implementation measures through annexation, subdivision and construction of the Plan Area.

5.4 - Connection to Community of Fairmead

Fairmead is a small, rural community located along SR 99 just south of SR 152 in an unincorporated portion of Madera County, approximately five miles south of Chowchilla. The community includes a small core of compact streets and blocks located east of SR 99 and the Union Pacific Railroad along Fairmead Boulevard.

Properties within Fairmead rely on individual septic systems. Wastewater in the community is disposed of through the use of onsite septic tanks and leach fields or pits. There is no sanitary sewer collection system or wastewater treatment facility in the community, or immediately adjacent to it. There may be significant future costs associated with staying with individual septic tank/leach systems: individually replacing systems failing simply from age and decay on small lots or replacing systems in mass because of groundwater contamination and/or changes in regulations. Moving away from individual septic tank/leach systems is infeasible economically for the community without significant grant funding. The County of Madera and State Water Quality Control Board have expressed an interest in the City of Chowchilla providing sewer treatment to Fairmead, and grant funding may be available. Such future sewer service, if provided, would be through an out-of-service area agreement and not annexation of territory.



- Existing Sewer Main (Size as Noted)
- Proposed Force Main
- Proposed Sewer Main (Size as Noted)
- Proposed Sewer Lateral
- Proposed Lift Station
- Tie to Existing Sewer
- Denotes Change in Pipe Size
- Plan Area
- Bridge

Figure 5-2 Sewer System Plan

Johnson Controls, Inc. (JCI) has been tasked by the City of Chowchilla with managing several infrastructure rehabilitation projects for the City, including a possible connection to Fairmead. The City has obtained Proposition 1 funding to further investigate the cost and feasibility of providing wastewater collection and treatment for Fairmead via gravity sanitary sewer mains, pump station(s), and force main, with disposal to the City's existing Wastewater Treatment Plant (WWTP). Theoretically, such a sewer main could pass through the Chowchilla Industrial Park Plan Area. While anticipating oversizing of sewer lines in the Plan Area to accommodate Fairmead may provide a cost benefit to Fairmead, a potential Fairmead line is as yet speculative and there is insufficient information upon which to base estimates on alignment, sizing and costs at this time. It is expected that if a Fairmead connection should move forward, it can be reflected in the future City Sewer Master Plan, which Plan will be taken into account as future Industrial Plan Area developments are implemented. A Fairmead connection would also absorb remaining capacity at the existing WWTP which would accelerate the need for expansion to serve full buildout of the Industrial Area. Industrial Plan Area developers would not be expected to pay for infrastructure provided to Fairmead, which is in county territory.

5.5 - Storm Water Management

Storm drainage facilities are maintained by the City of Chowchilla. New development within the Plan Area will be required to install on-site retention basins to capture 100% of each site's stormwater runoff as well as runoff from the public right-of-way. There will be no public storm water collection systems unless a regional basin is deemed a superior alternative at the time of the Storm Water Master Plan Update. (per Chowchilla City Engineer, August 2018). The Zoning Ordinance requires smaller parcels (less than five acres) to provide a shared stormwater basin.

The General Plan has storm drainage facilities objectives, policies and implementation measures to promote orderly expansion.



Example of a preferred bio-swale.

The Specific Plan will be compatible with all the existing General Plan objectives, policies, and implementation measures through annexation, subdivision and construction of the Plan Area.

The basic concept for individual site drainage is to provide open swales, ditches and enclosed drainage pipes. All grading must provide for positive drainage of the building site without detrimental effects on adjacent building sites. A drainage plan must be submitted for each building site as part of the review process. Basins shall be landscaped. Bioretention basins shall be landscaped with native plants and grasses, selected according to their moisture requirements and ability to tolerate pollutants.

5.6 - Energy and Communications

Electricity service in Chowchilla is provided by Pacific Gas and Electric Company (PG&E). The City is presently developing a solar-powered microgrid and power storage system to serve City-owned facilities, with the annual savings in utility costs to pay for the system and for renovated sewer and water infrastructure over time. Natural gas is provided by PG&E. Each developer will be responsible to work with PG&E to provide extensions of these utilities into the Plan Area.

AT&T Communications Inc. provides telecommunication services to the City of Chowchilla. The City of Chowchilla

contracts with Comcast to provide cable services to residents and businesses within the City.

All improvements to dry utilities to accommodate development in the Plan Area will be completed by the developer, as projects occur. City policy requires undergrounding of all utilities; therefore, the costs for undergrounding existing power, cable and telephone lines, and any special accommodations required to maintain service to existing customers outside the Plan Area, will be included in the Specific Plan Fee Program.

The City of Chowchilla 2040 General Plan (General Plan) has public utilities objectives, policies and implementation measures to promote orderly expansion. The Specific Plan will meet or exceed all the existing General Plan objectives, policies, and implementation measures through annexation, subdivision and construction of the Plan Area.

5.7 - Police Services and Fire Protection

The Plan Area is served by the City of Chowchilla Police Department and the City of Chowchilla Fire Department.

The Police Department provides all operations and patrols out of its central station located at 122 Trinity Avenue, approximately 1 mile north of the Plan Area. Projects proposed as part of this Specific Plan will comply with City of Chowchilla Police Department recommendations regarding safety and security.

Currently, there are nineteen sworn officers at a ratio of 1.1 per 1,000 persons in Chowchilla. As development continues in Chowchilla it will be necessary to ensure that police service adjusts to an increased population.

The Fire Department provides fire protection, suppression, emergency medical services, and hazardous materials management to the Plan Area. The Plan Area will continue to be served by the Fire Station located approximately 1½ miles north of the Plan Area at 240 North First Street.

The primary responder for the Plan Area will be coming from Fire Station No. 1. Currently with 20 volunteer fire fighters, the Chowchilla Volunteer Fire Department desires to maintain a ratio of 2.0 firefighters per 1,000 population. Though the Fire Department strives to meet the ISO response time of 5 minutes 90% of the time, they currently are exceeding that time frame slightly. With the Specific Plan Area located further to the south from the existing fire station, an additional fire station would need to be constructed and manned to stay close to the recommended response times. The average response time to the Plan Area from Fire Station No. 1, located at 240 North First Street, is less than 5 minutes. Many departments strive to achieve the national target response time of 5:00 minutes, 90% of the time. The services provided from Fire Station No. 1 meet and exceed this target.

The General Plan has public safety objectives, policies and implementation measures to ensure adequate services are provided. The Specific Plan will meet or exceed all the existing General Plan objectives, policies, and implementation measures through annexation, subdivision and construction of the Plan Area.

The Fire Department requests is working to eradicate a non-native plant, Arundo donax, Giant Cane, from Berenda Slough. Removal would assist in the reduction of flood risks as well as a significant reduction in flammable vegetation growing uncontrolled within the sloughs. Arundo fires are hard to control due to their growth height and root systems that help fires travel. Burning Arundo also releases embers that travel through the air.

SECTION 6

Implementation

Implementation of the Specific Plan will ultimately be accomplished through the cooperative actions of public agencies, private developers and businesses, and individual property owners. By adopting the Specific Plan, the City is making a commitment to putting the Plan's principles into place and to making sure that all subsequent City actions in the area are in keeping with the Plan.

In fact, public actions in the Plan Area are subject to State law specifying that "No local public works project may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan."

6.1 - Implementation Challenges

All attempts to develop new urban areas are faced with development challenges. Three basic requirements must all positively align for new privately financed development to occur. First, an investor must be willing to become a landlord by investing in real estate at a price that will generate an acceptable return on his/her investment. For example, the investment could be the purchase of a commercial or office building that can be rented out to a retail or office tenant. If there is no opportunity to gain financially from the purchase of improved property, then there will be no demand for new properties to be developed.

Second, the opportunity must exist for a developer to develop a piece of undeveloped property with reasonable assurance that he/she can sell that property for more than it costs to buy and invest in its development. This means that the buyer/investor of properties must be willing to pay a price that will cover the developer's costs and leave him/her with an acceptable profit that correlates to the amount of financial risk that the developer

is taking. The developer's costs include acquisition of land, entitlement processing, design costs, financing costs, land development construction, and building construction. If the cost to develop land is higher than a buyer/investor is willing to pay, then development will not occur.

The second basic requirement—the ability to develop property at a cost that can return a profit—could be the biggest challenge to implementation. An investment in infrastructure is required prior to a developer being able to sell improved property and realize a return on his/her investment. These improvements must be paid for by the developers in one of two ways, either indirectly by the payment of development impact fees or directly as the project occurs, thereby avoiding the burdening of one property with an inequitable amount of improvement costs.

