

4. Errata, Corrections or Changes to the General Plan Text, Rancho Calera Specific Plan and Draft EIR

General Plan

Land Use Element

Goals

- Ensure the City's future growth will proceed in an orderly manner that promotes efficient and equitable provision of public ***facilities and*** services and provides for the protection of sensitive agricultural and biotic habitats

Objective LU 1

Maintain a balance between the cost of providing efficient community services, ***public facilities and services for the community*** and the benefits associated with continued residential growth.

Implementation Measure LU 1.1.D (New)

School sites shown on the Land Use Map are conceptual and considered "floating", and shall be located and be of a size that is determined by the Chowchilla Elementary School District and/or the Chowchilla Union High School District based on the planning criteria of the school districts and consistent with State regulations, requirements, guidelines and recommendations.

Implementation Measure LU 1.1.E (New)

The City shall coordinate, cooperate and collaborate in the review and consideration and work together with the Chowchilla Elementary School District and the Chowchilla Union High School District in order to implement the goals, policies, rules, regulations and requirements of the districts and to provide for the siting, construction and financing of interim and permanent school facilities in compliance with the master plans of the districts in accordance with then current law.

Implementation Measure LU 7.2. B (New)

The City shall review all projects for potential health risks, including those projects that would otherwise appear to be exempted form CEQA requirements. Should a project contain or potentially contain health risks, the project proponent shall consult with the San Joaquin Valley Air Pollution Control District prior to receiving entitlements from the City.

Implementation Measure LU 12.1.B (New)

Should a project contain or potentially contain health risks, the project proponent shall consult with the San Joaquin Valley Air Pollution Control District prior to receiving entitlements from the City.

Policy LU 17.4

The City will seek an agreement with Madera County to control and regulate growth east of the Planning Area boundary at Road 19 and SR 99 to maintain an agricultural buffer of at least ½ mile between the community of Fairmead and the City. ~~In no circumstances~~ **Only under the following circumstances will the City consider extending public utilities or services beyond the eastern Planning Area Boundary:**

- 1. where Madera LAFCo, with the consent of the City, establishes a Secondary Sphere of Influence**
- 2.** Unless a reasonable position can be taken that such infrastructure is necessary to support only the HSR Heavy Maintenance Facility, extension of major road facilities that provide improved access to the State system, or another major jobs producing industry.

Objective LU 18

Require pre-zoning and annexation proposals to ensure **that infrastructure and public facilities and services** development ~~are~~ consistent with overall City **and other public agency** plans and that the City **and other public agencies** can reasonably extend services within the proposed development timeframe.

Policy LU 18.1

Master Plans or Specific Plans prepared by annexation and development applicants of 20 acres or more shall address **the method and means of providing for** 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, **utilities**, 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 **infrastructure and** public facilities such as roadways, water **supply and storage, waste water collection transmission and treatment, storm drainage collection, storage and disposal**, parks, public safety facilities, schools **facilities**, etc. will provide service to, or be expanded ~~at~~

~~the time of development into~~ in the master plan area **at time of need, as solely and reasonably determined by the public agency responsible for the infrastructure and/or public facilities.**

Objective 20

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

Policy LU 20.2 (New)

Coordinate, cooperate, and collaborate and work together with the Chowchilla Elementary School District and the Chowchilla Union School District in the planning, siting, designation, and reservation of school sites at the time of need, as solely and reasonably determined by the applicable school district, within a planning area, ensuring that the following are included in subdivision improvement plans for development:

- 1. Utilities, including, but not limited to, water, sewer, natural gas, and conduit and wiring for electricity, telephone, computer cable, television and fiber optics, stubbed to the property lines of school sites as may be recommended by the school districts.**
- 2. Off-Site improvements including, but not limited to, full width street pavement surfacing, curbs, gutters, lighting, landscaping and parkways, sidewalks and driveway aprons, and protected frontage drop-off/pick-up lane (cut-out) for busses and private vehicles on one side of school sites as may be recommended by the school districts.**
- 3. School sites shall be mass graded in accordance with the grading plan for the entire subdivision.**

Policy LU 20.3 (New)

School sites shown on the Land Use Map are conceptual and considered "floating", and shall be located and be of a size that is determined solely by the Chowchilla Elementary School District and the Chowchilla Union High School District based on the planning criteria of the school districts, and identified in school district master plans, based on the planning criteria of the school districts and consistent with State regulations, requirements, guidelines and recommendations.

Policy LU 20.4 (New)

In order to assure the residents of the City have adequate school facilities, the City shall require the reservation of school facility sites as requested and in

accordance with the master planning of school districts responsible for the development and operation of school facilities.

Implementation Measure LU LU 20.4.A

The City may adopt an ordinance, or provide for such other legal mechanism for requiring the reservation of school facility sites within a development subject to the following conditions:

- a) The reserved site is of such size and shape as to permit the balance of the property within which the reservation is located to develop in an orderly and efficient manner.**
- b) The amount of land reserved will continue to make development of the remaining land held by the developer economically feasible.**
- c) The reserved area shall conform to the adopted specific plan, area plan or General Plan and shall be in such multiples of streets and parcels as to permit an efficient division of the reserved area in the event that it is not acquired within the prescribed period.**
- d) The school district for whose benefit an area has been reserved shall, at the time of approval of the final map or parcel map, enter into a binding agreement to acquire such reserved area within two years after the completion and acceptance of all improvements, unless such period of time is extended by mutual agreement. In the event that the school district requires and acquires the reserved area prior to the completion and acceptance of the improvements, the school district shall install the required improves to gain access to, develop and use the property, and the developer and the school district shall enter into a developer reimbursement agreement for the cost of the improvements installed and funded by the school district, thereby precluding the requirement that the developer install improvement at the time of need as soley and reasonably determined by the school district.**
- e) The purchase price shall be the appraised market value thereof at the time of the filing of the tentative map plus the actual taxes against such reserved area from the date of the reservation, and any other actual costs incurred by the developer in the maintenance of such reserved area, including interest costs incurred on any loan covering such reserved area, all as may be agreed to in the binding agreement**

f) If the school district for whose benefit an area has been reserved does not enter into such a binding agreement, the reservation of such area shall automatically terminate.

Notwithstanding the foregoing, the school districts maintain the authority to secure a school facility site by whatever other means the school district has authority for, as provided for in the then current State law, including but not limited to eminent domain, dedication, donation, and negotiated purchase, etc.

Jobs / Housing Relationship

Objective LU 21

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

Policy LU 21.1

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

Air Quality and Sustainability

Objective LU 22

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

Policy LU 22.1

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

Implementation Measure LU 22.1. A

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

1. Incorporation of public transit stops;

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

Implementation Measure LU 22.2. B

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

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

Implementation Measure LU 22.1. C

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

Implementation Measure LU 21.1. D

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

Circulation Element

Goal

- ❖ **Plan for, create, and maintain an efficient, cost effective, safe, and coordinated multi-modal (auto, bus, pedestrian, bicycle, etc.) circulation system, serving the needs of a variety of users.**

Implementation Measure CI 3.1.F

- a. **The design, construction and operation of new transportation and circulation infrastructure shall protect access/egress to and from existing and planned future community public facilities. During the design phase of the individual improvement project, community amenities and public facilities shall be identified, and access/egress**

to and from them during construction and operation shall be considered in the design of the individual improvement project.

