

Gateway Village Area Plan

Madera County, California



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TABLE OF CONTENTS

1	ABOUT THIS DOCUMENT.....	1
2	PROJECT OVERVIEW: WHY THE PLAN?	3
3	ASSUMPTIONS.....	5
4	GOALS AND PLANNING PRINCIPLES.....	7
5	PLANNING OPPORTUNITIES	11
6	THE SITE	13
7	LAND USE PLAN	17
8	THE CONCEPT	21
9	SUMMARY OF LAND USES.....	25
10	SCHOOLS AND COMMUNITY FACILITIES	35
11	TRANSPORTATION.....	37
12	INFRASTRUCTURE.....	45
13	MAKING IT HAPPEN	59
	APPENDICES.....	63

TABLE OF FIGURES

Exhibit 1, Regional Context/Vicinity Map.....	15
Exhibit 2, Land Use Plan.....	19
Exhibit 3, Conceptual Open Space Network.....	31
Exhibit 4, Trails Plan.....	33
Exhibit 5, Circulation Plan	41
Exhibit 6, Storm Drainage Plan	47
Exhibit 7, Water System Plan.....	53
Exhibit 8, Wastewater Plan	57

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1 ABOUT THIS DOCUMENT

This document describes a proposed community called Gateway Village. It has been prepared to facilitate a concurrent General Plan Amendment and Specific Plan application by Castle and Cooke California, Inc. in south central Madera County, and presents the reasoning that supports the proposed project. The plan should be viewed as a declaration of intent. It provides a framework for the design of Gateway Village. Gateway Village will be a distinct community within the County and it is through this plan that the vision and a guide for future use and development of the project area will be shared.

Planning is an iterative process aimed at constantly refining concepts and ideas before they are eventually realized. The Area Plan represents a vision of what is possible. It is the first step in a long range program which will lead to the development of Gateway Village. The Area Plan is one of several documents prepared as part of the concurrent General Plan Amendment and Specific Plan application. Companion documents include a Specific Plan, an Environmental Impact Report (EIR), and an Infrastructure Master Plan (IMP). All reports supporting this project proposal are interrelated and provide information at various levels of detail responding to the needs of the individual reader.

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2 PROJECT OVERVIEW: WHY THE PLAN?

A great deal of activity is taking place in and near this portion of Madera County. The extension of Highway 41 across the San Joaquin River, the construction of Children's Hospital of Central California and the approval of the Rio Mesa Area Plan and Gunner Ranch West Area Plan are all driving forces which will create unprecedented change in south central Madera County. Pressure for urbanization will occur throughout the region in a variety of locations whether planned or not. The properties on both sides of the freeway as it extends north will be prime areas for development.

Historically, the construction of new highways and the relocation of businesses and professional centers and commercial uses from older urban centers has resulted in "bedroom" communities primarily composed of low density development associated with large-lot, single family detached housing. Even though this form of suburban evolution has been very successful in many ways in providing affordable housing for middle class Americans for the past fifty years, it is not without its problems. This pattern of growth is usually in the form of random, unrelated development projects reinforced by antiquated zoning regulations which isolate housing from other land uses. This only occasionally leads to truly viable neighborhoods and even less often to a sense of community on behalf of new residents.

People's sole dependency on cars for mobility has given rise to congested highways with people spending more time on the road and less time together with their families. With traffic congestion has come air pollution – a focus of considerable recent activity in California's metropolitan regions, including this one. Requirements for expanded or improved sewage and water treatment facilities have imposed new expenses on local governments that they could ill afford. School districts have been over burdened, and public services are sometimes minimal. Fiscal stress is rampant among California cities and counties. Some of that can be diminished by careful planning at a meaningful scale, as with this proposal.

Many of the new suburbs have lacked a sense of community. The separation of living and working areas imposed by rigid suburban zoning has discouraged civic pride and feeling of belonging. Population is spread too thin and tax bases are too small or specialized to support the varied activities and amenities on which civic life traditionally depends.

As counties experience significant changes in their demographic make-up, community perspectives on development change as well. On the one hand, there is a desire to secure the economic and social benefits that well-planned growth makes possible. On the other hand, there is a growing desire to preserve the quality of the environment and reduce traffic congestion, air pollution and the depletion of natural resources that are frequently the direct result of a lack of comprehensive planning.

These perceptions are leading to a major rethinking of typical development patterns. Contemporary planning recognizes the desirable features of older towns designed around compact, pedestrian-oriented town centers and narrow tree-lined residential streets. Narrow tree lined streets have multiple benefits for the community; narrower streets provide increased safety for pedestrians through speed reduction while street trees provide shade and aesthetic appeal. All of these features contribute to pedestrian comfort and increased pedestrian activity. Other desirable features include towns with a mix of land uses which bring people closer to places of employment and shopping and provide focal points for social and cultural activities and enhanced community safety. A greater awareness of the fragility of our environment is leading to planned communities dedicated to the conservation of natural resources, water quality protection, improved air quality and the preservation of wetlands and wildlife habitat areas. This is what the vision for Gateway Village is all about. It represents an alternative to the typical bedroom communities so prevalent in our current form of urban growth. It envisions what can be accomplished through comprehensive community planning and a commitment to excellence.

3 ASSUMPTIONS

As with any long term plan, this one is based on certain assumptions. The plan can be understood better if the assumptions are made clear. Some of those most critical to this endeavor include:

- Growth pressures in the region will continue, inevitably requiring some kind of response;
- Future citizens in this area will continue to be sophisticated in their expectations as well as responsive to their community responsibilities;
- The costs of public facilities and services will continue to increase, requiring ever more creative approaches to providing them;
- Both public policy and informed private decisions will require creation of a quality living environment;
- Sustaining a new community requires both governmental commitment and significant private investment - neither will be enough alone;
- This region will share the statewide characteristic of an ever-more-diverse population.

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4 GOALS AND PLANNING PRINCIPLES

The planning and development of Gateway Village will be a long and rigorous process. It must be guided by well-conceived goals and principles. This plan provides the basis for directing future long-range development activities by establishing a land use pattern, transportation network and community structure system for Gateway Village. At the same time, these elements knit Gateway Village into an efficient, integrated community composed of Rolling Hills Estates, Gunner Ranch West and the approved Villages of Rio Mesa.

From the beginning, the planning of Gateway Village has been guided by three overriding goals:

GOALS

- First, Gateway Village should be self-sustaining and environmentally sensitive where energy use and waste will be reduced, air quality improved and economic efficiency increased. These need not be mutually exclusive ends.
- Second, Gateway Village should be developed compactly – in a manner that, among other things, creates a sense of place and preserves land for permanent open space; encourages walking, the use of bicycles and public transit; provides affordable housing; is safe and allows for cost-effective community services.
- Third, Gateway Village should be planned with a mix of uses including residential, commercial, office, industrial, and recreation, to ensure social cohesion and a balance between jobs and housing.