Finally, the third requirement for development to occur is successful resolution of the regulatory and entitlement processes. Land development projects must secure approved entitlements from the local jurisdiction. New development must be consistent with a community's General Plan, Municipal Code, the Specific Plan, and with State laws that regulate development. Elected community leaders have the authority, under California law, to deny development projects that do not conform to the community's adopted General Plan, Zoning, State land use laws, and State environmental laws.

This Specific Plan attempts to streamline the third requirement for development -- the regulatory and entitlement process. This Specific Plan and policies, standards, and guidelines bring together the City of Chowchilla's General Plan policies, Zoning Ordinance regulations, and roadway design standards into one cohesive interpretation of how development can occur in a manner that is acceptable to the City. Most of the Plan Area is

already inside the City limits, and approval of the Specific Plan will grant the zoning and development rights for projects located within its boundary.

The Plan Area is an expansive area that will develop sporadically over a period of years. During that time the market demand for certain land uses will rise and fall, the costs of land, buildings and infrastructure will vary, and a number of other factors will influence the rate and direction of development in the Plan Area. Consequently, the plan must allow flexibility to respond to variable demands, but also must provide a framework for logical and consistent development.

The Plan Area includes multiple owners and a diverse mix of property sizes, uses, and access to development infrastructure. The diversity of these characteristics leads to correspondingly diverse land owner interests. Some owners will be anxious to proceed with development immediately. Others will take a longer view and will not be motivated to participate in investing in the public improvements that are necessary to allow development to move ahead. This can result in a sporadic pattern of development and inefficient extension of services.

Parts of the Plan Area are and will continue to remain in active agricultural use. The planned commercial and industrial uses are typically not impacted by agricultural activity. The use of farm machinery and unusual hours of operation are not usually incompatible. Similarly, the planned uses are not likely to create conflicts with agriculture. Nonetheless, spraying, diskimg and other normal agricultural activities can cause periodic, short term conflicts between agriculture and future development. Agricultural uses are likely to continue in the Plan Area until they are ultimately phased out in favor of other land uses designated by this Plan.

6.2 - Administration of the Specific Plan

The Specific Plan is not intended as a static and inflexible plan for development. Just as the Plan Area is expected to change over the next 20 years, evolution of the Specific Plan must also occur. Updates and amendments to the plan will inevitably be required.

6.2.1 - Zoning

The City of Chowchilla Zoning Ordinance is the underlying land use regulatory authority for the Specific Plan. If a component or regulation of the Specific Plan differs from a requirement of the Code, the Specific Plan will take precedence. Where the Specific Plan is silent, the Zoning Ordinance will be used for the purposes of interpretation or applied as appropriate.

6.2.2 - Subdivision Ordinance

The City of Chowchilla Subdivision Ordinance will regulate individual requests for land divisions with the Plan Area, unless otherwise noted herein. If a component or regulation of the Specific Plan differs from a requirement of the Ordinance, the Specific Plan will take precedence. Where the Specific Plan is silent, the Subdivision Ordinance will be used for purposes of interpretation, and/or directly applied as appropriate.

6.2.3 - Standard Specifications and Details

The City of Chowchilla Standard Specifications and Details establish basic standards and detail sheets for construction of public infrastructure. These standards and specifications apply to all construction within the Plan Area, unless otherwise addressed herein. If a component or regulation of the Specific Plan differs from a requirement of the Standards, the Specific Plan will take precedence. Where the Specific Plan is silent, the Standards will be used for purposes of interpretation, and/or directly applied as appropriate.

6.2.4 - Project Review Processing

Individual development projects within the Industrial Park Specific Plan are subject to review and approval through subsequent permits and entitlements by the City of Chowchilla. Application and processing requirements shall be in accordance with the City's Zoning Ordinance and other regulations, unless otherwise modified by this Specific Plan. All subsequent development projects, public improvements and other activities shall be consistent with this Specific Plan, any subsequent development agreements, and all applicable City of Chowchilla policies, requirements and standards. In acting to approve a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure that the project complies with the Specific Plan and all applicable plans and regulations.

6.3 - Specific Plan Amendments

The Chowchilla Industrial Park Specific Plan is intended to be flexible to respond to changing conditions and expectations during its implementation. To address this intent, the Specific Plan provides for minor and major specific plan amendments. The Director of Community Development may authorize a minor specific plan amendment administratively. A major specific plan amendment shall be reviewed by the Planning Commission and adopted by the City Council. The Director of Community Development shall determine whether a proposed specific plan amendment is minor or major. Any proposed amendment may, by the sole discretion of the Director of Community Development, be referred to the Planning Commission and City Council for action. Determinations and actions by the Director of Community Development may be appealed to the Planning Commission.

6.3.1 - Minor Specific Plan Amendment

A Minor Specific Plan Amendment may be processed if determined by the Director of Community Development to be in

substantial conformance with the overall intent of the Specific Plan and the City of Chowchilla General Plan.

Examples of Minor Specific Plan Amendments include, but are not limited to:

- The addition of new or updated information that does not substantively change the Specific Plan;
- Minor adjustments to land use boundaries and street alignments where the general land use pattern is maintained;
- Variation in permitted use types and development standards if such variations do not substantively change the character of the Specific Plan;
- Changes to the provision of public infrastructure and facilities that do not impact the level of service provided or affect the development capacity in the Plan Area; or
- Modifications to the Design Standards, such as revisions to design treatments or changes in specified plant materials, if it is determined that such changes achieve the design intent of the Plan.

6.3.2 - Major Specific Plan Amendment

If the Director of Community Development determines that a proposed amendment does not meet the criteria of a Minor Specific Plan Amendment, a Major Specific Plan Amendment shall be required. A Major Specific Plan Amendment shall be processed and reviewed in the same manner as the initial Specific Plan adoption.

6.4 - Development Phasing

Phasing of the Plan Area will occur in the order that landowners choose to develop. At the time development is proposed, the City will determine the phasing of infrastructure improvements.

6.5 - Financing Measures

For the Plan Area to develop in a manner consistent with the Specific Plan Principles, means must be found to fund infrastructure such as major roads and circulation improvements, water supply and storage, sanitary sewer, and storm drainage facilities. These and other improvements are needed to serve future development within the planning area, and in some cases, are required in advance of such development.

The City of Chowchilla will use a combination of development impact fees, community facilities district fees, and landscape and lighting district fees to fund the construction and maintenance of the public facilities in the Plan Area. Many of these fee programs serve as mitigation for impacts caused by the new development within the Plan Area; others pay for the backbone infrastructure and ongoing services required to support development in the Specific Plan Area.

To cover the expenses to maintain the bikeways and trails constructed in the Berenda Slough natural area and enhanced landscaping, a Landscape and Lighting Maintenance District (LLMD) will be formed. The LLMD can also be used to fund construction and maintenance of the gateways and entry monuments and its associated landscaping and hardscaping.

6.6 - City Action Items

1. Amend the General Plan to be consistent with the Specific Plan where the Specific Plan is recommending changes.
2. Annex portions of the Plan Area into the City of Chowchilla as needed.
3. Use a combination of development impact fees, community facilities district fees, and landscape and lighting district fees to fund the construction and maintenance of the public facilities in the Plan Area. Create an impact fee program to equitably distribute the costs of infrastructure to all the developers.
4. The City will consider funding construction of the three industrial park Gateway signs (described in Section 3.6, Gateways) if the City finds that such investment will facilitate private development interest in the industrial park. When designing the High Speed Rail Alignment and interchange, there may be opportunity to negotiate with the State for a small parcel the Gateways to place the signs.
5. The Planning Commission shall complete an annual review of the Specific Plan document, as part of the General Plan review, and shall report its findings to the City Council. The Planning Commission report may include recommendations for amendments to the Specific Plan.
6. Update the Zoning Ordinance to address regulations related to land use, intensity, design and development of the Specific Plan.