- b. **The individual project proponent/applicant or the City shall design roadway improvements, in a manner that minimizes barriers to pedestrians and bicyclists during construction and operation. During the design phase, pedestrian and bicycle routes shall be determined that permit easy connections to community amenities and public facilities nearby in order not to divide the communities.**

- c. **The individual project proponent/applicant or the City shall evaluate school pedestrian, bicycle, school district transportation, and private passenger transportation routes to school facilities and identify mitigation measures to provide for the safe, hazard free, and efficient routes to minimize the disruption to neighborhood and community schools during construction and operation.**

Policy CI 9.1

Incorporate bicycle and pedestrian trails in future development projects **and establish safe route bicycle lanes and pedestrian paths/trails from residential developments to school sites.**

Policy CI 9.2 is amended to read:

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

Implementation Measure CI 9.3.A

*Encourage the use of "daylighted" cul-de-sacs for residential sidewalks to increase pedestrian access to Arterial or Collect or streets, **and efficient routes to schools and parks.***

Objective CI 10

Achieve a coordinated regional and local transportation system that minimizes traffic congestion, **and potential environmental impacts on sensitive receptors** and efficiently serves users, **including during the construction, operation and use of the projects to implement the circulation and transportation systems of the City.**

Policy CI 10.4(New)

The City shall review, consider and work together with the Chowchilla Elementary School District and the Chowchilla Union High School District Cooperate in the

planning and construction of circulation projects in order to minimize traffic conflicts and impacts, congestion and rerouting to gain access/egress to schools.

Policy CI 10.5 (New)

To the extent practical, environmental impacts from project specific and cumulative construction, on-going operation and use of a transportation project to sensitive receptors land uses, facilities and activities shall be feasibly mitigated to a level of less than significant based on project specific environmental impacts studies where necessary to determine the extent of potential impacts. The individual proponent/applicant or the governmental agency proposing to undertake the project shall be responsible for completing such studies, analysis, or report which identifies potential impacts and feasible mitigation measures for noise, vibration, air quality, and traffic congestion and safety. The individual proponent/applicant or the governmental agency proposing to undertake the project shall incorporate into the proposed project such feasible mitigation measures and monitor the project for compliance with all adopted project-specific and cumulative mitigation measures.

Implementation Measure CI 10.5.A

- 1. Prior to commencing the construction activities on individual transportation and circulation projects, the individual project proponent/applicant or the City shall communicate with applicable federal, state and county agencies, and all agencies, districts, including but not limited to school districts and entities that are responsible and oversee sensitive receptors, to identify and determine the plans, policies, requirements, rules and regulations that may be applicable to the construction, ongoing operation and use of the project and the adopted feasible mitigation of impacts associated with the construction project.**
- 2. During the construction activities on individual projects, the individual transportation project proponent/applicant or the governmental agency proposing to undertake the project shall comply with all applicable federal, state and county policies, requirements, rules and regulations, and all plans, policies, requirements, rules and requirements of the agencies, districts, and entities that are responsible and oversee sensitive receptors including but not limited to school facilities with regards to the adopted feasible mitigation of impacts associated with the construction project.**

Implementation Measure CI 10.5.B

At those projects, facilities, and intersection locations near sensitive receptors, including but not limited to school facilities where carbon monoxide concentrations may exceed federal and State standards

based upon individual air quality impact assessments for individual transportation projects, the individual project proponent/applicant or the governmental agency proposing to undertake the project shall reduce or alleviate these concentrations by improving traffic flows through improved signalization, restriping, addition of traffic lanes, and other improvements identified as part of the environmental review of the project and the adopted feasible mitigation measures.

Policy CI 10.6 (New)

As part of project-design preparation, the individual project proponent/applicant or the governmental agency proposing to undertake the project shall be responsible for completing a police, fire, medical services, and school facilities analysis and study to determine the project-specific impacts on police, fire, emergency services and school facilities in the City and provide feasible mitigation measures that shall reduce the impacts to a level of less than significant if possible. The project implementing agency or the City will be responsible for ensuring adherence to the feasible mitigation measures prior to and during constructions. The City will be provided with documentation indicating compliance with all project-specific mitigation measures.

Implementation Measure CI 10.6.A

Prior to commencing the construction activities on individual projects, the individual project proponent/applicant or the governmental agency proposing to undertake the project shall communicate with applicable federal, state, City and all agencies, districts, and entities that are responsible and oversee sensitive receptors, including but not limited to school facilities to identify and determine the plans, policies, requirements, rules and regulations that may be applicable to the construction of the project and the feasible mitigation of impacts associated with traffic delays and rerouting during construction.

Implementation Measure CI 10.6.B

Prior to commencing and during the construction activities on individual projects, the individual project proponent/applicant or the governmental agency proposing to undertake the project shall comply with all applicable federal, State, county, city and all agencies, districts, and entities that are responsible and oversee sensitive receptors, including but not limited to school facilities policies, requirements, and rules and regulations that may be applicable to the construction of the project and the feasible mitigation of impacts associated with traffic delays, bus routing and schedules and rerouting during construction to provide for safe and hazard free pedestrian, bicycle and private vehicle routes and detours required during the construction of the project.

- 1. Where there are significant potential impacts the individual project proponent/applicant or the governmental agency proposing to undertake the project shall be responsible for completing a school district bus transportation routing and schedules analysis and study to determine the project-specific impacts on school district and provide feasible mitigation measures.**

Implementation Measure CI 10.6.C

Prior to construction, the individual project proponent/applicant the governmental agency proposing to undertake the project shall ensure that all necessary local and State road and railroad encroachment permits are obtained. The individual project proponent/applicant the governmental agency proposing to undertake the project also shall comply with all applicable conditions of approval.

Implementation Measure CI 10.6.D

As deemed necessary by the City the road encroachment permits shall require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans shall include the following requirements:

- 1. Identify all roadway locations where special construction techniques (e.g., directional drilling or night construction) will be used to minimize impacts to traffic flow.**
- 2. Develop circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. Schedule truck trips outside of peak morning and evening commute hours**
- 3. Limit lane closures during peak hours to the extent possible.**
- 4. Use haul routes, minimizing truck traffic on local roadways, to the extent possible.**
- 5. Install traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.**
- 6. Develop and implement access and routing plans for highly sensitive land uses such as police and fire stations, hospitals and school facilities. Access plans shall be developed with the facility owner or administrator. To**

minimize disruption of emergency vehicle access, affected jurisdictions shall be asked to identify detours for emergency vehicles, which will then be posted by the contractor. The facility owner or operator shall be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures.