In support of these three goals, the property owners of Gateway Village have adopted 17 planning principles. As the foundation for this plan, these principles build upon and expand commitments of the property owners to develop an environmentally sensitive and economically sound community. They also offer a strategy for the public/private partnership essential to building a strong community.

PLANNING PRINCIPLES

Quality of Life	Design the community to promote a lifestyle that is socially and culturally enriching, aesthetically satisfying and environmentally responsible;
Community Design	Design Gateway Village as a residential community planned around a compact core with a full mix of employment opportunities, recreational activities, shops and services;
Integration	Plan for land uses, transportation facilities and utility systems that enhance rather than detract from existing residential neighborhoods;
Economic Viability	Ensure the integrity of the Plan and safeguard the long-term stability and continuation of the project by assuring an adequate economic return for the project;
Housing Opportunities	Provide for variations in housing type, size, cost and neighborhood setting to accommodate a broad range of income levels and lifestyles, and to respond to both local and regional housing needs;
Employment Opportunities	Design Gateway Village to provide future residents with a broad range of business employment and career opportunities;
Jobs/Housing Balance	Achieve a reasonable balance of jobs and housing to provide future residents the opportunity to live and work within Gateway Village and thereby minimize the time, cost and adverse environmental and human effects of lengthy home-to-work trips;
Local Transportation	Organize housing, employment areas, community-serving commercial uses and public facilities in a pattern which reduces the number and length of automobile trips, and promotes travel by foot, bicycle and local transit;
Transit Feasibility	Organize land use patterns to facilitate future cost-effective local and regional transit service;

Air Quality	Plan Gateway Village to protect air quality in the region;
Recreation	Set aside sufficient portions of the site for both active and passive recreational opportunities to serve the future needs of Gateway Village;
Fiscal Impact	Design and develop Gateway Village to assure tax revenues received by the County, school district, and other governmental entities from the project meet or exceed the related costs of providing and maintaining facilities and services;
Water Quality	Protect the quality of both on-site and off-site surface and subsurface water and maximize re-use opportunities;
Water Conservation	Provide development standards that result in lower consumptive use of domestic water than found in most other residential and commercial projects in the region;
Flood Protection	Control storm runoff to protect life and property on-site and off-site, to improve control of runoff to areas downstream, and to improve quality of storm runoff water;
Energy Conservation	Design cost-effective, energy efficient infrastructure systems which employ active and passive solar design techniques, water conservation, and waste-recycling systems, and demonstrate that conservation can be both economically viable and socially relevant;
Agricultural Preservation	Plan for sequential or phased development of Gateway Village to preserve agriculture as long as practical and plan for buffers between agricultural lands and urban development to protect and sustain agricultural activities.

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5 PLANNING OPPORTUNITIES

Gateway Village represents an opportunity to provide for the long-range transition of land uses in a planned, orderly and efficient manner. It presents the potential to develop a distinctive community offering a variety of housing, employment and recreational opportunities.

The advantages of creating a comprehensive plan for this area in Madera County are numerous:

- pressure of piecemeal expansion into this area of the County can be reduced;
- cost-effective investment in infrastructure and other facilities can be achieved;
- the impact of urban development on agricultural land and the countryside can be managed and phased over a long period of time;
- economic growth can be balanced with housing growth;
- continuous attention can be given to the quality of life and developing a sense of community; and
- a dependable supply of developable land can be tapped at strategically sensible intervals, enabling a wide range of housing competitively priced and without the pitfalls of random, widely dispersed, unplanned growth.

The property owners responsible for the advancement of this plan believe that it will facilitate County strategies in the provision of land suitable for development, enable effective investment of private sector resources, and help meet future demands for new homes and work places in desirable locations favorable to social and economic prosperity, in a manner that will not impose a financial burden on the public sector for the provision of infrastructure facilities.

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6 THE SITE

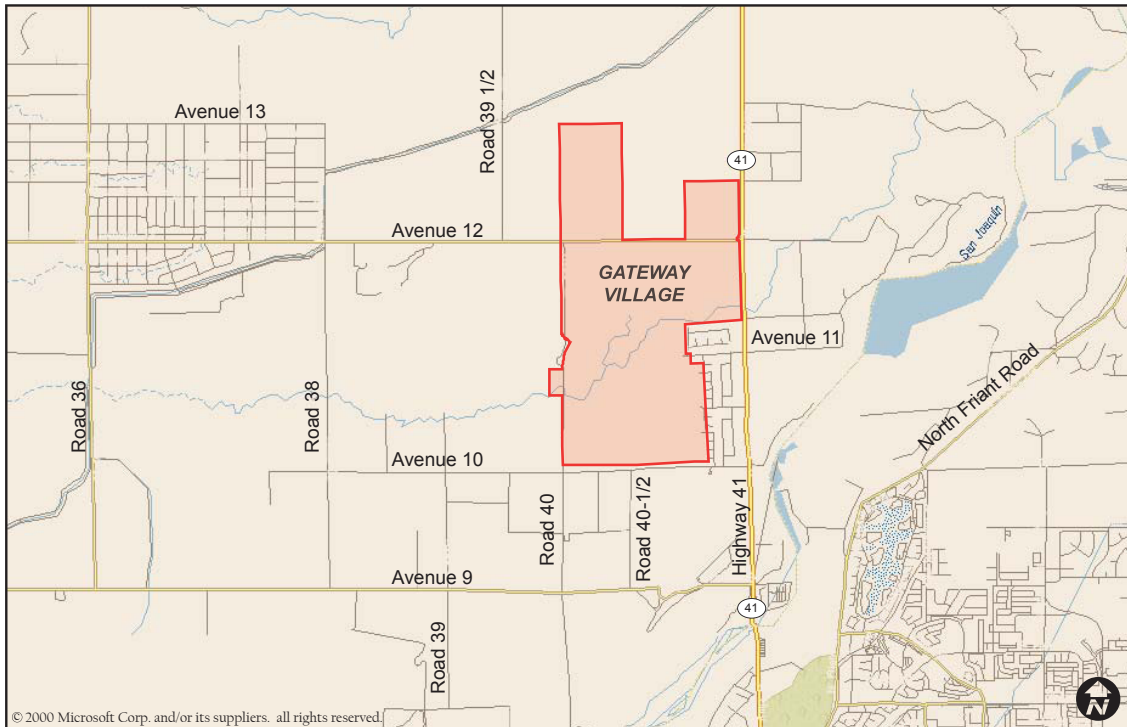
This land, intended to evolve over time into a thriving community, is a preeminent location for such an undertaking. The Gateway Village site is approximately 2,062 acres, is generally bordered on the south by Avenue 10, on the east by Rolling Hills Estates and Highway 41, on the north by a boundary that ranges up to one mile north of Avenue 12, and by Road 40 on the west. The site lies approximately midway between downtown Madera and downtown Fresno – about 11 miles distance. The current land use is predominately Agriculture. It is serviced by Highway 41 and Avenues 10 and 12.