7. If necessary, assist the owners of smaller parcels, i.e., less than five acres, to plan for coordinated development of two or more contiguous parcels and will consider sharing the cost or enter into a reimbursable cost sharing agreement with the land owners for engineering and planning studies necessary for project development.
8. Plan for interchanges at SR 152/Road 16 and SR 99/Avenue 24. Plan for Road 17 ½ to access the Plan Area over SR 152 (no interchange). Plan for closure of the SR 99 access from Avenue 24 ½. Plan for an overcrossing at Fig Tree Road and SR 99.
9. Develop a plan line for the future SR 99 overcrossing to Fig Tree Road so that future right of way can be protected.
10. Adopt new truck routes in accordance with the Specific Plan. Upon construction of the new Front Street section for industrial traffic, revise the truck routes to delete the truck route on Fifth Street between Mariposa Street and Robertson Boulevard.
11. Construct new Front Street from Fifth Street to existing Front Street.
12. Abandon Colusa Avenue from Front Street to First Street. Abandon Front Street from a point approximately 200-feet southeast of Colusa Avenue and complete the new Front Street from Fifth Street to the existing Front Street.
13. Seek funding to underground or relocate overhead power lines that parallel Mariposa Avenue. Pursue the undergrounding or relocation of the overhead power lines here if needed to construct the new Front Street
14. Coordinate with Chowchilla Area Transit (CATX) and Madera County Connection in identifying new routes and transit stops that will serve the Chowchilla Industrial Park.
15. Design and construct water, sewer, and storm drain system infrastructure as needed to meet current and future demands and system requirements. Consider the feasibility of extending initial lines ahead of new development.
16. Assess the ability of the Police and Fire Departments to maintain adequate service levels to the Chowchilla Industrial Park and ensure that the Capital Facility Fee program, the Community Facilities District, and any other funding mechanisms are updated to provide adequate funding of required facilities, equipment, apparatus and services.
17. Consider adopting the "Tree and Plant Handbook" approved plant list for city-wide use.
18. Update City Standards to reflect revised Local Street and Commercial Collector standards.
19. Continue the ongoing eradication of Arundo donax, giant cane, from sloughs to reduce the risk of flooded waterways and hard-to-control fires.

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Appendix A

APPENDIX A: Existing General Plan Policies

The following objectives, policies, and implementation measures are located in the City of Chowchilla General Plan guide and influence development in the Southside Chowchilla Industrial Park Specific Plan. Compliance with these policies are important to the orderly growth and economic development of the community.

LAND USE ELEMENT

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 6.3

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.

Policy LU 7.4

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

Implementation Measure LU 7.4. A

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

Implementation Measure LU 7.4. B

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

Policy LU 7.5 – Development in Planning Sub Area 8

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

1. Land uses east of Road 16 located in the LI (Light-Industrial) designation may include residential dwellings in association with shops, buildings, or storage areas that are part of the resident's 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 setbacks or noise attenuation may be required for any residential development within 600 feet of Road 16.

Non Residential

Objective LU 11

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

Policy LU 11.1

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

Implementation Measure LU 11.1. A

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

Policy LU 11.2

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

Policy LU 11.3

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

Policy LU 11.4

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

Policy LU 11.5

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

Policy LU 11.6

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

Policy LU 11.7

Business parks within the Service Commercial designation must be master planned and may include a range of supporting Neighborhood Commercial uses that are appropriately

integrated and are only a minor percentage of the total business park. Emphasis in a Business Park is placed on pleasing design, limited outside storage at the rear of buildings, and sufficient landscaping avoids a sterile block building visual character of the business park, and screening from surrounding land uses.

Objective LU 12

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

Policy LU 12.1

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

Implementation Measure LU 12.1.A

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

Policy LU 12.2

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

Policy LU 12.3

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

Chowchilla Airport

Objective LU 13

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

Policy LU 13.1

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

Implementation Measure LU 13.1. A

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

Implementation Measure LU 13.1. B

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

Implementation Measure LU 13.1. C

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

Implementation Measure LU 13.1. D

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

1. Compatibility Zone A is the area nearest the airport runway where the probability of an accident and the impact of noise are the greatest. The following restrictions would apply in Compatibility Zone A:
 - a. No new residential construction;
 - b. No new schools, churches, or other facilities accommodating large groups of people;
 - c. Height limitations of structures shall be in conformance with Federal Aviation Administration regulations; and
 - d. No new structures shall be built within 300 feet of the center line of the runway or 1,000 feet from the ends of the runway.
2. Compatibility Zone B1 is the area immediately adjacent to Zone A, where the probability of an accident is lower than in Zone A and where there may be unacceptable noise levels. The following restrictions apply in Compatibility Zone B1:

- a. Creation of new residential subdivisions is be prohibited, however, division of existing large residential lots for more efficient use of the land or in conjunction with a redevelopment project may be allowed;
- b. New single family residential construction may be allowed on existing lots on a case-by-case basis after evaluation for potential hazards;
- c. No new schools, churches, or other facilities accommodating large groups of people may be constructed;
- d. Height limitations of structures shall be in conformance with Federal Aviation regulations; and
- e. No new structure may be built within 300 feet of the center of the runway or 1,000 feet from the ends of the runway.

Objective LU 14

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

Policy LU 14.1

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

Implementation Measure LU 14.1.A

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

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

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.

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.

Jobs / Housing Relationship

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

Policy LU 20.2

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

Air Quality and Sustainability

Objective LU 21

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

Policy LU 21.1

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

Implementation Measure LU 21.1. A

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

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

CIRCULATION ELEMENT

Collector Streets

Objective CI 4

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

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

CI 3.1.C

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

CI 3.1.E

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

Aesthetics and Facility Design

Objective CI 8

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

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

CI 7.4.A

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

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

Protect and enhance the efficiency of Highways 99 and 152.

CI 7.6.A

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

Public Transportation

Objective CI 9

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

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

CI 8.1.A

The City Community Development Department and the Redevelopment Agency¹ shall initiate a cooperative program with local property owners and / or businesspersons to identify a location and funding for a “Transit Service Center” within the downtown of the City by the year 2014.

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

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

CI 8.3.A

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

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

CI 8.4.A

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

CI 8.4.B

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

CI 8.4.C

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

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

CI 8.5.A

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

¹ California Redevelopment Authority was disbanded by the Governor.

Non-Motorized Transportation

Objective CI 10

Provide an extensive and regionally linked public bicycle and pedestrian trails system.

Incorporate bicycle and pedestrian trails in future development projects.

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

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

CI 9.4.A

The bicycle route system should be consistent with the Madera County Regional Plan².

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

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

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

OPEN SPACE AND CONSERVATION ELEMENT

Goals

- Establish a comprehensive system of public and private open space, including interconnected open space corridors that include Ash and Berenda Sloughs.
- Establish open space corridors in the City linking, parks, schools, and commercial and business centers together.
- Integrate passive recreational opportunities with the preservation and protection of biological resources.

² The Madera County Regional Plan is currently known as the Madera County Regional Transportation Plan/Sustainable Communities Strategy

- Provide adequate parkland, recreational facilities and programs within the City of Chowchilla through public and private resources.
- Provide City of Chowchilla residents with both active and passive recreational opportunities by maximizing the use of dedicated parklands and open space areas.
- Designate, provide and maintain park facilities for passive and / or active recreational opportunities for the citizens of Chowchilla.

Objective OS 7

Provide for landscaping features to be present in all major street and circulation improvements.

Policy OS 7.2

Provide open space and landscape improvements along the Highway 99 and Highway 152 right-of-way to present an attractive entry to the City of Chowchilla.

Implementation Measure OS 7.2. A

Along Highways 99 and 152, buffer areas may be designated as open space or require property owners to landscape buffers along these routes. This land should be either acquired by the City or development conditions attached to the land which requires improvements and maintenance of the open space area.

Implementation Measure OS 7.2. B

Interchanges between state highways, and interchanges between state highways and City streets or roads shall be appropriately landscaped to standards established by the City.

Objective OS 10

Promote the conservation of water within the Chowchilla community.

Policy OS 10.3

Minimize the use of water for landscape irrigation by requiring new and rehabilitated water conservation landscape plans for new development in the City.

Implementation Measure OS 10.3. A

Establish standards for landscape review which include preferred plants and sprinkler / irrigation criteria.

Implementation Measure OS 10.3. B

Apply conservation requirement to all landscapes within industrial, commercial, institutional, multi-family residential common areas, model homes and developer landscaped areas.

Implementation Measure OS 10.3. C

Require projects to submit planting plans, irrigation plans, irrigation schedules and water use estimates for City approval prior to issuance of building permits.

Policy OS 10.4

Encourage large scale industrial water users to develop internal water recycling programs during plan development and review processes.

Policy OS 10.5

Require installation of domestic water conserving devices for new residential, commercial and industrial remodels.

Policy OS 10.6

Pursue the removal of bamboo in Ash Slough and Berenda Slough to promote water conservation.

Objective OS 11

Ensure adequate groundwater reserves are maintained for present and future domestic, commercial, and industrial uses.

Policy OS 11.1

Require proponents of non-agricultural water intensive land uses, which will convert from usage of surface water to exclusive use of groundwater, to mitigate groundwater impacts.

Implementation Measure OS 11.1. A

Explore agreements with the Chowchilla Water District to provide for water recharge and ensure delivery of water for recharge during drought periods.

Policy OS 11.2

The potential for groundwater recharge basins should be explored and should they be feasible establish basins within and around the City of Chowchilla.