7. **Store construction materials only in designated areas.**
8. **Projects requiring police protection, fire service, and emergency medical service shall coordinate with the local fire department and police department to ensure that the existing public facilities, services and utilities will be able to handle the increase in demand for their services. If the current levels of service at the individual improvement project site are found to be inadequate, infrastructure improvements and personnel requirements for the appropriate public service will be identified in each individual improvement project's feasible mitigation measures.**

Policy CI 10.7 (New)

As part of project-specific design review and project implementation the individual project proponent/applicant or the governmental agency proposing to undertake the project shall evaluate the impacts resulting from the potential for severing underground utility lines during construction of the projects. Appropriate feasible mitigation measures shall be identified for all potential impacts. The governmental agency proposing to undertake the project or the City will be responsible for ensuring adherence to feasible mitigation measures. The City will be provided with documentation indicating compliance with mitigation measures.

Implementation Measure CI 10.7.A

Prior to construction, the implementing agency or contractor will identify the locations of existing utility lines. All known utility lines will be avoided during construction.

Policy CI 11.1

As funding and the regulations of airports allow, the City of Chowchilla shall study and evaluate the potential relocation of the airport to a suitable site outside the 2040 General Plan Planning Area, but preferably within the City's Sphere of Influence boundary. **The relocation of the Municipal Airport and the establishment of flight paths shall not impact any current or future planned school facility site then known by the City that is required to serve the residential areas of the Community.**

Policy CI 11.4 (New)

The relocation of the Municipal Airport and the establishment of flight paths shall not impact any current or future planned school facilities and sites then known by the City that are required to serve the residential areas of the Community.

Policy CI 11.5 11.5

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

Open Space and Conservation Element

GOALS

- **Where feasible provide for the joint use of public facilities and properties for recreational and other purposes. (New)**

Implementation Measure OS 18.2.F (New)

The City shall coordinate, cooperate and collaborate in the review and consideration and work with the Chowchilla Elementary School District and the Chowchilla Union High School District to identify potentially feasible joint park/school use opportunities and shall where feasible enter into joint use agreement when found to be mutually beneficial to the City and the school district for the development, construction, operation and maintenance of such joint use facilities.

Policy OS 19.3 (New)

Where feasible, neighborhood parks shall be developed adjacent to elementary and middle schools and the City shall coordinate, cooperate and collaborate in the review and consideration and work with the school district for the joint use of such park facilities with the adjacent schools.

Policy OS 22.1

Residential development projects and projects categorized as sensitive receptors shall be located an adequate distance from existing and potential sources of toxic emissions such as freeways, major arterials, industrial sites, and hazardous material locations. "Adequate distance" will be based on site-specific conditions, on the types and amounts of potential toxic emissions, and other factors **including the California Air Resources**

Board publications not limited to Air Quality and Land Use Handbook: A Community Health Perspective.

Implementation Measure OS 22.1. A (New)

Where in the judgment of the City any project that may have a health risk impact, including those projects that would otherwise appear to be exempt from CEQA requirements, the project applicant shall be referred to the SJVAPCD for consultation and recommendation. The final entitlement for the project shall not be issued until the SJVAPCD provides written documentation that the project does not have a significant health risk impact.

Policy OS 22.2

The City shall require new air pollution point sources (such as, but not limited to, industrial, manufacturing, and processing facilities) to be located an adequate distance from residential areas and other sensitive receptors. "Adequate distance" will be based on site-specific conditions, the type and location of sensitive receptors, on the types and amounts of potential toxic emissions, and other factors **including the California Air Resources Board publications not limited to Air Quality and Land Use Handbook: A Community Health Perspective.**

Implementation Measure OS 22.2. A (New)

Where in the judgment of the City any project that may have a health risk impact, including those projects that would otherwise appear to be exempt from CEQA requirements, the project applicant shall be referred to the SJVAPCD for consultation and recommendation. The final entitlement for the project shall not be issued until the SJVAPCD provides written documentation that the project does not have a significant health risk impact.

Policy OS 22.3

The creation of dust during construction/demolition activities should be reduced to the extent feasible **by all projects to mitigate construction impacts to a level below the SJVAPCD standards, including but not limited to SJVAPCD Rule VIII.**

Implementation Measure OS 22.3. A

Work with the San Joaquin Valley Air Pollution Control District to reduce particulate emissions from construction, grading, excavation, and demolition through **implementing SJVAPCD Rule VIII or other SJVAPCD standards and/or special conditions on these activities.**

Policy OS 22.6 (New)

The City shall participate in the implementation of SJVAPCD Rule 9510 by requiring the applicant of any project in the City to submit an Air Impact

Assessment application to the District no later than applying for final discretionary approval and to pay any applicable off-site mitigation fees before issuance of the first building permit.

Implementation Measure OS 22.6. A (New)

The requirement for compliance with SJVAPCD Rule 9510 shall be a condition of approval of every project, and the developer shall provide the City with a copy of the Authority to Construct issued by the SJVAPCD prior to approval of the first building permit for the project.

Policy OS 13.8 (New)

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 with the exception of lighting necessary for public safety purposes.

Public Facilities and Services

First paragraph second sentence:

The Public Facilities and Services Element is important to ensure that development occurs ~~concurrent~~ **that adequately supports** with the availability and/or funding of public facilities and services **at the time of need, as solely and reasonably determined by the applicable public agency responsible for such public facilities and service, and** in a timely manner and consistent with the intent to maintain a high quality of life for the Community.

Objective PF 1

Provide sufficient public facilities and services ~~prior to or concurrent with~~ **at the time of need as solely and reasonably determined by the applicable public agency responsible for such public facilities and services** for planned development.

Policy PF 1.1

New development shall be phased according to the available or planned capacity of public facilities and services to serve new development. **New development shall not substantially diminish over-utilize existing public facilities or services to the extent that it is unreasonable or an inequitable burden on the existing residents of the City.**

Policy PF 2.1

To the extent that new development **will impact public facilities and services,** ~~shall be responsible~~ **the developer shall contribute its fair share toward the cost of** ~~for~~ the public facilities and services ~~costs~~ attached to each development project, **subject to**

any limitations imposed by federal or State laws which include, but are not limited to, the acquisition of permanent open space, the provision of adequate school facilities, and the provision of streets, street lighting, sidewalks, landscaping, storm drains, and other infrastructure needs, including the preparation of master plans and financing strategies for these systems.

Policy PF – 2.2

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

Implementation Measure PF 2.2.A

*During deliberation on proposed projects, the Planning Department shall ~~recommend a finding to~~ **include and the Planning Commission and City Council in their staff report shall consider findings and evidence** ~~a finding~~ **in their staff report which addresses the adequacy of public facilities and services at the time of need as solely and reasonably determined by the applicable public agency responsible for such public facilities and services** and the method by which the proposed development is to provide for these public facilities and services as part of the development.*

Implementation Measure PF 2.2.B

Prior to** ~~As a material part of~~ approving annexation of any property for residential development into the City, and in consideration of the City entering into any annexation and/or development agreement, and as a public benefit to the Community, the City shall ~~refer~~ **direct developers to the local school districts. The school districts shall, in a timely manner, provide a written statement to the developer and City as to the current and future availability of** ~~to the school districts in order for the school districts to ensure the availability of~~ adequate school facilities to house students generated by proposed projects **at the time of need, as reasonably determined by the school districts. The school districts' written statement, if timely provided, shall consider the payment of statutory school impact fees and the cost of the remainder of unfunded school impact in excess of the statutory school fees. The City shall consider project approval conditions that will ensure adequate school facilities at the time of need as solely and reasonably determined by the school districts that are in accordance with then current law.