The site is generally flat with the exception of some gentle undulation to the topography caused by Root Creek and its tributary system, which flows through the site from the northeast to the southwest (see Exhibit 1, Regional Context/Vicinity Map).

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Regional Context Map



Vicinity Map

Regional Context / Vicinity Map
Gateway Village Area Plan

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7 LAND USE PLAN

The Plan provides for the creation of a new community in Madera County. It will be self-sustaining, designed at a human scale and be identifiable and comprehensible to its residents. The Plan promotes logical, long-term phasing of development and intelligent programming of utilities and public services and facilities. However, it is important to recognize that the Land Use Plan (Exhibit 2) only establishes general locations and relationships of land uses and the transportation network. This generalized approach allows for flexibility in interpretation. The implementation of the Plan will be carried out by approval of a Specific Plan and Zoning Map that County decision makers find consistent with the intent of this Area Plan and Amended General Plan. It is further important to recognize that planning is a dynamic process and, as the community evolves, goals could change. Because of this, it may become necessary to amend the Area Plan in the future to further the community's interests.

On this note, it is important to remember that this Area Plan (including the Land Use Map) provides only the foundation and framework for future land use decision making. A number of implementation measures and tools will be established and utilized to realize the land uses proposed by this Plan. Some of these tools, such as Madera County's subdivision ordinances and environmental review procedures, already exist. A Specific Plan, including Zoning and Design Guidelines, and the Infrastructure Master Plan, which is called out in the Implementation Section of this Area Plan, are being created concurrently with this proposal for the Area Plan and Specific Plan. Lastly, some implementation and regulatory tools and techniques are yet to be recognized as necessary and will emerge as the development of Gateway Village takes place.

LAND USE OBJECTIVES

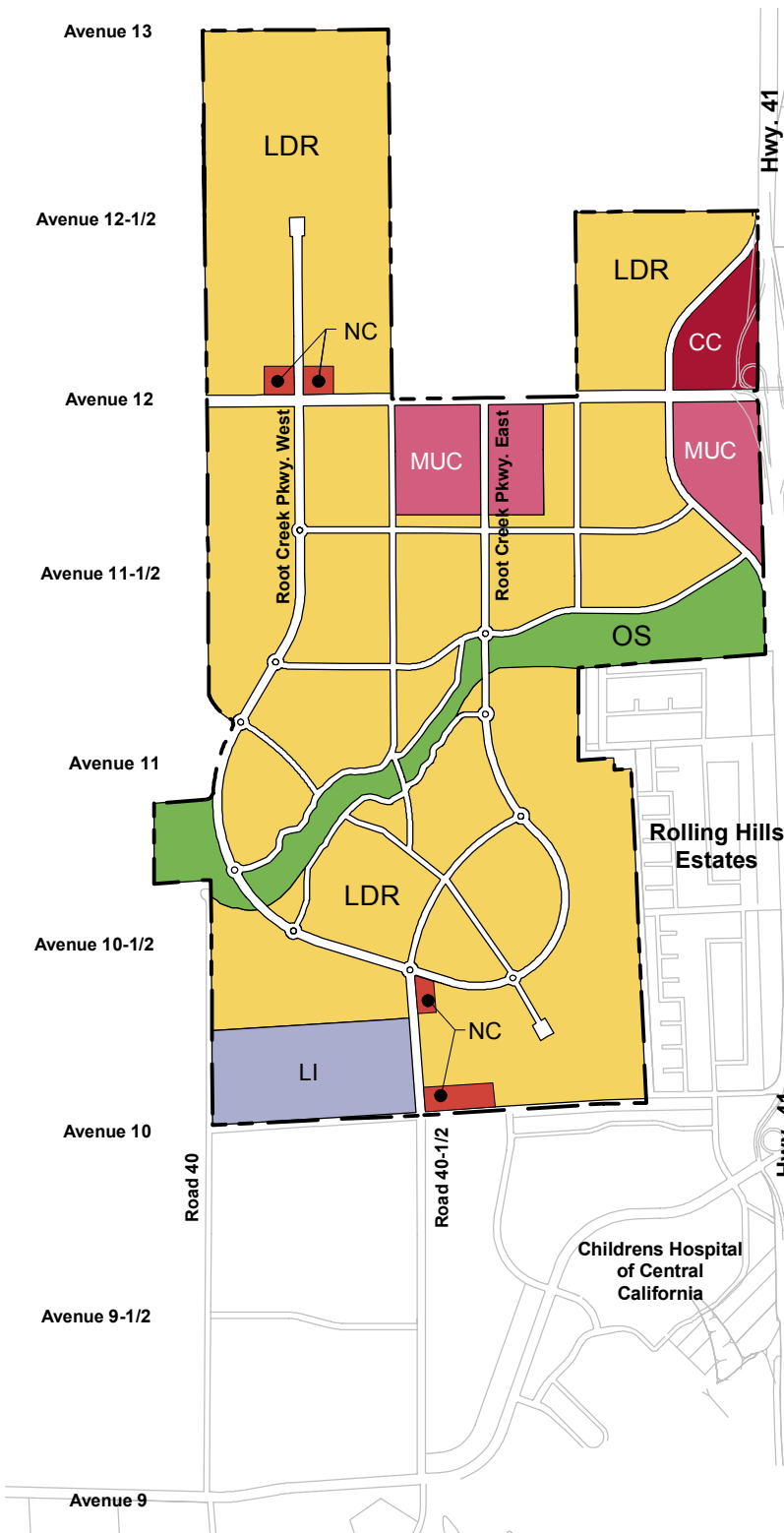
The Land Use Plan reflects the goals and planning principles outlined throughout this report. It presents a physical interpretation of objectives, concerns and priorities. The most significant objectives of the Land Use Plan include:

- a sustainable community** the creation of a sustainable community that develops with attitudes and ongoing actions that strengthen its natural environment, economy and social well-being. Benefits include a more livable, unique and vibrant community, containing a full range of land uses;

jobs/housing choices	the provision of job opportunities and housing opportunities which allow a broad range of choices within close proximity of each other;
jobs/housing balance	the creation of jobs and housing units in quantities which will help assure residents will have opportunities to find jobs within the community – recognizing that quality of life starts with a quality job;
urban form	the creation of a pattern of development for housing, jobs, open space and the street network which are compatible and coordinated with the larger, emerging regional land use pattern and which achieve a unifying, yet distinctive, linkage to the regional transportation system;
a complete community	the provision of a community as a complete entity, as self-sustaining as possible – a community which provides its citizens with regional amenities, retail uses, cultural centers, educational facilities and recreational opportunities that limit reliance upon areas outside of the community;
non-auto options	the emphasis on a land use distribution pattern which will encourage pedestrian, bicycle, transit and other non-auto mobility options;
a sense of place	the creation of an array of residential neighborhoods, all of which are characterized by a sense of place, identity, diversity and the integration of those neighborhoods into a cohesive, efficient village with a full complement of public facilities and services;
no negative impact	the fair treatment of all property owners within the area of influence of Gateway Village and the assurance that new development will have no negative fiscal impact on the County of Madera, the Root Creek Water District, or the Golden Valley Unified School District; and,
agricultural protection	the continuation of agriculture within the Gateway Village and adjoining properties between now and ultimate buildout many years hence through the appropriate phasing of new development and the provision of safeguards to ensure appropriate buffers to actively farmed properties.