Implementation Measure OS 11.2. B

Coordinate flood control efforts within new development to promote establishment of detention basins which enhance local groundwater recharge.

Objective OS 12

Ensure groundwater quality is maintained at a satisfactory level for domestic water consumption.

Policy OS 12.1

Avoid degradation of groundwater reserves by domestic and industrial land uses.

Implementation Measure OS 12.1. A

Seek to connect unincorporated development within the urban fringe to the sewage treatment network.

Implementation Measure OS 12.1. B

Require proponents of industrial-oriented projects to submit proposals for water use. Encourage the reuse of water within industrial systems.

Biological Resources Objective OS 13

Encourage the provision of open space areas throughout the Planning Area through the preservation and enhancement of natural features or the joint use of other public facilities and / or rights-of-ways.

Policy OS 13.1

To the extent feasible, maintain sloughs and water courses within the Chowchilla Planning Area as components of a possible recreational trail system. Public access within sensitive habitat areas of the sloughs or waterways shall be considered individually to ensure protection of the habitat resource.

Implementation Measure OS 13.1. A

The City shall pursue the development of a recreation trail system along Ash Slough and Berenda Slough that connects the urban area and Berenda Reservoir.

Policy OS 13.2

Utility easement corridors shall be designated for recreational open space unless an acceptable trail alternative is included in a development plan.

Policy OS 13.3

Where appropriate and feasible, establish permanent mechanisms to protect wetlands and riparian corridors.

Implementation Measure OS 13.3. A

The City shall preserve natural water courses, wetlands and riparian corridors through requirements of land dedication and open space improvement imposed during the land development process.

Implementation Measure OS 13.3. B

Establish programs in connection with environmental review processes to protect endangered wildlife and their habitats. Programs established to protect wildlife and their habitats may provide for the permanent protection or relocation of wildlife habitat areas.

Policy OS 13.6

The City of Chowchilla shall support the management of riparian scrub and aquatic environments of Ash Slough, Berenda Slough and of the Chowchilla River for passive recreation, groundwater recharge, and wildlife habitat. The riparian and aquatic

environments of Ash and Berenda Sloughs, and the Chowchilla River shall be restored and expanded, where feasible and appropriate.

Policy OS 13.7

New and redevelopment projects adjacent to Ash Slough or Berenda Slough are to be carefully planned and, where possible, designed to avoid existing riparian scrub vegetation and aquatic wildlife habitat.

Policy OS 13.8

Lighting associated with new and redevelopment projects adjacent to Ash Slough or Berenda Slough shall be designed to prevent artificial lighting from illuminating adjacent natural areas at a level greater than one candle foot above ambient conditions.

Policy OS 13.9

Prior to approval of a project (i.e., specific plan, master plan, General Plan Amendment, pre- or re-zone, tentative map, etc.) the City of Chowchilla shall require a biological study to be prepared by a qualified biologist for the project site. Projects excluded from preparing a biological study prior to approval are projects within the Chowchilla City Limits that are more than 500 feet away from either Ash or Berenda Sloughs.

Policy OS 13.10

On development sites with the potential to contain wetland resources, a wetlands delineation shall be prepared by a qualified biologist using the protocol defined by the U.S. Army Corps of Engineers. A report on the findings of the wetland delineation shall be submitted to the City of Chowchilla as part of the project application process.

Policy OS 13.11

The City of Chowchilla shall maintain a no net loss of wetlands on a project-by-project basis. For the purpose of identifying wetlands, the City will accept a map delineating wetlands which has been accepted by the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act of 1972. No net loss may include mitigation implementation through participation in an off-site mitigation bank or similar mitigation mechanism acceptable to the City and permitting agencies.

Objective OS 18

Maximize public value from open space for recreational uses.

Policy OS 18.1

Secure public access to open space to the maximum extent feasible.

Policy OS 18.2

Actively participate with other governmental entities (cities, county, state, and federal) or agencies in the acquisition, management, and use of recreational / open space lands and facilities of mutual interest.

Implementation Measure OS 18.2. A

Where a project involves potential open space, natural resource reserves, or recreational lands of interest to more than one entity, the City shall work cooperatively with the other involved agencies.

Implementation Measure OS 18.2. D

Provide access to public open space resources except to those areas determined by the City to be sensitive to human presence.

Implementation Measure OS 18.2. E

Take into account consideration of natural habitat areas in developing linkages and in preserving open space areas. Identify alternative sites or linkages where sensitive habitat areas have the potential to be adversely affected.

Objective OS 21

Provide a diverse range of park and recreational facilities that are responsive to the needs of Chowchilla residents.

Policy OS 21.5

The City of Chowchilla shall design trail corridors to meet the recreational needs of the community, while maximizing public safety and access. This includes locating trail corridors to ensure visibility along public roadways, where appropriate.

PUBLIC FACILITIES AND SERVICES ELEMENT

New Development

Objective PF 2

New development shall pay fees as necessary to meet all identified costs associated with new development, including but not limited to public facilities and services where a nexus can be shown qualitatively and/or quantitatively.

Policy PF 2.2

New development shall be responsible for paying a financial contribution to mitigate the effect of the development on the provision of such public services as solid waste disposal, public education, water, drainage, sewer systems, and school facilities.

Implementation Measure PF 2.2.A

During deliberation on proposed projects, the Planning Department shall recommend a finding to the Planning Commission and City Council in their staff report which addresses the adequacy of public facilities and services and the method by which the proposed development is to provide for these public facilities and services as part of the development.

Policy PF 2.3

Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities and services.

Municipal Water**Objective PF 4**

Provide an adequate system of supply and distribution of quality water to support the General Plan level of development.

Policy PF 4.2

The City shall condition approval of new development projects on the availability of adequate water supply and infrastructure to serve the new development.

Policy PF 4.3

The City shall work cooperatively with other water management agencies to prepare a groundwater management program as needed to ensure sufficient water supply for the build-out of the General Plan.

Policy PF 4.4

When necessary and practical, the City will cooperate with other water agencies to acquire water for the recharge, replenishment and/or banking of groundwater for future demand.

Implementation Measure PF 4.4.A

The City shall continue to participate with other water agencies in groundwater recharge efforts, as practical, using identified recharge areas such as Brenda Reservoir, Brenda Slough, and Ash Slough. This participation may include the development of multi-use open space corridors or recreation facilities combined with recharge facilities.

Policy PF 4.5

The City shall extend water service to new areas based on its ability to meet domestic and fire flow needs of the area.

Implementation Measure PF 4.5.A

The City shall prepare and maintain a water network analysis which demonstrates its ability to meet development standards and identifies system shortfalls.

Policy PF 4.6

The City shall include in its Capital Improvement Program system-wide improvements to the water supply and delivery system which are required to maintain current levels of service while extending service to newly developing areas.

Policy PF 4.7

New development of public facilities and services shall include water conservation features and drought resistant landscaping.

Policy PF 4.8

All water system improvements shall comply with the City of Chowchilla Public Works Construction Standards.

Solid Waste Management and Recycling

Objective PF 11

Provide for adequate recycling programs and solid waste disposal capacity.

Policy PF 11.1

Promote the reduction of the amount of waste disposed of in landfills by: reducing the amount of solid waste generated (waste reduction); reusing as much of the solid waste as possible (recycling); utilizing the energy and nutrient value of the solid waste (waste to energy and composting); and properly disposing of the remaining solid waste (landfill disposal).

Implementation Measure PF 11.1.A

The City of Chowchilla shall continue to investigate alternatives and implement source reduction at the household level, and methods of community-wide recycling and composting as ways of reducing waste and increasing the longevity of the Fairmead Sanitary Landfill.

Policy PF 11.2

The City of Chowchilla shall continue to coordinate on activities and studies with Madera County and others on waste management and recycling subject matters including, but not limited to, future Fairmead Sanitary Landfill expansion or new landfill facility requirements, waste stream disposal reduction programs, as feasible.

Wastewater

Objective PF 5

Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and future development at General Plan build-out.

Policy PF 5.1

Continue to provide sewer services and operate major public facilities.

Implementation Measure PF 5.1.A

The City shall acquire land and continue to pursue funding for the planning and expansion of the wastewater system as part of its Capital Improvement Program.

Policy PF 5.2

Require new development to be responsible for construction of all sewer lines serving such development (including oversizing of sewers); the costs of oversizing shall be borne by the beneficiary of the oversizing.

Policy PF 5.3

All sewer collection improvements shall comply with the City of Chowchilla Public Works Construction Standards.

Policy PF 5.4

The City shall condition the approval of new development projects on the availability of adequate wastewater treatment capacity and infrastructure to serve the new development.

Storm Drainage Facilities

Objective PF 6

Provide a stormwater drainage system that serves the General Plan level of development in a planned and orderly manner.