Implementation Measure PF 3.1.B

Implementation Measure PF 3.1.B-A

Policy PF 6.4 (New)

School sites shall not be used for general area retention/detention without the approval of the school district and shall not be used for such purposes if the retention/detention will interfere with the normal operation and usability of the school sites.

Objective PF-9

~~Assist, coordinate and cooperate~~ **The City and the school districts shall coordinate, cooperate and collaborate in the** with the school districts in planning for and providing educational facilities with sufficient permanent and interim capacity to meet the needs of current and projected future student enrollments **planning, design, and construction of new school facilities and school sites with the existing or planned infrastructure, general plan, and zoning designations consistent with the then current law** to meet the needs of current and projected future student enrollments **at the time of need, as solely and reasonably determined by the school districts.**

Policy PF 9.1

Encourage the **Chowchilla Elementary School District** ~~CESD~~ and the **Chowchilla Union High School District** ~~CUHSD~~ to develop comprehensive master plans **and financing strategies** as a means of providing greater detail on specific school sites, buildings **and construction requirements of school facilities.**

Policy PF 9.2.

Siting criteria for new schools should include the following:

- (1) **It is the intent that** elementary schools should be planned as an integral part of neighborhoods, located away from major Arterial streets and linked with recreational parks and community corridors serving residential neighborhoods, and situated to reduce or eliminate the need for student transportation.
- (2) **It is the intent that** middle schools and high schools should be located with respect to the student populations which they serve, with direct access provided from Collector or Arterial streets.
- (3) Middle schools are generally considered compatible with most residential and park uses, but are not generally considered compatible with retail commercial and general industrial uses.
- (4) High schools are generally considered compatible with most residential, park, ~~service commercial,~~ **and** office, ~~and light industrial uses,~~ but are not generally considered compatible with retail commercial and general industrial uses.
- (5) **Notwithstanding the forging, the location of schools shall be in compliance with the siting criteria and the goals, policies, implementation programs, rules regulations and requirements of the applicable school district and all State rules regulations, requirements and guidelines. The applicable school district shall have the sole decisions as to the proposed location of school sites.**

Policy PF – 9.3

Notify the school districts of newly proposed developments as soon in the review process as the project has a complete description acceptable to the City to allow ample time for the assessment of impacts on school facility needs **and provide reasonable time consistent with California law prior to considering development entitlements for the school districts to offer comments and recommendations to address the school facility needs of the new development.**

Implementation Measure PF 9.3.A

The City, local school districts, and the developer of proposed residential developments shall **coordinate, cooperate and collaborate in the review and consideration of** ~~work together to the extent that California Law allows,~~ **the attainment of** reasonable ~~voluntary~~ agreements that will ~~insure~~ **ensure** that school facilities required by the development are ~~funding~~ **funded in a timely at the time of need as solely and reasonably determined by the school districts and in an** adequate manner **to the extent that permitted by then current law.**

Policy PF – 9.4

~~Whenever possible~~ **Where feasible,** school sites ~~should~~ **may** be integrated with parks and community recreation corridors to maximize the benefits of those facilities as pedestrian and bicycle access with a minimum of interruption by the street system.

Implementation Measure PF 9.4.A

Where feasible, **the City shall coordinate, cooperate and collaborate with the intent to** work with the school districts to design and implement safe pedestrian and bicycle transportation facilities which promote the use of these trails as alternative transportation to school sites. Where crossings of these facilities will promote access to schools and otherwise enhance alternative transit modes, the City ~~shall~~ ~~should~~ investigate cooperative development of such facilities with the school districts, State agencies, and public utilities.

Policy PF – 9.5 (New)

Where feasible, school sites and neighborhood parks may be located adjacent to each other in order to provide for the joint use of school/park facilities through agreements between the City and the school districts, enabling the City and the school district to maximize the utilization of land and share in the development, operation and maintenance costs of the facility of joint use.

Policy PF – 9.6 (New)

Developments that include school sites shall include in subdivision improvement plans as determined to be reasonable and necessary by the City including but not limited to:

(1) Off-site infrastructure within the public rights-of-way along all property lines abutting the school sites including but not limited full width street pavement, curbs, gutters, sidewalks, street lighting, parkways, landscaping and trees, driveway aprons, and all utilities stubbed to the property lines of the school site including, but not limited to wiring and conduit for electricity, telephone, cable television, fiber optics, gas, water and wastewater designed for the capacity and demand of the school sites.

(2) Traffic control devices at intersections and mid-block within proximity of the school sites including, but not limited to traffic signals, caution signals, stop signs, crosswalks, pavement markings, mid-block warning signals and signage to manage pedestrian, bicycle and vehicle conflicts.

Policy PF – 9.7 (New)

The City will coordinate, cooperate and collaborate with the school districts and the developer regarding all residential and non-residential developments to ensure that school facilities are provided at the time of need as solely and reasonably determined by the school districts and the City consistent with the goals, objectives, policies and implementation measures of the General Plan, the infrastructure and public service master plans of the City, and the school facilities master plans of the applicable school districts to the extent permitted by then current State law.

Policy PF 9.8 (New)

The relocation of the Municipal Airport and the establishment of flight paths shall not impact any current or future planned school sites that are required to serve the residential areas of the Community.

Policy PF 10.5

The City of Chowchilla shall use the development review process to ensure compatibility between hazardous material users and surrounding land use **including, but not limited to school facilities.**

Policy PF 10.12

Separate, buffer and protect sensitive receptors including, **including but not limited to school facilities** from significant sources of air pollutants to the greatest extent possible.

Policy PF 10.12.A

New and redevelopment projects with sensitive receptors including, **but not limited to school facilities** within 500 feet of an existing or planned highway, arterial or major collector shall be designed with consideration of site and building orientation, and incorporate best available technology for improved air quality and flow, ventilation

and filtration to lessen potential health risks due to the project's proximity to the roadway.

Policy PF 10.12.A

To the extent **permitted by then current law**, the City of Chowchilla shall prohibit new school facilities, with the exception of "bus barns", or maintenance **and transportation, and other district-wide support** facilities to be developed within one-quarter mile of a known industrial facility permitted to emit hazardous air pollutant or within one quarter mile of any land designated as Light Industrial or Heavy Industrial.