Land Use Summary

Land Use	Gross Acres	%
LDR	1,457	70.66
MUC	132	6.40
CC	40	1.94
NC	19	0.92
LI	89	4.32
OS	148	7.18
Roads	177	8.58
Subtotal	2,062	100%



LEGEND

- LDR Low Density Residential
- MUC Mixed Use Core
- CC Community Commercial
- NC Neighborhood Commercial
- LI Light Industrial
- OS Open Space
- Project Boundary



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8 THE CONCEPT

The place-making concept sets the stage for resident interaction at the neighborhood level and brings the potential for a high degree of intimacy, variety and individuality into the larger community.



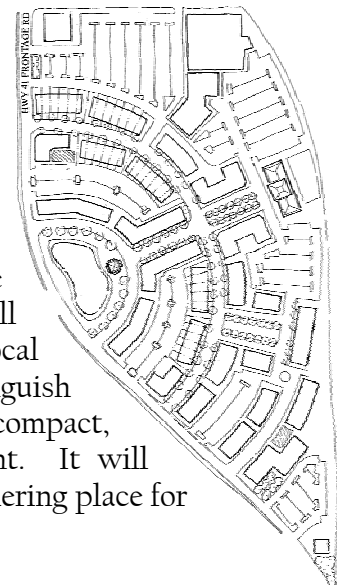
Gateway Village has been carefully conceived with particular concern for the placement of neighborhoods, schools, parks, public and cultural facilities, a convenient and place-defining mixed-use center, employment areas and a system of trails connecting these facilities.

Gateway Village is intended to provide and embrace a lifestyle where one can live, work play and raise a family in a safe and aesthetically pleasing environment. The project includes many Traditional Neighborhood Design (TND) elements.

Gateway Village is a 2,062 acre area located north and west of Rolling Hills Estates in Madera County. It is relatively close to the Children's Hospital of Central California and can provide needed housing for hospital employees. The connection of

Avenue 12 to Highway 41, together with the design of the Avenue 9/10 connection to the Highway, provides the opportunity for development in this location.

Since the project will have excellent visibility from Highway 41 (the gateway to the Sierras and Yosemite Valley) it will be called "Gateway Village". Gateway Village will also serve as the gateway to the rest of Madera County as it is approached by way of Highway 41 from the South. The new village center, known as the Community Core, will be located at the southwest corner of Avenue 12 and Highway 41. This center will create a strong identity for Gateway Village and serve as a focal point for the community. The Community Core will distinguish Gateway Village as a unique place by creating a setting that is compact, pedestrian-oriented and incorporates mixed-use development. It will provide a lively place to shop and live, and create a central gathering place for community activities and events.

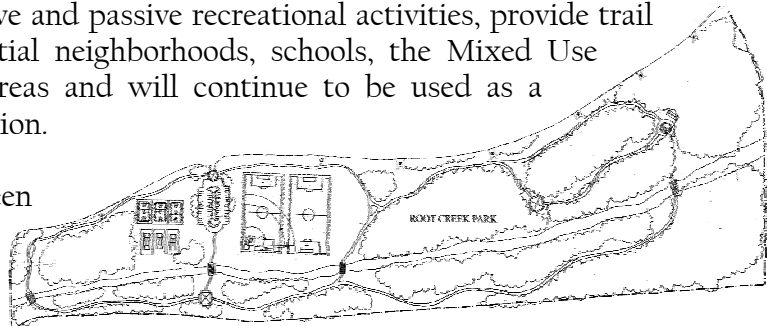


A second mixed-use area will be located south of Avenue 12 at the intersection with Root Creek Parkway East. This area will also provide for mixed use development and serve as a gathering place for the local community. However, it will be of a lower intensity than the Community Core and will be oriented toward the surrounding residential neighborhoods providing local shopping and service conveniences.

The Community Commercial area located at the northwest corner of Avenue 12 and Highway 41 will accommodate employment centers and higher-intensity commercial uses.

In addition to the Community Core, Village Core, and Community Commercial areas, another distinguishing feature of Gateway Village will be Root Creek Park. This approximately 115 acre park stretches through the entire length of Gateway Village from Highway 41 westerly to the proposed Root Creek Parkway. The park will be partially improved with other portions of the Creek maintained in a natural setting. It will be designed to accommodate both active and passive recreational activities, provide trail systems that link adjacent residential neighborhoods, schools, the Mixed Use Cores, neighborhood commercial areas and will continue to be used as a drainage area for storm runoff detention.

The Park will provide a buffer between the existing residents in Rolling Hills Estates and development to the north and, at the same time, serve as the seam that ties many of the Gateway Village residential neighborhoods together.



There is an existing employment center of approximately 89 acres located north of Avenue 10 in the southerly area of Gateway Village. This area is included within the boundary of Gateway Village only for the purpose of establishing a logical southerly boundary for the Area Plan along Avenue 10. The existing General Plan Land Use Designation for the area is Light Industrial/Business Park (LI) and this designation will not be altered by the Area Plan. The current zoning for this area is also appropriate for the existing use.

As stated previously, the proposed Community Commercial area will also be dedicated to employment and higher intensity commercial uses. Approximately 6 percent of the Gateway Village area is devoted to these employment centers and commercial uses, thus providing significant job opportunities in the area.

Gateway Village will contain a maximum of 6,578 dwelling units, in several distinct neighborhoods. This results in a gross residential density of approximately 3.2 dwelling units per gross acre as calculated over the entire project area. The Plan will

accommodate four elementary schools to serve the residents of the Village and surrounding areas. Because the easterly edge of the Village is immediately adjacent to the residential neighborhood of Rolling Hills Estates, it will be important that the development, housing type, and general character of the existing community be protected through proper buffering and “matching” of land uses.