Policy PF 6.1

The City shall condition approval of development projects on the provision of adequate storm drainage improvements.

Policy PF 6.2

The City shall require the extension of storm drains to new areas in accordance with the phasing of a storm drainage master plan.

Implementation Measure PF 6.2.A

Prepare an updated Master Storm Drainage Plan to support General Plan and Phasing Area Concept Plan land uses, including proposed drainage facilities and estimated costs.

Policy PF 6.3

Detention basins should be considered for multiple use (recreation, parking, etc.), particularly larger basins, providing that the basic detention function is not lost or impaired, and maintenance and liability issues can be satisfactorily resolved.

Objective PF 7

Maintain storm drainage facilities to preserve their function and capacity.

Policy PF 7.1

Natural and manmade channels, detention basins, and other drainage facilities shall be maintained to ensure that their full use and carrying capacity is not impaired.

Policy PF 7.2

Continue to require new development to discharge storm water runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the project is providing drainage pursuant to an adopted drainage plan.

Implementation Measure PF 7.2.A

Consolidate policies, programs, and standards for flood control and storm drainage in a Storm Drainage ordinance.

Policy PF 7.3

When necessary, require new development to prepare hydrologic studies to assess storm runoff effects on the local drainage system and, if warranted, require new development to provide adequate drainage facilities and to mitigate increases in storm water flows and / or volume to avoid cumulative increases in downstream flows.

Implementation Measure PF 7.3.A

Development projects requiring disposal of stormwater into Ash Slough, Berenda Slough, or Chowchilla River shall provide a hydrological assessment of a project's potential effects on the local and regional storm drainage systems, so that the City can determine appropriate mitigation to ensure that system capacity and peak flow restrictions are not exceeded.

Policy PF 7.4

New and redevelopment projects shall prepare and provide to the City appropriate drainage studies that assess project storm runoff effects on the City storm drain system, as well as provide appropriate storm drainage facilities to ensure an increased risk of on or off-site flooding does not result from project implementation.

Policy PF 7.5

All drainage improvements shall comply with the City of Chowchilla Public Works Construction Standards.

Public Utilities

Objective PF 10

Provide adequate public utilities.

Policy PF 10.1

The City shall designate adequate, appropriately located land for utility uses.

Policy PF 10.2

The City shall continue to circulate development proposals to local utility providers, including Pacific Gas and Electric, SBC, local cable television providers, and water districts, for their review and comment and to ensure that they can and will provide service to development.

Policy PF 10.3

The City shall continue to work with local utility providers to allow them adequate time to prepare plans for servicing new planned growth.

Natural Gas and Electrical Services**Objective PF 12**

Provide adequate natural gas and electrical services.

Policy PF 12.1

The City shall designate adequate, appropriately located land for electric substations and for overhead or underground utility corridors.

Policy PF 12.2

The City of Chowchilla shall continue to circulate development proposals to purveyors of natural gas and electrical power to City residents and businesses for their review and comment and to ensure natural gas and electric services can and will be provided to the development.

Policy PF 12.3

The City of Chowchilla shall coordinate long term development planning with purveyors of natural gas and electrical power to City residents and businesses to service the City's designated planned growth areas.

Communications**Objective PF 13**

Improve and expand communication technology and services in the City of Chowchilla.

Policy PF 13.1

To the extent feasible and practical, all new residential, commercial, industrial and public facilities and services shall be wired for new communication / information technology.

Objective PF 14

Expand the use of communication / information technology to better inform the community's citizens.

Policy PF 14.1

The City of Chowchilla shall expand the use of cable television as a public access communications tool.

Policy PF 14.2

To the extent financial resources allow, the City of Chowchilla shall participate in the expansion of public access to internet and other current and emerging information technologies at existing and future libraries.

PUBLIC SAFETY ELEMENT

Flooding

Objective PS 2

Minimize risks of potential property damage and personal injury from flooding.

Policy PS 2.2

Development of urban uses, with the exception of passive recreation use areas and pedestrian / bicycle trails within a floodway or floodplain subject to a 100-year flood event shall be prohibited.

Implementation Measure PS 2.2.B

The City of Chowchilla shall only approve new residential, commercial or industrial, or redevelopment projects when the project is shown to be protected from a 100-year flood.

Policy PS 2.3

Preserve floodways and floodplains for non-urban uses with the exception of passive or active recreational development may be allowed in a floodplain with appropriate measures that avoid or minimize damage to recreation or structural improvements.

Implementation Measure PS 2.3.A

The floodways of Ash and Berenda Sloughs, to the extent feasible, shall be preserved in their natural state, and shall not be channelized or otherwise altered. Floodways should remain undeveloped and allowed to function as natural flood protection features in the City where flood waters are temporary conveyed during storm events.

Implementation Measure PS 2.3.B

The floodways of Ash Slough or Berenda Slough are not to be modified to accommodate new or redevelopment projects in the City beyond the installation of storm drain outfalls, utilities or bridges, or to restore floodway capacity, stabilize slough banks or to restore plant or wildlife habitat.

Fire Prevention and Response

Objective PS 4

Minimize risks of potential property damage and personal injury from wildland fires.

Implementation Measure PS 4.1.A

The City of Chowchilla shall evaluate all new and redevelopment projects located adjacent to Ash or Berenda Sloughs to assess its vulnerability to fire and its potential as source of fire.

Policy PS 4.2

New and redevelopment projects in which the elimination of a wildland fire hazard would require the significant removal of, or damage to, established trees and other riparian vegetation associated with Ash Slough or Berenda Slough shall not be permitted.

Implementation Measure PS 4.2.A

The City of Chowchilla shall review all new and redevelopment projects proposed within 500 feet of top of bank of Ash or Berenda Slough for conformity with the Wildland-Urban Interface Code. Development within designated Fire Hazard Severity Zone shall be in compliance with California Public Resources Code Section 4291.

Objective PS 5

Protect property in urbanized areas from fire hazards.

Policy PS 5.1

Ensure that new fire stations, personnel and equipment are provided to sufficiently meet the needs of the City as it grows in size and population.

Implementation Measure PS 5.1.A

The City of Chowchilla shall endeavor to meet / maintain a response time of five (5) minutes for all areas within the City Limits.

Implementation Measure PS 5.1.B

The City of Chowchilla shall endeavor to meet and maintain a ratio of 2.8 fire personnel per 1,000 population.

Implementation Measure PS 5.1.C

The City of Chowchilla shall integrate fire safety considerations in the planning review and approval process.

Implementation Measure PS 5.1.D

The City of Chowchilla shall acquire land and construct additional fire stations to maintain acceptable response times throughout the 2040 General Plan Planning Area.

Implementation Measure PS 5.1.D

Fire stations and facilities shall be considered consistent with all land use designations in the General Plan and all zoning districts. The station's architectural

design and landscape of new fire stations shall be complementary with surrounding land uses.

Policy PS 5.2

New and redevelopment projects shall mitigate fire hazards related to urban development or patterns of urban development as they are identified.

Implementation Measure PS 5.2.A

The City of Chowchilla shall analyze the additional service demands for fire services and, as necessary, require new development to provide funding to meet the cost of expanding the service.

Implementation Measure PS 5.2.B

The City of Chowchilla shall require property owners to remove fire hazards, structures, materials and debris as directed by the Fire Department.

Policy PS 5.3

Ensure that potential fire impacts are adequately addressed through the environmental review process and appropriate mitigation is imposed.

Implementation Measure PS 5.3.A

The City of Chowchilla development review and approval process shall continue to involve the Chowchilla Volunteer Fire Department.

Implementation Measure PS 5.3.B

The City of Chowchilla's development review process shall ensure no residential, commercial or industrial land use project is constructed without adequate fire services, personnel, equipment available.

Policy PS 5.4

Pursue strategies to improve the City of Chowchilla's Insurance Service Office (ISO) rating.

Implementation Measure PS 5.4.A

The City of Chowchilla shall provide fire station facilities, equipment and staffing necessary to improve the City's ISO rating of 5³.

Implementation Measure PS 5.4.B

The City of Chowchilla shall identify non-contiguous streets and other barriers to rapid response and pursue measures to eliminate the barriers.

Implementation Measure PS 5.4.C

³ Note: Current ISO rating is 6.

The City of Chowchilla shall develop and provide public outreach and education to the community regarding fire safety and prevention.

Policy PS 5.5

The City of Chowchilla shall continue to cooperate with the Madera County Fire Department in the provision of fire protection services through a mutual aid agreement.⁴

Policy PS 5.6

The City of Chowchilla shall require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, as well as provide evacuation routes, where applicable.