Noise Element

Policy N 1.6

The City of Chowchilla shall allow the development of noise sensitive land uses (which include, but are not limited to, residential neighborhoods, school **facilities**, and hospitals) only in areas where existing or projected noise levels are acceptable according to Table N-5 and Table N-6. Noise mitigation measures may be required to reduce noise in outdoor activity areas and interior spaces to achieve these levels **and shall be required in outdoor areas and interior spaces of school facilities to achieve these levels.**

Policy N 1.7

The City of Chowchilla shall require noise analysis for new development **sensitive receptors** in areas subject to noise levels greater than 65 dBA CNEL as part of the environmental review process and to require mitigation measures to reduce noise impacts to acceptable levels **where the City has authority**. The acoustical analysis shall be the responsibility of the project applicant and be prepared by a qualified person experienced in the fields of environmental noise assessments. The acoustical analysis shall address **effects** ~~affects~~ of the project **surrounding area on the sensitive receptor and potential noise impacts of the sensitive receptor on the surrounding area from normal and/or extraordinary sensitive receptor operations such as emergency vehicle sirens, delivery vehicle safety beepers, bells, buzzers, loud speakers, outdoor activity noise,** based on existing conditions and build-out conditions of the Chowchilla 2040 General Plan. (See Policy N 4.1

Implementation Measure N 1.7.A

In making a determination of impact under the California Environmental Quality Act (CEQA), consider an increase of four (4) or more decibels to be "significant" if the resulting noise level would exceed that described as normally acceptable for the affected land use in Table N-5 and in Table N-6 as applicable. **For school facilities an increase above the noise levels set forth in Table N-5 and Table N-6 shall be "significant".**

Policy N 1. 8 (New)

The City of Chowchilla shall require noise analysis for proposed residential and non-residential development to determine the impacts of the proposed development on adjacent and/or surrounding sensitive receptors in areas subject to noise levels greater than 65 dBA CNEL as part of the environmental review process and to require mitigation measures to reduce noise impacts to acceptable levels. The acoustical analysis shall be the responsibility of the project applicant and be prepared by a qualified person experienced in the fields of environmental noise assessments. The acoustical analysis shall address effects of the proposed development on the existing sensitive receptors based on existing conditions and build-out conditions of the Chowchilla 2040 General Plan. (See Policy N 4.1)

Implementation Measure N 1.8.A

In making a determination of impact under the California Environmental Quality Act (CEQA), consider an increase of four (4) or more decibels to be "significant" if the resulting noise level would exceed that described as normally acceptable for the affected land use in Table N-5 and in Table N-6 as applicable. For school facilities an increase above the noise levels set forth in Table N-5 and Table N-6 shall be "significant".

Policy N 1. ~~8~~ Policy N 1. 9

Policy N 1. ~~9~~ Policy N 1. 10

Evaluate and, if warranted, mitigate noise impacts on sensitive receptors, **including, but not limited to** schools facilities from **the construction and operation of street, road, highway and intersection** improvement projects at the time of project design.

Policy N 1. ~~10~~ Policy N 1. 11

Continue to consider noise concerns in evaluating all proposed development decisions where residential uses and other sensitive receptors, **including, but not limited to** school **facilities** could be impacted by commercial, industrial, and **circulation improvement roadway** projects.

Policy N 1. ~~11~~ Policy N 1. 12

The City of Chowchilla shall maintain a pattern of land uses that separates noise sensitive land uses including, **but not limited to school facilities** from major noise sources to the extent possible.

Policy N 1.42 Policy N 1.13

Policy N 1.43 Policy N 1.14

The City shall require all development projects to mitigate noise impacts associated with construction activities on sensitive receptors, including, **but not limited to** school **facilities**.

Policy N 3.1

Ensure that noise impacts on sensitive receptors, including, **but not limited to** school **facilities** generated by vehicular sources are minimized through the use of noise reduction features (e.g., earthen berms, buffers, landscaped walls, etc.)

Policy N 3.6

The City of Chowchilla shall control noise sources in residential areas and other noise sensitive areas, including, **but not limited to** school facilities by restricting truck traffic to designated truck routes.

Policy N 3.7

The circulation system shall be designed to minimize excessive noise impacts on sensitive land uses, including, **but not limited to** school facilities. New development shall mitigate noise impacts in accordance with the requirements of the noise element.

Implementation Measure N 3.7. A

*Future development and redevelopment, including, **but not limited to** schools facilities along major transportation corridors shall be required to demonstrate that the project will not be subjected to unacceptable noise levels at full road design capacity.*

Policy N 4.1

The City of Chowchilla shall use the Land Use Compatibility Guidelines for Exterior Noise (measured in dBA CNEL or Ldn) contained in Table N-5 and Table N-6 in this Element, as applicable, to direct the siting, design, and insulation of new development to reduce exposure to excessive noise on sensitive receptors, including, **but not limited to** schools facilities. Where warranted, the City shall employ discretionary review of new development to ensure that the community will be protected from excessive noise levels. The City shall evaluate potential noise impacts and recommend mitigation measures through discretionary review procedures such as environmental reviews, design review and evaluation of use permits.

Implementation Measure N 4.1. A

Non-transportation noise: Noise created by non-transportation noise sources shall be mitigated so as not to exceed the exterior noise level standards of Table N-6. Where proposed non-transportation noise sources are likely to produce noise levels exceeding the performance standards on Table N-6, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Implementation Measure N 4.1. B

*Non-transportation noise: New development of noise sensitive land uses shall not be allowed where the noise level due to non-transportation noise sources will exceed the standards of Table N-6. Where noise sensitive land uses including, **but not limited to** school facilities are proposed in areas exposed to existing or projected exterior non-transportation noise levels exceeding the performance standards of Table N-6, an acoustical analysis shall be required so that noise mitigation may be included in the project design at the cost of the developer.*

Policy N 4.5

During all phases of construction, the City of Chowchilla shall take measures to minimize the exposure of neighboring properties, including, **but not limited to** school facilities schools to excessive noise levels from construction related activity.

Implementation Measure N 4.6. A (New)

- 1. The individual project proponent/applicant or the governmental agency proposing to undertake the project shall designate a complaint coordinator responsible for responding to noise and vibration complaints received during the construction phase. The name and phone number of the complaint coordinator shall be conspicuously posted at construction areas and on all advanced notifications. Entities that are responsible and oversee sensitive receptors, including but not limited to school facilities within vicinity of the project shall be given written notification of the dates and times of construction during which noise and vibration may occur in conjunction with the project. The complaint coordinator shall be responsible for taking steps required to resolve complaints, including periodic noise and vibration monitoring, if necessary.**

- 2. Equipment and trucks used for construction shall utilize the best available noise and vibration control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) in order to minimize construction noise and vibration impacts.**