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9 SUMMARY OF LAND USES

INTRODUCTION

Gateway Village will be home to a large variety of businesses, institutions, individuals and families. The Land Use Plan (Exhibit 2) for Gateway Village seeks to accommodate the needs of all these groups and activities while allowing for flexibility as the project and nearby communities and districts develop and mature over the years. The land use plan will address activities that range in intensity from passive recreation and open space to the vibrant, regional mix of businesses and services in the commercial and mixed use districts. Gateway Village will incorporate many of the concepts of Traditional Neighborhood Design (TND) in many of its neighborhoods, with the goal of reducing traffic and air quality impacts and developing self sufficient and desirable communities.

The following generally describes the Land Use Designations proposed by the Area Plan. Appendix A to the Area Plan lists the name and a detailed definition for each Land Use Designation.

MIXED-USE CORE AREAS (MUC)

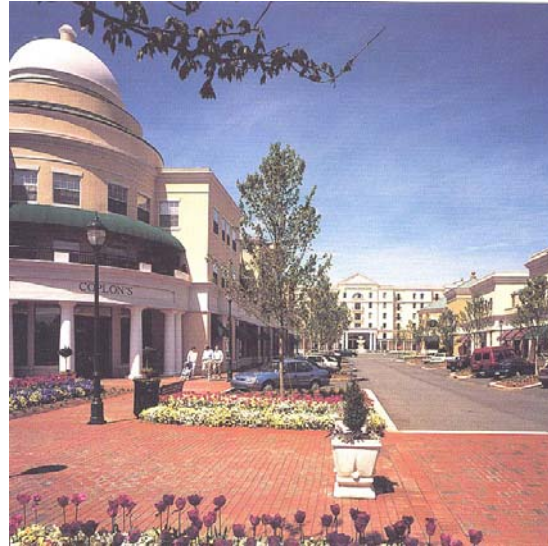
This designation provides for a variety of mixed uses, including residential, commercial, office, and public and quasi-public uses. There will be two Land Use Classifications within this mixed-use core concept: the Community Core and the Village Core.

Gateway Village – Community Core

The Gateway Village – Community Core will be located at the southwest corner of Avenue 12 and Highway 41. The Community Core will act as the project's activity center or town center. It will establish a public atmosphere and create a dynamic location to shop, work and live. It will be the point of entry to the community and will establish a strong and unique identity for the entire Gateway Village community.

The Community Core classification will accommodate more intense mixed-use development, with a focus on non-residential uses. The Community Core streetscape will be lively and will be organized around intersections and retail / commercial development.

Day and nighttime activities like shopping, sidewalk cafés, dining, outdoor and community-wide events may be located in the Community Core. Links will be provided via the street network and the community trails system between the Community Core and adjacent residential neighborhoods.



The Community Core classification will also provide limited residential opportunities in the form of live-work, residential over commercial, residential over retail unit types, and attached housing. These types of units would likely appeal to younger singles or couples and older couples in need of smaller homes. They will accommodate those in search of more active lifestyles and those who desire convenient access to nearby services. Residential uses in limited intensities will generate a steady flow of foot traffic for the commercial and retail activities in the Community Core.

Gateway Village – Village Core



The Gateway Village – Village Core will be located more interior to the project than the Community Core, south of Avenue 12 and extending east and west of Root Creek Parkway East. The Village Core will provide a more intimately scaled mixed-use gathering place, oriented toward residential uses. It will allow lower intensity, mixed-used development such as residential, recreational, neighborhood retail, and other suitable commercial uses that are neighborhood serving in nature. The Village Core could contain a

mix of residential development types including single-family residential, duplexes and townhomes. Commercial and retail uses in the Village Core might consist of small

businesses that serve the daily needs of the surrounding neighborhood like grocery and drug stores, small banks or credit unions, dry cleaners or small eateries.

Development within this land use classification will encourage pedestrian activity and will be easily accessible from the surrounding residential areas. The Village Core will incorporate open space areas and recreation features and will reinforce the connection to surrounding residential developments through pedestrian and bicycle trail connections.

COMMUNITY COMMERCIAL (CC)

The Community Commercial land use area will be located on an approximate 40 acre parcel north of Avenue 12 between the Frontage Road and Highway 41. The strategic location of this site, at the connection of Avenue 12 to the Freeway, dictates highway-oriented commercial uses. This area will accommodate employment centers and higher intensity commercial land uses.

NEIGHBORHOOD COMMERCIAL (NC)

The Neighborhood Commercial designation will accommodate neighborhood serving commercial land uses. The commercial areas will be designed to be compatible with the surrounding neighborhoods and consistent with the overall concepts of connectivity and pedestrian orientation. These areas are dispersed throughout Gateway Village to provide convenient access by foot or by bicycle within an acceptable travel time.

LOW DENSITY RESIDENTIAL (LDR)

A maximum of 6,578 dwelling units will be constructed within this land use designation. This also includes the total number of units in the mixed-use areas. This land use designation allows a variety of residential types including large and small lot single-family housing, duplexes, and multiple-family housing. This land use designation will also accommodate schools, parks, recreation and trail uses. The residential land uses will be organized as neighborhoods¹ to create a diverse environment catering to the needs of residents with differing lifestyles and housing needs. However, a degree of flexibility relative to the absolute number of units in each Neighborhood will allow unused units to be transferred into other Neighborhoods based on the criteria and planning principles in the Specific Plan. Densities within this land use designation shall be calculated on a Neighborhood basis, not on an individual development project basis.

An effort has been made to allow for a mixing of residential densities throughout the plan area. Mixing of densities and residential product type will allow for a more socially integrated community and provide opportunities for residents, at all economic levels, to live in close proximity to their places of employment. The location of the Mixed Use

¹ The residential component of the project will be organized around Neighborhoods (districts or villages). These Neighborhoods are described in more detail in the Gateway Village Specific Plan.

Cores and Neighborhood Commercial areas throughout the community will allow residents and employees of the plan area to obtain routine goods and services near their homes and jobs without long vehicle trips. In fact, one of the goals of the Plan is to provide opportunities for people to complete many of their daily activities without having to use a vehicle at all.

A range of housing types, from large, single-family residences to townhomes and multi-family housing will be provided in Gateway Village. Some multi-family housing will be needed to accommodate younger families and older couples desiring smaller units. This will be accomplished by allowing for increased densities in some areas but maintaining the cap of 6,578 dwelling units for the Area Plan as a whole. Units not developed in one area may be captured by another for the goal of providing a specific housing type targeted to specific groups or community needs. The transfer of units from one area to another will allow for the development of diverse and highly amenitized neighborhoods while maintaining an overall Area Plan density of 3.2 du/acre. The provisions for moving dwelling units between Neighborhoods will be set forth in the Specific Plan.