Policy PS 5.7

The City of Chowchilla shall ensure adequate fire flow requirements are maintained throughout the City.

Policy PS 5.8

The City of Chowchilla shall consider protection from fire hazards in all planning, regulatory and capital improvement programs.

Policy PS 5.9

The City shall continue to promote public awareness and prevention of fire hazards through fire prevention programs.

Policy PS 5.10

The City of Chowchilla shall maintain a weed abatement program to ensure clearing of dry vegetation. Weed abatement activities shall be conducted in a manner consistent with all applicable environmental regulations.

Implementation Measure PS 5.10.A

Continue with an intensive weed abatement program to minimize fire hazards near urban uses.

Objective PS 6

Provide high quality emergency services to protect life and property in the City of Chowchilla.

Policy PS 6.1

Provide for efficient and cost effective fire and emergency medical service to minimize potential injury, loss or destruction to persons or property.

Implementation Measure PS 6.1.B

⁴ City of Chowchilla has both an Auto-Aid agreement as well as a mutual aid agreement. Auto-Aid is for areas immediately around the City and Mutual-Aid is for areas further out but within the Chowchilla High School District.

Potential fire hazards shall be identified in project review and shall be mitigated to an acceptable level.

Implementation Measure PS 6.1.C

To the extent feasible, the City of Chowchilla shall maintain Fire Marshall inspection services to ensure that new and remodel construction complies with Uniform Fire Code requirements, and that commercial and industrial buildings are meeting minimum fire prevention and safety requirements.

Implementation Measure PS 6.1.D

Maintain mutual aid with Madera County.

Implementation Measure PS 6.1.E

Maintain emergency fire dispatch services at an acceptable level and to the extent feasible maintain mutual aid communications channels with Madera County Central Dispatch.

Policy PS 6.2

Minimize urban fire hazards within the Chowchilla Planning Area.

Implementation Measure PS 6.2.A

The City of Chowchilla shall minimize the dependency of new commercial, industrial, and mixed-use development on fire-fighting personnel and equipment by requiring on-site fire suppression systems (e.g., sprinklers, alarm), utilization fire resistant construction material and other measures, as appropriate.

Implementation Measure PS 6.2.B

All new development shall be constructed according to the fire safety and structural standards contained in the latest adopted Uniform Building Code (UBC) and related regulations.

Law Enforcement

Objective PS 7

Provide high-quality police services to all residents and businesses in the City of Chowchilla.

Policy PS 7.1

Provide staff and financial resources to ensure adequate and equitable distribution of police services

Policy PS 7.2

Promote community order by preventing criminal activity, enforcing laws, and meeting community police service demands.

Implementation Measure PS 7.2.A

Maintain the 911 emergency system and promote Neighborhood Watch systems and similar crime prevention activities and programs through schools and community organizations.

Implementation Measure PS 7.2.B

Design defensible public and private spaces to minimize opportunities for criminal activity.

Implementation Measure PS 7.2.C

Maintain mutual aid agreements with Madera County and neighboring County law enforcement agencies and the California Highway Patrol.

Implementation Measure PS 7.2.D

Law enforcement hazards shall be identified in project review and shall be prevented or mitigated to an acceptable level.

Policy PS 7.3

Coordinate with the Madera County Sheriff's Department in its effort to provide law enforcement services within the unincorporated areas of the 2040 General Plan Planning Area.

Policy PS 7.4

Endeavor to provide minimum response time of five minutes on all priority calls.

Objective PS 8

To provide protection to the public through adequate police staffing and related resources, effective law enforcement and the incorporation of crime prevention features in new development.

Policy PS 8.1

The City of Chowchilla shall maintain an average response time of five minutes or less for priority calls.

Policy PS 8.2

The City of Chowchilla shall maintain a minimum ratio of 1.5 sworn officers per 1,000 population.

Policy PS 8.3

The City of Chowchilla shall promote public safety programs, including neighborhood watch, child identification and fingerprinting and other public education efforts.

Policy PS 8.4

The City of Chowchilla shall promote the use of building and site design features as a means for crime prevention and reduction.

Implementation Measure PS 8.4.A

The City of Chowchilla development review and approval process shall continue to involve the Chowchilla Police Department.

New Development Responsibility**Objective PS 9**

New development shall pay fees as necessary to meet all identified costs associated with new development.

Policy PS 9.1

Ensure that potential law enforcement needs are adequately addressed through the environmental review process and appropriate mitigation is imposed.

Implementation Measure PS 9.2.B

The City of Chowchilla's development review process shall ensure no residential, commercial or industrial land use project is constructed without adequate law enforcement services, personnel, equipment available.

Policy PS 9.2

New development shall be responsible for paying a financial contribution to mitigate the effect of the development on the provision of such public services as police and fire protection, solid waste disposal, public education, water, drainage, and sewer facilities.

Implementation Measure PS 9.2.A

During deliberation on proposed projects, the Planning Department shall include a finding in their staff report which addresses the adequacy of public services and the method by which the proposed development is to provide for these public services as part of the development.

Policy PS 9.3

The City shall acquire land and construct additional structures for fire and police services to maintain acceptable response times throughout the General Plan Area.

Implementation Measure PS 9.3.A

The City shall analyze the additional service demands for fire and police services and, as necessary, require new development to provide funding to meet the cost of expanding the service.

Implementation Measure PS 9.3.B

Public buildings and facilities shall be considered consistent with all land use designations in the General Plan and all zoning districts. The architectural design and landscaping of new public buildings and facilities shall be complementary with surrounding land uses.

Policy PS 9.4

Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities.

Hazardous Material

Objective PS 10

Protect the City of Chowchilla and its environment from harmful effects of hazardous materials.

Policy PS 10.10

Business practices using; storing or producing hazardous materials shall be located at a safe distance from other uses that may be adversely affected by such activities. Sensitive receptors such as schools, hospitals, day care centers, convalescent homes, and other immobile populations shall be considered during the review process.

Implementation Measure PS 10.10.A

The City of Chowchilla shall restrict the storage of hazardous material in industrial areas which are located near sensitive receptors.

Policy PS 10.11

Any risks involving the disposal, transport, manufacture, storage and handling of hazardous material in the City of Chowchilla shall be evaluated in the project review and approval process.

Implementation Measure PS 10.11.E

The City of Chowchilla shall consider the potential harmful effects from toxic air contaminants or emissions on sensitive receptors when approving the siting of new industrial facilities or when a change is proposed in existing industrial uses.

Objective PS 12

Minimize risks of personal injury associated with potential hazards in the urban environment.

Policy PS 12.1

Potential public safety hazards associated with irrigation canals and drainage areas shall be minimized by design, fencing or by restricting public access.

Implementation Measure PS 12.1.A

The City of Chowchilla shall develop and establish design guidelines and standards for publicly accessible irrigation facilities, sloughs, detention basins and drainage facilities to minimize potential for accidents and injury. Design guidelines and standards shall promote a visually attractive environment consistent with the form and character of the surroundings.

Transportation Networks

Objective PS 13

Protect the community from potential airport and air transportation hazards.

Policy PS 13.2

When planning for development near the Chowchilla Airport anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety.

Policy PS 13.3

Encourage development in the vicinity of the Chowchilla Municipal Airport would not cause land use conflicts, hazards to aviation or hazards to the public and that is in compliance with the Madera County Land Use Compatibility Plan for the Airport.

Policy PS 13.4

Maintain the Protection Overlay Zone for the Chowchilla Municipal Airport, as required for safety for both the present runway configuration⁵.

Policy PS 13.9

Ensure development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Madera County Airport Land Use Compatibility Plan.

NOISE ELEMENT

Objective N 1

Minimize noise levels from point sources throughout the City and, wherever possible, mitigate the effects of noise to provide a safe and healthful environment.

Policy N 1.4

The City of Chowchilla shall prohibit the development of new commercial, industrial or other noise generating land use adjacent to existing residential uses, or other sensitive noise receptors such as schools, healthcare facilities, libraries and churches if noise levels are expected to exceed 65 dBA Ldn measured at the property line of the noise sensitive land use.

Policy N 1.10

Continue to consider noise concerns in evaluating all proposed development decisions where residential uses could be impacted by commercial, industrial, and roadway projects.

Objective N 2

⁵ Policy PS 13.4 should read: "Maintain the Protection Overlay Zone for the Chowchilla Municipal Airport, as required for safety for both the present and future runway configuration."

Minimize the adverse effects of airport related noise through proper land use planning.

Policy N 2.1

Ensure that new development can be made compatible with the noise environment by using the standards in, and airport noise contours identified in Figure N - 3, as guides to future planning and development decisions.

Policy N 2.4

Utilize the Airport Protection Overlay Zone, as appropriate, in review of development projects in the vicinity of Chowchilla Municipal Airport.