- 3. Impact equipment (e.g., jackhammers, pavement breakers, and rock drills) used for individual improvement project construction shall be hydraulically or electrical powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible to a reduction of 5 dBA. Quieter procedures shall be used such as drilling rather than impact equipment whenever feasible.**
- 4. Stationary noise and vibration sources shall be located as far from sensitive receptors, including but not limited to school facilities as possible. If they must be located near existing sensitive receptors, including but not limited to school facilities, they shall be adequately muffled so that the noise level at the property line of sensitive receptors, including but not limited to school facilities shall not exceed 65 dBA and there is no significant vibration within the structures of the sensitive receptors, including but not limited to school facilities.**
- 5. Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence and sensitive receptor shall be mitigated to the extent feasible by the individual project proponent/applicant or the governmental agency proposing to undertake the project by strategic placement of material stockpiles between the operation and the affected properties or by other means approved by the individual project proponent/applicant the City.**
- 6. The individual project proponent/applicant or the City shall direct contractors to implement appropriate additional noise and vibration mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents and entities that are responsible and oversee sensitive receptors, including but not limited to school facilities within vicinity of the project in advance of construction work, and installing acoustic barriers around stationary construction noise sources to comply with local noise control requirements.**
- 7. No pile-driving or blasting operations will be performed within 3,000 feet of an occupied residence and sensitive receptor on Sundays, legal holidays, or between the hours of 8:00 p.m. and 8:00 a.m. on other days. Any variance from this condition shall be obtained from the individual project proponent/applicant or the City and shall be**

approved by the City. In the event that such operations affect sensitive receptors, including but not limited to school facilities, specific hours of construction shall be agreed upon between the individual project proponent/applicant or the governmental agency proposing to undertake the project and the entities that are responsible and oversee sensitive receptors, including but not limited to school facilities to minimize the noise and vibration impacts on sensitive receptors, including but not limited to school facilities.

a. Wherever possible, sonic or vibratory pile drivers shall be used instead of impact pile drivers, (sonic pile drivers are only effective in some soils). If sonic or vibratory pile drivers are not feasible, acoustical enclosures shall be provided as necessary to ensure that pile-driving noise does not exceed speech interference criterion at the closest sensitive receptor, and that the noise level at the property line of sensitive receptors, including but not limited to school facilities shall not exceed 65 dBA and there is no significant vibration within the structures of the sensitive receptor.

b. In residential areas, pile driving shall be limited to construction to between 6:00 a.m. and 8:00 p.m. on Monday through Friday and between 7:00 a.m. and 8:00 p.m. on weekends.

c. Engine and pneumatic exhaust controls on pile drivers shall be required as necessary to ensure that exhaust noise from pile driver engines are minimized to the extent feasible.

d. Where feasible, pile holes will be pre-drilled to reduce potential noise and vibration impacts.

Public Services Element

Implementation Measure PS 5.1.E (New)

The City of Chowchilla shall coordinate, cooperate and collaborate with school districts in assisting with providing for fire safety, prevention, suppression and emergency response services and activities at school facilities.

Implementation Measure PS 7.2.E (New)

The City of Chowchilla shall coordinate, cooperate and collaborate with school districts in assisting with providing for law enforcement, traffic safety, public safety, and crime prevention services and activities at school facilities.

Glossary Revisions and Additions

Coordinate: The joint efforts and acts of the City and the school districts to cooperate and negotiate together effectively, to ensure that the citizens of the City have quality community development, school facilities and educational services. This definition is not a requirement to subordinate any jurisdiction to another their legal authority, requirements or responsibilities as provided by State law.¹

Cooperate: The joint efforts and acts of the City and the school districts through collaboration to achieve an effective and harmonious relationship for the benefit of their common interests. This definition is not a requirement to subordinate any jurisdiction to another their legal authority, requirements or responsibilities as provided by State law.¹

Collaborate: The joint intellectual focus of the City and the school districts, working together for quality community development, school facilities and educational services in the City. This definition is not a requirement to subordinate any jurisdiction to another their legal authority, requirements or responsibilities as provided by State law.¹

Infrastructure: Public services and facilities such as sewer ~~sewer~~ wastewater collection, conveyance, and treatment/disposal facilities, water supply/treatment and distribution facilities, storm drainage collection and disposal/storage facilities and conveyance facilities, bridges, streets, roads, and highways, traffic signalization/controls, public transportation facilities including transit stops/shelters and maintenance/storage/fueling facilities, bicycle and pedestrian facilities including but not limited to sidewalks, travelways, parkways, and trails, electrical and natural gas utilities.

Public Facilities: Any property, facility, structure, equipment, or furnishings or related facilities required to support the services and functions provided by a public agency, government entity or public utility company that are essential to support and enhance public safety and the overall quality of life of community, including but not limited to city hall, government center, parks, community recreation buildings and facilities, library, law enforcement and fire protection stations and training facilities, animal control facilities, public works yards and facilities school facilities, ~~wastewater treatment facility~~, and electric substations, etc.

School Facilities *Any school-related property, facility, structure, equipment or furnishings relating to a school district's ability to accommodate and support the services and functions of student enrollment, including but not limited to schools and district-wide support facilities (e.g. administration, maintenance, warehouse, transportation, food service, and technology, etc.)*

Sensitive Receptors: *A land use which is sensitive to a specific or defined condition or activity, including but not limited to noise, vibration, air quality, and traffic, etc. Typical sensitive receptors include residences, hospitals, convalescent homes, day care facilities schools facilities and other similar land uses and development.*

Footnotes:

- 1 **Notwithstanding the stated definitions of coordinate, cooperate and collaborate as set forth and used in the General Plan, it is acknowledged that such definition does not limit or otherwise affect the City's legislative and adjudicative authority and jurisdiction, including, but not limited the approval of General Plan amendments, Specific Plans, area plans, zone changes, annexations, subdivision maps, parcel maps and site plans, concerning any and all matters pertaining to the implementation of the General Plan and the timing as provided for in State law. School districts have no more authority to slow down the process of the City in considering proposed development project than does any other public or private entity in accordance with State law.**
- 2 **It is acknowledged that the phrase "sole and reasonably" as applied to the school districts in the General Plan text does not limit or otherwise affect the City's legislative and adjudicative authority and jurisdiction, including, but not limited the approval of General Plan amendments, Specific Plans, area plans, zone changes, annexations, subdivision maps, parcel maps and site plans, concerning any and all matters pertaining to the implementation of the General Plan and the timing as provided for in State law. School districts have no more authority to slow down the process of the City in considering proposed development project than does any other public or private entity in accordance with State law.**

Errata and Amendments to Draft EIR text are as follows:

1. Section 4.2.2.4,a (Page 4.2-32)

The proposed project is bordered by Ash slough to the north, SR 99 and the City of Chowchilla to the west, Robertson Boulevard (SR 233) and the City of Chowchilla (Greenhills Lakes and Pheasant Run Golf Course) to the south. The proposed project is bordered by farmland (predominantly fallow fields) to the east.

2. Section 4.3.2.3.a (Page 4.3-23) |

Implementation of the proposed General Plan Update does not propose to **substantially redesignate** ~~substantial redesignations of~~ residential areas to land uses that will require relocation of residents.

3. Section 4.3.2.3.a (Page 4.3-23)

~~Because~~ The Rancho Calera Specific Plan project is located mostly within the existing city limits, except for approximately 145 acres located west of Highway 99, south of Ash Slough and the city limits on the east and south.

4. Section 4.5.1.4 (Page 4.5-12) .

This boulevard will be widened and extensively landscaped.

5. Section 4.7.2.6.a (Page 4.7-42)

The proposed Rancho Calera Specific Plan includes noise sensitive uses (i.e., residential, school) along roadways anticipated to experience noise levels that would exceed the City's land use compatibility noise standards.