LIGHT INDUSTRIAL/BUSINESS PARK (LI)

This land use designation is for the existing, approximately 89 acre employment center, located north of Avenue 10 in the southerly area of Gateway Village. This designation provides for a variety of industrial park, research and development, warehouse, and other uses. As previously stated, this area is included within the boundary of Gateway Village only for the purpose of establishing a logical southerly boundary for the Area Plan along Avenue 10. The existing General Plan Land Use Designation for the area is Light Industrial/Business Park (LI) and this designation will not be altered by the Area Plan. The present zoning for this area is also appropriate for the existing use.

OPEN SPACE (OS)

A major contributor to the interconnected form and structure of Gateway Village is its open space system. It is intended to provide for the recreational needs of the residents of the community as well as being an important visual amenity.

The Open Space land use designation in this Area Plan is approximately 148 acres and includes the Root Creek Park area and the Wastewater Treatment Plant (WWTP) site (see Exhibit 2, Land Use Plan). Root Creek Park extends through the entire length of Gateway Village from Highway 41 westerly to the western boundary of Gateway Village. However, additional open space elements are allowable uses within the other land use designations. For example, the Low Density Residential (LDR) land use designation specifically allows public and quasi public uses which are defined in the Madera County General Plan as including schools, parks, and similar facilities.

The open space element reserves a total of approximately 217 acres, or approximately 11% of the entire project site, as permanent community open space. It is designed to establish community features that will provide a signature for Gateway Village within the region and special identity for the neighborhoods within the project. A large community park, neighborhood parks, pocket parks, greenbelts, trails, water elements, and flood control facilities make up the open space component of the plan. Water elements (ponds, small lakes, and fountains) of various sizes may be provided in many of the residential areas. Neighborhood recreational facilities will be located within individual residential neighborhoods and will provide additional open space opportunities and recreational amenities. Exhibit 3, Conceptual Open Space Network provides a concept plan for the open space network (including Root Creek Park, neighborhood parks and other open space elements) within the project area.

Utilizing the open space network, pedestrian and bicycle trails are planned to link residential neighborhoods with schools, public facilities, parks, libraries, day care centers, churches, commercial opportunities and places of employment. It is expected that this extensive system of trails, when combined with an efficient pattern of land use, will greatly reduce reliance on the automobile by the residents of Gateway Village (see Exhibit 4, Trails Plan). This open space commitment will also be a source of community identity and pride.

EMPLOYMENT

Although employment is not a land use designation, it is an important element in Gateway Village. A major objective of the Gateway Village project is to provide local employment opportunities in conjunction with affordable housing and public transportation. Employment generating uses will be accommodated within the land use designations of Mixed-Use Core, Community Commercial, Neighborhood Commercial, Light Industrial/Business Park, and by education and government uses allowed in the Low Density Residential designation. This provides approximately 1.03 jobs per household. This ratio represents the jobs per household within Gateway Village using a "hard" count of jobs which considers only permanent jobs with the Gateway Village Area Plan. Given the location of the high employment areas immediately to the north and adjacent to the southern boundary of Gateway Village, it is anticipated that the actual ratio may be significantly higher than 1.03. The Environmental Impact Report for Gunner Ranch West, which is located immediately south of Gateway Village, indicates that Gunner Ranch West is a "job-rich" development. The development will contain 10,800 jobs and 3,000 dwelling units for a ratio of 3.6 jobs per dwelling unit.

The primary location of jobs within Gateway Village will be in the existing Light Industrial/Business Park and the Community Commercial, Neighborhood Commercial and Mixed Use Core areas. Typical uses which might locate in the Community Commercial and Light Industrial/Business Park include, but are not limited to, research and development (R&D) business and professional offices, lower intensity

manufacturing facilities, warehousing, wholesale commercial, medical facilities and support commercial services.

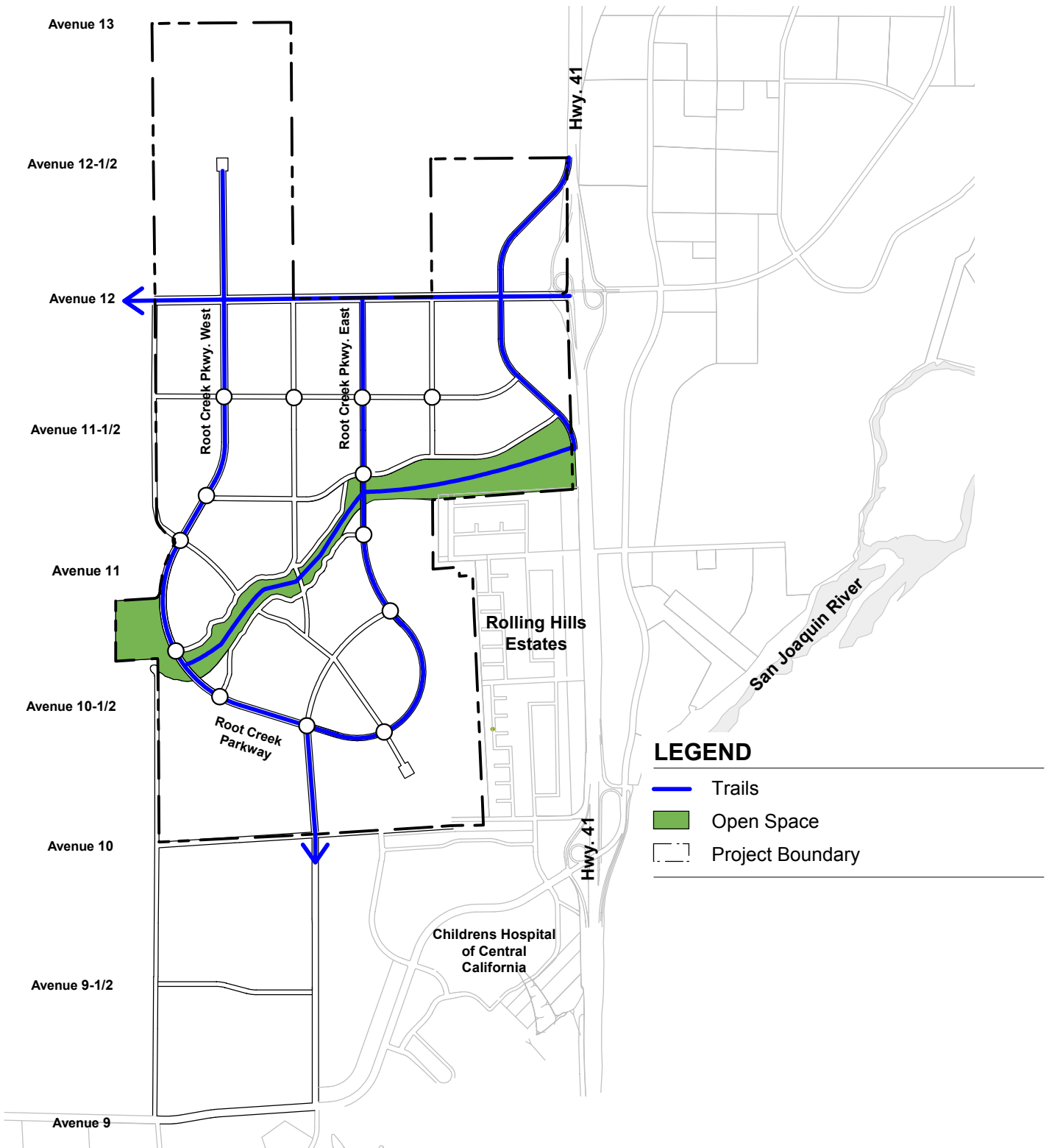


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Conceptual Open Space Network