Objective N 4

Establish appropriate noise levels, design standards, and noise reduction techniques for all areas to minimize the adverse effects of noise.

Policy N 4.2

The City shall require that industrial and commercial uses be designed and operated so as to avoid generation of noise effects on surrounding sensitive land uses.

Policy N 4.3

The City of Chowchilla shall grant exceptions to the noise standards for commercial or industrial uses only if a recorded noise easement is conveyed by the affected property owners.

Implementation Measure N 4.3. A

Project applicants for project developments in areas identified as either conditionally unacceptable range or normally unacceptable shall prepare an acoustical analysis and, if necessary, identify possible mitigation measures to reduce the effects to noise levels to acceptable levels.

Appendix B

CITY OF CHOWCHILLA

TREE AND PLANT HANDBOOK

August 2018

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INTRODUCTION

PURPOSE

The City of Chowchilla Tree and Plant Handbook was created to provide plant and tree selection guidance for public spaces and new infrastructure projects through an approved set list of trees and plants. Each tree and plant species has an individual profile that outlines aesthetic and care characteristics.

SUMMARY OF CATEGORIES

BOTANICAL NAME

A botanical name is a formal scientific name conforming to the International Code of Botanical Nomenclature (ICBN) for algae, fungi, and plants. The trees and plants are listed in alphabetical order by botanical name.

COMMON NAME

A common name of a tree or plant is a name that is based on the normal language of everyday life.

TYPE

DECIDUOUS

A plant or tree that sheds its leaves seasonally or at a certain stage of development in the life cycle.

EVERGREEN

A plant or tree that retains leaves or needles throughout the year.

PERENNIAL

Perennial plants live for more than two years. They return year after year and continue growing until they reach maturity, which varies by plant.

GRASS

Vegetation consisting of plants with long narrow leaves, growing wild or cultivated on lawns and pasture, and as a fodder crop.

VINE

Any plant having a long, slender stem that trails or creeps on the ground or climbs by winding itself about a support or holding fast with tendrils or claspers.

SIZE

This category indicates the maximum growth size of the trees and plants at full maturity. For trees, the dimensions are shown as height of the tree (from ground to top of canopy) by the width of the drip line. For plants, the dimensions are shown as the height by the width of the plant material itself.

PARKWAY

A parkway is an open landscaped area, which exists between walkways and streets. The parkway category indicates whether or not the specified tree would be appropriate between the back of the curb and sidewalk. This will help prevent the planting of trees that would be too big for the designated area that could result in lifted and cracked sidewalks.

SUNSET ZONE

Climate zones are assigned by the Sunset Western Garden Book to determine the survivability of plant species in gardens. The zones are assigned based on six key factors, latitude elevation, ocean, influence, continental air influence, mountains and hills and local terrain. The City of Chowchilla is in Sunset Zone 8.

CALIFORNIA NATIVE

This category indicates whether or not the tree or plant species is domestic to California.

WATER USE

This category indicates the amount of water that would need to be used to adequately nourish the identified plant or tree. The species chosen and listed are rated as having very low, low or moderate water usage as a promotion of water-efficient strategies. This rating is based on the Water Use Classification of Landscape Species (WUCOLS) Version 4. This is a requirement of the Model Water Efficient Landscape Ordinance (MWELO) set by the Department of Water Resources.

ATTRACTS

This category indicates if the plant is an attractive habitat for Bees or Butterflies.

TURF

Turf refers to a ground cover surface of mowed grass. Annual bluegrass, Kentucky bluegrass, Perennial ryegrass, Red fescue and Tall fescue are cool-season grasses. Bermuda grass, Kikuyugrass, Seashore Paspalum, St. Augustine grass, Zoysia grass and Buffalo grass are warm-season grasses. Turf shall be limited to warm-season grasses, less than 25% of the landscaped area and not allowed in commercial sites or street medians. Turf shall not be planted on sloped areas which exceed a slope of 1 foot of vertical elevation change for every 4 feet of horizontal length.

TREE LIST

ACCA SELLOWIANA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Pineapple Guava	Evergreen	15' x 15'	Yes	7-9, 12-24	No	Low	
ACER BUERGERANUM							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Trident Maple	Deciduous	20'x20'	Yes	5-9	No	Moderate	
ACER RUBRUM 'OCTOBER GLORY'							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Red Maple	Deciduous	45'x35'	Yes	1-9	No	Moderate	
ACER RUBRUM 'RED SUNSET'							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Red Maple	Deciduous	45'x35'	Yes	1-9, 14-19	No	Moderate	
CEDRUS DEODORA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Deodar Cedar	Evergreen	45'x25'	No	3-10, 14-29	No	Low	
EUCALYPTUS PARVULA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Small Leaf Gum	Evergreen	40'x40'	No	7-11	No	Low	Butterflies
FRAXINUS AMERICANA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
White Ash	Deciduous	70'x70'	No	1-9, 14-24	No	Moderate	
GINKGO BILOBA 'AUTUMN GOLD'							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Maidenhair Tree	Deciduous	50'x50'	Yes	1-10, 12,	No	Moderate	
LAURUS NOBILIS							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Sweet Bay	Evergreen	15'x15'	Yes	5-9, 15-24	No	Low	
LAGERSTROEMIA INDICA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Crape Myrtle	Deciduous	30'x20'	Yes	7-10, 12-14	No	Low	
LIQUIDAMBER STYRACIFLUA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Sweet Gum	Deciduous	45'x30'	No	1-12, 14-24	No	Moderate	
MAGNOLIA GRANDIFLORA 'D.D. BLANCHARD'							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Blanchard Southern Magnolia	Evergreen	50'x30'	Yes	4-12, 14-24	No	Moderate	
MAGNOLIA GRANDIFLORA 'LITTLE GEM'							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Dwarf Magnolia	Evergreen	25'x15'	Yes	4-12, 14-24	No	Moderate	

NYSSA SYLVATICA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Black Tupelo	Deciduous	40'x25'	Yes	2-10, 14-21	No	Moderate	
PINUS CANARIENSIS							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Canary Island Pine	Evergreen	70'x20'	No	8, 9, 12-24	No	Low	
PINUS HALEPENSIS							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Aleppo Pine	Evergreen	50'x30'	No	7-9, 11-24	No	Low	
PINUS NIGRA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Austrian Black Pine	Evergreen	50'x20'	No	2-10, 14-21	No	Moderate	
PINUS PINEA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Italian Stone Pine	Evergreen	50'x20'	No	8, 9, 12-24	No	Low	
PISTACIA CHINENSIS							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Chinese Pistache	Deciduous	35'x35'	Yes	4-16	No	Low	
PYRUS KAWAKAMII							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Evergreen Pear	Deciduous	25'x30'	Yes	8, 9, 12-24	No	Moderate	
QUERCUS AGRIFOLIA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Coast Live Oak	Evergreen	60'x60'	Yes	7-9, 14-24	Yes	Very Low	
QUERCUS COCCINEA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Scarlet Oak	Deciduous	60'x45'	Yes	2-10, 14-24	No	Moderate	
QUERCUS ILEX							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Holly Oak	Evergreen	50'x50'	Yes	4-24	No	Low	
QUERCUS LOBATA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Valley Oak	Deciduous	60'x50'	No	3-9, 11-24	Yes	Low	
QUERCUS RUBRA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Red Oak	Deciduous	60'x60'	Yes	1-10, 14-24	No	Moderate	

QUERCUS SUBER							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Cork Oak	Evergreen	70'x70'	Yes	5-16, 18-24	No	Low	
QUERCUS WISLIZENII							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Interior Like Oak	Evergreen	50'x50'	Yes	7-9, 14-16	Yes	Very Low	
TILIA CORDATA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Little Leaf Linden	Deciduous	60'x40'	Yes	1-17	No	Moderate	Butterflies
VITEX AGNUSCASTUS							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Chaste Tree	Deciduous	20'x20'	Yes	4-24	No	Low	Butterflies
ZELKOVA SERRATA							
Common Name	Type	Size	Parkway	Sunset Zone	CA Native	Water Use	Attracts
Sawleaf Zelkova	Deciduous	60'x60'	Yes	3-21	No	Moderate	