6. Section 4.7.2.7.b (Page 4.7-46)

The proposed Rancho Calera Specific Plan includes noise uses sensitive (i.e., residential, school) along roadways anticipated to experience noise levels that would exceed the City's land use compatibility noise standards.

7. Section 4.9.1.7 (Page 4.9-18)

The City has initiated a process to define a new wastewater treatment facility for domestic waste by the year 2014.

8. Section 4.9.2.7.b (Page 4.9-59)

At full build-out the proposed project will need an estimated 1,370,182 gpd to support the residential portion of the project and 71,965 gpd for commercial

activities for a total of ~~1,144,147~~ **1,442,147 gpd.** **Table 4.9-16** shows Rancho Calera's water usage at full build-out.

9. Fifth and sixth paragraph of Section 4.10.2.6.a (Page 4.10-54) is amended to read:

The possibility of Burrowing Owls is likely because the site is mostly fallow land, **and thus considered a potentially significant impact.** Typically for fallow land which may have squirrel burrows, the City routinely requires pre-construction surveys for Burrowing Owls. This standard mitigation measure **would** also **apply** ~~applies~~ to this proposed project.

~~Because~~ Rancho Calera prepared a detailed Specific Plan that includes design standards to minimize conflicts with biological resources. ~~A and a~~ preponderance of the site has long been fallow and the remnant 20 acre vineyard would be terminated early in project development and annexation of ~~145 acres would eliminate a County island in the City most of which is fallow;~~ and **given** the **Project's** location is adjacent to a developing area of the existing City, the project considered to have a **less than significant impact** on the biological resources **with the exception to Burrowing Owls** when the Specific Plan standards and General Plan policies are implemented ~~in addition to the below specific mitigation measure.~~

10. Section 4.11.3.3.b (Page 4.11-20)

The Rancho Calera Specific Plan project will not cause a substantial adverse change in the significance of an archaeological resource as defined in Sec. 15064.5. A cultural resources survey was conducted in November 2003 the Rancho Calera Specific Plan area. Both the portion that is within the City Limits and the proposed annexation area were evaluated at this time. It was found that there are no significant **archaeological** resources, as defined in Sec. 15064.5, within the specific plan area.

The specific plan area consists of fallow farmland. Ash Slough is located, which forms the northern boundary of the proposed project location, is located to the north. The proposed specific plan area was evaluated in November 2003 by Donald G. Wren. During the field evaluation, the site was studied, with particular emphasis to more sensitive, relatively elevated areas near Ash Slough and recently plowed areas within the project location. The land surface was searched carefully for any evidence of aboriginal utilization or habitation, soil discoloration and artifactual debris. No surface evidence was viewed during this survey. Although no surface evidence was uncovered, subsurface deposits of **archaeological** resources may be unearthed during construction. The 2040 General Plan Open Space/Conservation Element contains policies that mitigate any potential disturbance of **archaeological** resources. These policies state that if any archaeological evidence is unearthed during site excavation, construction

will cease and a qualified archaeologist will be retained to evaluate the site. Please see General Plan Policies listed in 4.11.3.2.a

The Rancho Calera Specific Plan area does not include any registered **archaeological** resources or any surface evidence that **archaeological** resources may be present on the site. The 2040 General Plan contains policies that mitigate and subsurface disturbance of cultural resources.

11. The addition of the following text to the introduction of Section 4.12:

1. **The County of Madera Public Library provides a wide range of service within the General Plan Service Area and areas in the County. This is a service which provides resources to residents of the Community including schools.**
2. **The County of Madera Office of Education provides wide ranges of services and facilities that would be used by the residents of the Proposed General Plan, and which are not provided by either the Chowchilla Elementary School District (CESD) or Chowchilla Union High School District (CUHSD). Many of the services of the Office of Education services are used by students, teachers and employees of CESD and CUHSD.**
3. **The County of Madera Sheriff and Coroner provide a wide range of services and facilities within the General Plan Service Area and areas in the County.**
4. **The County of Madera Public Health Department provides a wide range of services and facilities within the General Plan Service Area and areas in the County.**
5. **The County of Madera Public Works and Maintenance Department provides a wide range of service and facilities within the General Plan Service Area and areas in the County.**
6. **The County of Madera Social Services Department provide a wide range of service and facilities within the General Plan Service Area and areas in the County.**
7. **The County of Madera Superior Court provides a wide range of service and facilities within the General Plan Service Area and areas in the County.**

12. The third and fourth paragraphs of 4.12.1.a to clarify that discussion:

Emergency medical services are provided by Chowchilla Memorial Hospital, located at 1104 Ventura Avenue. The hospital is within the existing City Limits, west of SR 99. Although there is a facility that provides emergency medical

services within the City, serious injuries may require use of a facility outside of the City. The nearest emergency medical facilities are Madera Community Hospital in Madera and Mercy Medical Center in Merced; both are approximately 17 miles from the City. The next closest hospital is Memorial Hospital in Los Banos, which is approximately 35 miles west of the City. As Pistoresi Ambulance, which is based in Madera, is the emergency medical transport and first response provider, most patients are taken to Madera Community Hospital. Valley Children's Hospital is also located in Madera County, approximately 30 miles southeast of the City. **The CVFD has an agreement with an private ambulance company (at this time it is Pistoresi Ambulance) to house emergency medical response vehicles within the City's fire station.** Valley Children's operates a pediatric emergency facility. No new emergency medical facilities are proposed in the Chowchilla 2040 General Plan. Although none are planned, there are a sufficient number of emergency medical facilities within the Chowchilla vicinity.

According to the CVFD, there are adequate response times within the existing City Limits. But as the City grows, there will be the need for additional fire stations. The Chowchilla 2040 General Plan Land Use Map includes these additional fire stations. As the City grows toward the Planning Area Boundaries, new stations will be required to be built in order to meet acceptable response times. **These stations will also house emergency medical response vehicles operated by a private provider.** The Chowchilla 2040 Draft General Plan Public Safety Element provides policies that state the requirements for new fire station construction. Implementation of the proposed 2040 General Plan Update Land Use Map and policies provide for intensification of land uses, allow for a substantial increase in population, housing units, and employment, and expansion of the geographic area of the City. Implementation of the proposed General Plan Update will require the construction and operation of additional emergency fire stations and additional firefighters. The City has implemented Developer Impact Fees that offset the cost of providing new buildings, vehicles and equipment to meet the needs to growth. Through implementation of General Plan Polices there will be a ***less than significant impact.***

13. Section 4.12.5 (Page 4.12-25) In 2008, the City of Chowchilla sent 13,800 tons (**approximately**) of solid waste to landfills of which 99 percent was disposed sent to the Fairmead Sanitary Landfill. The remaining of one percent was disposed at other landfill facilities outside Madera County.