Gateway Village Area Plan

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10 SCHOOLS AND COMMUNITY FACILITIES

Gateway Village is an ongoing, comprehensive, community planning program offering an unparalleled opportunity to provide for well-thought-out community facilities and services.

Community facilities will be in place when needed and provided in the most cost-effective manner, because of their strategic location within the Land Use Plan. The Land Use Plan allows for the siting of school facilities within any residential area. This gives the School District great flexibility in accommodating the needs of various communities within Gateway Village. Final location and the number of school sites will be determined in consultation with the School District.

The Land Use Plan provides for the educational needs of the children of Gateway Village by locating four elementary school sites within the community. Each of these school sites is approximately 12 acres in size. The project will generate an estimated 4,182 students based on buildout of the residential units. The elementary school sites will also benefit the existing communities of Rolling Hills Estates, Madera Ranchos and portions of Rio Mesa (not including North Fork Village which is in the Chiwanakee School District) by providing sites with easy access to those communities. Each elementary school (K through 6th grade) will be planned to accommodate approximately 800 students. It is anticipated that students from the project will attend Liberty High School and the Middle School currently planned for Avenue 12 and Road 36 on the Liberty High School Campus. The area is also served by State Center Community College District (SCCCD), home to the State's oldest community college. SCCCDC serves the communities of Fresno, Reedley, Clovis, Madera and Oakhurst.

The land use plan as shown on Exhibit 3 is flexible, allowing school sites within any residential land use district to be consolidated or relocated as more detailed site planning takes place in cooperation with Golden Valley Unified School District. The flexibility enhances convenience and efficiency to suit the changing need of residents and the District as Gateway Village develops. Elementary school sites will be strategically located so that they are not only convenient and within walking distance of a majority of students they serve, they are intended to become the focal point and center of the several residential neighborhoods they benefit. School sites are anticipated to be located adjacent to collector streets and in close proximity to neighborhood parks of various sizes. This provides for shared parking and recreational opportunities and, because of

the provision of the off-street pedestrian and bicycle trail system, an enhanced ability for residents to walk or bike to community activities.

Provisions have also been made for public safety, community maintenance, health care, and civic and cultural facilities through the accommodation of these uses within the Mixed Use Cores, Low Density Residential, and other commercial land use designations².

² Specific uses allowed within the various land use designations will be defined in the Gateway Village Specific Plan.

II TRANSPORTATION

In most communities, streets are designed with the singular purpose of providing for high-volume, high-speed vehicle flow, often without any thought given to facilities for bicyclists, pedestrians or alternative forms of transportation.

Major roadways and local streets must fulfill many functions, from transporting people and goods great distances at high speeds to simply allowing people to walk or bike to the neighborhood market or elementary school. Gateway Village major roadways and streets will be designed to service all members of the community, not just drivers.

It is the intent the Gateway Village Plan to provide an integrated transportation system that serves the needs of everyone. To this end, the system envisions a network of functional roads and streets, pedestrian and bicycle facilities and rights-of-way for future public transit.

The Roadway System: The transportation network has been designed to correlate directly with the land use pattern of the Gateway Village Land Use Plan (land use is driving the plan, not the arterial highways).

The Land Use Plan proposes employment and residential areas in close proximity to one another and mixed land uses in the Mixed Use Cores. The plan also envisions higher density residential areas near potential transit routes. A transit center has been incorporated into the design of the Gateway Village in the Mixed Use Village Core located south of Avenue 12 at the intersection with Root Creek Parkway East. Park and Ride facilities will be located in the Mixed Use Community Core. This location represents a key access point to Highway 41. It is anticipated that this facility will minimize traffic congestion, thus decreasing air quality impacts.

As the planning process moves forward, careful phasing and funding programs that anticipate growth and development pressures within this area of Madera County will be created to maintain service levels and allow the region to grow and prosper. Detailed management plans will also be prepared to ensure the most efficient utilization of the transportation network and other infrastructure systems that have been developed. The Specific Plan will include a section on project financing as required by State Law.

The roadway system, as illustrated on the Circulation Plan (Exhibit 5), is composed of four main categories of roadways, Primary (8 lanes) proposed easterly from Root Creek Parkway East along Avenue 12, Primary (4 lanes), Parkway (Root Creek Parkway – 4

lanes), and Collector (2 lanes). More detailed plans will be presented in the Specific Plan, Infrastructure Master Plan and later at the tentative tract map level.

The Parkway: One of the most important community design elements is the proposed Root Creek Parkway. The parkway is intended to provide a multitude of functions. The parkway will serve as the major link between Avenue 10 and Avenue 12 on an alignment roughly parallel to Highway 41 but west of Rolling Hills Estates. The heavily-landscaped corridor will be a major open space element in the community and will contain regional trails for both pedestrians and biking enthusiasts. In addition, utility easements and storm water detention facilities will be located in or along the parkway. The parkway will consist of four travel lanes divided by a landscaped median. Additionally, Root Creek Parkway East will have a reserved right-of-way for a future public transit lane.

Both formal and naturally-landscaped areas along the parkway will provide visual buffers and noise attenuation features for adjacent developed areas. The parkway will further serve as an identifiable edge to differentiate neighborhoods and land use districts.

A 12-foot-wide right-of-way for future public transit will be preserved within the parkways on each side of the roadway. These future lanes will remain a landscaped feature until such time as the population located within the Village reaches densities that warrant their conversion to transit use and funding for improvements can be secured.

The parkway is intended to provide a completely different setting than is usually found along traditional arterial highways. The intent is to achieve a more passive, recreational experience through careful planning, design, and integration into the fabric of the neighborhoods that the parkway serves, and Gateway Village as a whole. Traditional urban design standards for setbacks, street widths, signs and landscaping will be re-evaluated and replaced with creative design standards developed to achieve the desired environment.

Primary: The Gateway Village primary road system is subdivided into two categories, 8-lanes and 4-lanes. The 8-lane primary road is proposed to extend easterly along Avenue 12 from its intersection with Root Creek Parkway East, through the Community Commercial and Community Core land use areas that will front onto Highway 41. This Primary road will have Highway 41 access and will serve as the major entry point to the development from the east.