PLANT LIST

ABELIA GRANDIFLORA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Glossy Abelia	Evergreen	6'x5'	4-24, 28-35	No	Moderate	
AGAPANTHUS AFRICANUS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Lily of the Nile	Evergreen	3'x2'	8-11	No	Moderate	
ALLIUM TUBEROSUM						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Garlic Chives	Herbaceous	16"x6"	4-10	Yes	Very Low	Butterflies
ANIGONZANTHOS FLAVIDUS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Kangaroo Paw	Perennial	4'x3'	12-13, 15-24	No	Low	
ARBITUS UNEDO 'COMPACTA'						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Dwarf Strawberry Tree	Evergreen	6'x5'	4-24	No	Low	
ARGYANTHEMUM FRUTESCENS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Marguerite Daisy	Perennial	3'x3'	14-24	No	Moderate	Butterflies
ASCLEPIAS FASCICULAPIS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Narrowleaf Milkweed	Perennial	3'x3'	6-10	Yes	Moderate	Butterflies
BACCHARIS PILULARIS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Dwarf Coyote Bush	Evergreen	2'x8'	5-11, 14-24	Yes	Low	Butterflies
BERBERIS AQUIFOLIUM (MAHONIA)						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Oregon Grape Holly	Evergreen	5'x5'	2-12, 14-24	Yes	Moderate	
BERBERIS THUNBERGII						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Barberry	Evergreen	4'x4'	1-24	No	Moderate	
BUDDLEJA DAVIDII						
Common Name	Type	Size	Sunset Zone	Ca Native	Water Use	Attracts
Butterfly Bush	Deciduous	7'x5'	5-9	No	Moderate	Butterflies
CALAMAGROSTIS ACUTIFLORA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Feather Reed Grass	Grass	6'x2'	2-24	No	Low	
CALLISTEMON CITRINUS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Bottlebrush	Evergreen	5'x3'	1-24	No	Low	Butterflies
CALLISTEMON 'LITTLE JOHN'						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Dwarf Bottlebrush	Evergreen	2'x3'	1-24	No	Low	Butterflies
CAMELLIA SASANQUA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Sasanqua Camellia	Evergreen	6'x6'	4-9, 12, 14-24	No	Moderate	

CAREX FLACCA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Blue Sedge	Grass	1'-2'	4-9, 14-24	No	Moderate	

CAREX SPISSA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
San Diego Sedge	Grass	18"x18"	4-9, 12-24	No	Low	

CONVOLCULUS CNEORUM						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Bush Morning Glory	Evergreen	2'x3'	7-9, 14-24	No	Low	

CONCOLVULUS MAURITANICUS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Ground Morning Glory	Evergreen	6"x4'	4-9, 14-24	No	Low	

COTONEASTER SPP.						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Bearberry Cotoneaster	Evergreen	Varies	2-24	No	Low	Butterflies

CUPRESSUS SEMPERVIRENS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Italian Cypress	Evergreen	60'x6'	4-24	No	Moderate	

DIANELLA TASMANICA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Tasman Flax Lily	Grass	16"x12"	8, 9, 14-24	No	Moderate	

DIETES BICOLOR						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Fortnight Lily	Grass	3'x3'	8, 9, 12-24	No	Low	

DISTICTIS BUCCINATORIA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Blood Red Trumpet Vine	Vine	Up to 40'	8, 9, 14-24	No	Moderate	

DODONAEA VIScosa 'PURPUREA'						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Purple Hopseed Bush	Evergreen	10'x6'	7-9, 12-24	No	Low	

EUONYMUS JAPONICUS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Evergreen Euonymus	Evergreen	6'x6'	4-20	No	Low	

FESTUCA GLAUCA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Blue Fescue	Grass	1'x1'	1-24	No	Low	

FICUS PUMILA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Creeping Fig	Vine	Up to 20'	8-24	No	Moderate	

GAZANIA SPP.						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Gazania	Evergreen	1'x2'	8-24	No	Moderate	

GREVILLEA SPP.						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Grevillea	Evergreen	4'x5'	8, 9, 12-24	No	Low	
HEDERA HELIX						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
English Ivy	Vine	Up to 40'	3-24	No	Moderate	
HELIOTRICHON SEMPERVIRENS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Blue Oat Grass	Grass	2'x3'	2-24	No	Low	
HEMEROCALLIS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Daylily	Perennial	Varies	All	No	Moderate	Butterflies
KNIPHOFIA UVARIA HYBRIDS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Red Hot Poker	Perennial	3'x3'	1-9, 14-24	No	Low	
LANTANA MONTEVIDENSIS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Lantana	Evergreen	Varies	8-10, 12-24	No	Low	Butterflies
LAVANDULA SPP.						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Lavender	Evergreen	Varies	4-24	No	Low	Butterflies
LIGUSTRUM JAPONICUM						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Waxleaf Privet	Evergreen	8'x5'	4-24	No	Low	Butterflies
LIRIOPE SPP.						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Lilyturf	Grass	1'x1'	5-10, 12-24	No	Moderate	
LOROPERALUM CHINENSE						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Fringe Flower	Evergreen	5'x5'	4-9, 14-24	No	Moderate	
MELALEUCA NESOPHILA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Pink Melaleuca	Evergreen	15'x15'	13, 16-24	No	Low	
MISCANTHUS SINENSIS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Eulalia Grass	Grass	6'x5'	2-24	No	Moderate	
MUHLENBERGIA CAPILLARIS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Pink Muhly	Grass	4'x4'	7-24	No	Low	

MUHLENBERGIA RIGENS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Deer Grass	Grass	5'x3'	4-24	Yes	Low	
MYOPORUM PARVIFOLIUM						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Trailing Myoporum	Evergreen	6"x8'	8, 9, 12-24	No	Low	
NANDINA DOMESTICA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Heavenly Bamboo	Evergreen	Varies	5-24	No	Low	
OSMANTHUS SPP.						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Sweet Olive	Evergreen	12'x12'	5-9, 12-24	No	Moderate	
PARTHENOCISSUS TRICUSPIDATA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Boston Ivy	Vine	Up to 20'	4-24	No	Moderate	
PENNISETUM SETACEUM						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Fountain Grass	Grass	Varies	8-24	No	Low	
PHORMIUM TENAX						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
New Zealand Flax	Evergreen	Varies	7-9, 14-24	No	Low	
PHOTINA FRASERI						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Fraser Photinia	Evergreen	12'x10'	4-24	No	Moderate	
PINUS MUGO						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Mugo Pine	Evergreen	3'x6'	1-11, 14-24	No	Low	
PITTOSPORUM TOBIRA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Mock Orange	Evergreen	Varies	8-24	No	Moderate	
RHAPHIOLEPIS INDICA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Indian Hawthorne	Evergreen	Varies	4-24	No	Moderate	Butterflies
RHAPHIOLEPIS UMBELLATA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Yeddo Hawthorne	Evergreen	Varies	4-24	No	Low	Butterflies
RHODODENDRON SPP.						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Azelea	Evergreen	Varies	8-9, 14-24	No	Moderate	Butterflies

ROSA BANKSIAE						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Lady Banks Rose	Evergreen Vine	Up to 20'	4-24	No	Low	Butterflies
ROSA CALIFORNICA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
California Wild Rose	Evergreen	8'x10'	4-24	Yes	Low	Butterflies
ROSA HYBRIDS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Rose	Deciduous	Varies	4-24	No	Moderate	
ROSMARINUS CYS.						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Trailing Rosemary	Evergreen	1'x8'	4-24	No	Low	Butterflies
ROSMARINUS OFFICINALIS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Rosemary	Evergreen	6'x4'	4-24	No	Low	Butterflies
SALVIA GREGGII						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Autumn Sage	Evergreen	Varies	8-24	No	Low	Butterflies
SALVIA LEUCANTHA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Mexican Bush Sage	Evergreen	3'x3'	12-24	No	Low	Butterflies
SANTOLINA SPP.						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Lavender Cotton	Evergreen	2'x3'	2-24	No	Low	
SPIRAEA SPP.						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Spiraea	Evergreen	Varies	1-11, 14-21	No	Moderate	Butterflies
TEUCRIUM CHAMAEDRYS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Germander	Evergreen	1'x2'	4-24	No	Low	Butterflies
TEUCRIUM FRUTICANS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Bush Germander	Evergreen	5'x5'	4-24	No	Low	Butterflies
TRACHELOSPERMUM ASIATICUM						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Asiatic Jasmine	Evergreen Vine	Up to 8'	6-24	No	Moderate	

TULBAGHIA VIOLACEA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Society Garlic	Evergreen	2'x1'	8-9, 13-24	No	Low	
VIBURNUM TINUS						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Laurentinus	Evergreen	10'x5'	4-10, 12, 13	No	Moderate	Butterflies
WESTRINGIA FRUTICOSA						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Coast Rosemary	Evergreen	6'x6'	8, 9, 14-24	No	Low	
XYLOSMA CONGESTUM						
Common Name	Type	Size	Sunset Zone	CA Native	Water Use	Attracts
Shiny Xylosma	Evergreen	10'x8'	8-24	No	Low	



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