14. Section 4.12.6. is amended to read:

~~In 2009, each of the District's primary education schools served specific primary grade levels rather than serving all primary grade levels (grades K-5). As result, the District provides transportation services to and from school for all of their school facilities. Stephens Elementary School serves as the District's Kindergarten school. Merle L. Fuller Elementary School serves as the District's 1st and 2nd grade school. The District's newest school facility, Ronald Reagan~~

~~Elementary School, serves as the District's 3rd and 4th grade school, and Fairmead Elementary School serves as the District's 5th and 6th grade school.~~

The 2009/2010 CBEDS enrollment for elementary students was 1,597 students and for middle school students was 416 students, for a total enrollment of 2,013 students. Based on the District's Draft School Facilities Master Plan dated August 2010, the District uses loading standards of 20 students per classroom for grade K-3 and 30 students per classroom for grades 4-6. With the opening of Reagan Elementary School, the total permanent classrooms increased to 115, with 87 permanent classrooms for elementary students and 28 permanent classrooms for middle school students. Based on the District loading standards, there is a permanent classroom capacity of 1,170 students for grades K-6, with an average classroom utilization of 136%, and a permanent classroom capacity of 480 students for grades 7-8, with an average classroom utilization of 87%.

~~GESD has a combined enrollment of 1,925 students and 97 full-time equivalent teachers, resulting in a pupil-to-teacher ratio of .05:1. The district has an overall average class size of 20.0 students. This is less than the county average class size of 24.1 and also less than the state average class size of 25.2.~~

Footnote #2 in Table HE - 52 and Table HE – 53 is revised as follows:

2. School Impact Fees are collected by the Chowchilla Elementary School District and the Chowchilla Union High School District. Maximum school impact fees mandated by the State are currently \$2.97 per square foot for new residential buildings which is shown above. Both Districts seek to enter into a mitigation agreements with the developers **to fund the cost of school facilities that are not funded through School Impact Fees and State funding, without placing a burden on then current homeowners, renters and property owners of the Community.** ~~at an elevated fee level or they will oppose the project based on environmental issues aside from school impact."~~

15. Section 4.12.6. is amended to read:

According to the 2009/2010 CBEDS, CUHSD has a combined enrollment of ~~925~~ **1,025** high school students. CUHSD has and ~~48~~ **44** full-time equivalent teachers, resulting in a pupil-to-teacher ratio of ~~.05:1~~. **23.3** students to one teacher. ~~The district has an overall average class size of less than 30.0 students. This is more than the county average class size of 24.1 and also more than the state average class size of 25.2.~~

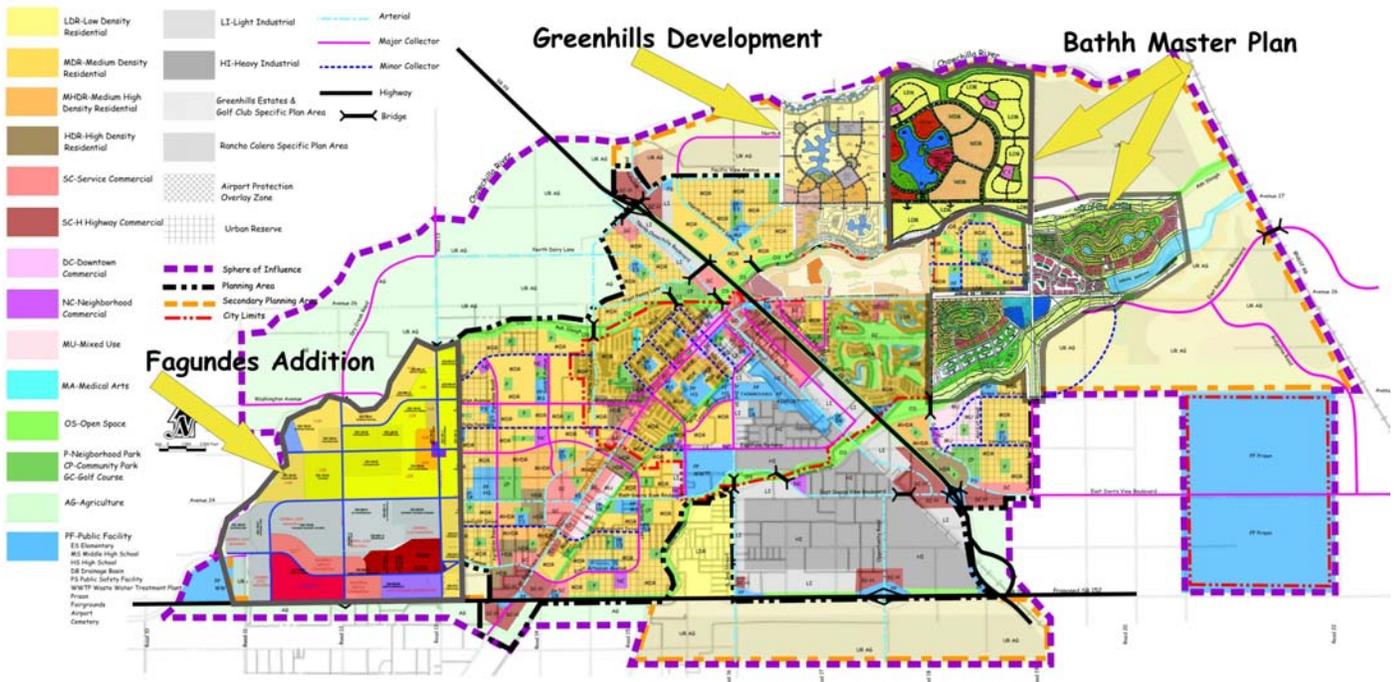
The District implemented a construction, expansion and modernization program for the purpose of bringing the high school up to a standard that was sought by the Community.

16. Section 4.12.9 (Page 4.12-49) Delete the paragraph on page 4.12-49)

17. Section 4.14.2.4.a (Page 4.14-25) The page numbering scheme has been modified so all pages reflect Section 4.14. Approximately 2,042 dwelling units and 6,446 residents, 495,000 square feet of commercial land uses, 77 acres of parks and open space will be developed in the Rancho Calera Specific Plan area upon full build-out, which is estimated to occur in 15 years.

18. **The Rancho Calera Specific Plan was prepared by and submitted on behalf of Rancho Calera, LLC.**

19. Figure 6-4 (Page 6-7) Figure 6-7 has been modified to reflect the Rancho Calera Specific Plan as proposed.



20. Section 4.13.2.6.a, Mitigation Measures 4.13.2.6.b(2) and 4.13.2.6.b(3) (pages 4.13.49 and 4.13.51) are amended to read:

- 4.6.2.5.a(2) *East Robertson Boulevard – Construct East Robertson Boulevard east of ~~SR 99 Ramps~~ **Montgomery Lake Road** as an Arterial with six through-lanes to provide acceptable daily LOS operations.*
- 4.6.2.5.a(3) *East Robertson Boulevard – Construct East Robertson Boulevard ~~east of between~~ **Montgomery Lake Road** as an Arterial with four through-lanes to provide acceptable daily LOS operations.*

Amendments to Mitigation Measures are as follows:

- 4.6.2.5.a(1)i *The applicant, developer, and/or successors in interest shall be responsible for the following proposed mitigation measures, **subject to changes in State and local laws, statutes, and regulations which modify these air quality mitigation measures.***