The primary (4-lane) roads include the east/west segments of Avenues 10, and Avenue 12 extending westerly from the Root Creek Parkway East, and the existing frontage road north and south of Avenue 12, which will provide access to the westerly boundary of the Community Commercial and Community Core land use areas.

Collector: Collectors are the single most important element of the transportation system. Their function is to collect and distribute vehicles to and from residential neighborhoods and to connect with the arterial highway network. They are also intended to link the Mixed Use Cores to residential neighborhoods.

Collectors are expected to have high levels of pedestrian and bicycle use with sidewalks, bicycle lanes, and built-in traffic-calming elements. Compact, low speed intersections will be incorporated into their design. Travel lanes will be narrow (maximum of 12-14 feet per lane) and set within a landscaped right-of-way. Some of the residential streets will accommodate parking on one side of the street while others will incorporate parking on both sides. This will slow traffic and provide more spacious landscape areas for pedestrians and bicyclists.

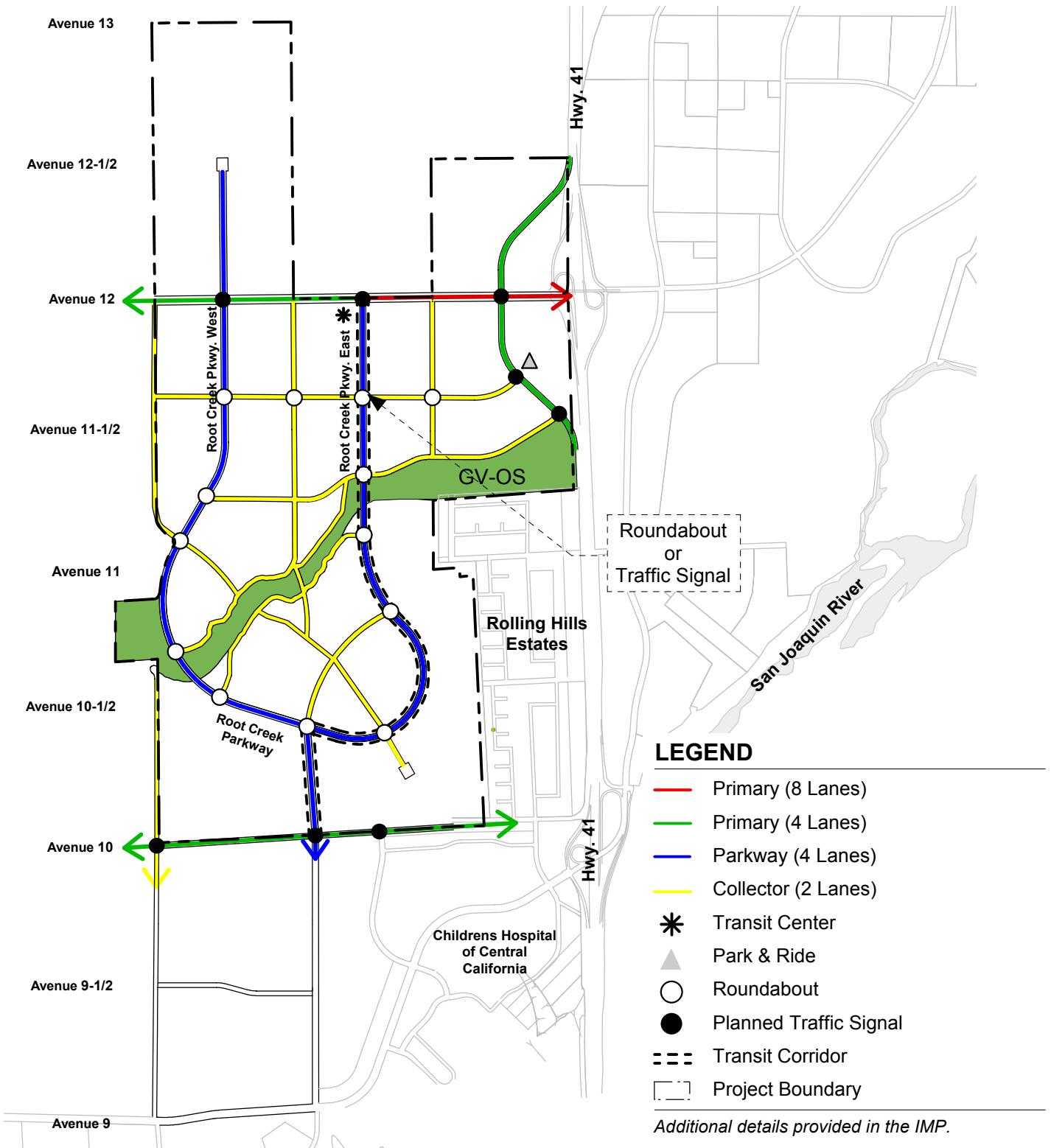
Roundabouts: Another feature of the transportation system is the use of “roundabouts” as a significant element of the Collector and Parkway networks. Not only will the roundabouts act as gateways or entryways to the neighborhoods they serve, but they will also provide for intersection control. Years of research from around the world has proven roundabouts to have over 50 percent fewer traffic accidents than all other forms of intersection control. Also, when accidents occur in roundabouts, the accidents and injuries sustained tend to be less severe than those sustained in intersections with other forms of control. Other benefits include:

- they have higher vehicle capacity than stop signs or traffic signals;
- if well-designed, they can slow traffic to less than 12 m.p.h., yet allow for a continuous flow;
- they require less maintenance than typical signal-controlled intersections;
- because there is less delay than other forms of traffic control, there is less pollution; and,
- the use of roundabouts will create a “character” for the Collector network that will allow the driver to sense he/she is on a multi-purpose transportation corridor and within a particular neighborhood.

Traffic circles may be used on lower capacity streets. Roundabouts and traffic circles both require raised medians in the center of the intersection. Traffic circles, which serve lower capacity road networks, may contain low-growth landscaping and/or a tree as enhancement. These treatments also allow drivers to visually identify an intersection as they approach the circle, but are minimal enough to not obstruct views and site distances around the circle.

Roundabouts serve higher-capacity streets and include curbed “splitter” islands to direct traffic. These islands also serve as a place for vehicles to yield to pedestrians crossing at

an intersection. The larger-diameter-roundabout's raised median circle may be enhanced with more robust landscaping, a sculpture or other feature, so long as sight distances are maintained.



LEGEND

- Primary (8 Lanes)
- Primary (4 Lanes)
- Parkway (4 Lanes)
- Collector (2 Lanes)
- * Transit Center
- ▲ Park & Ride
- Roundabout
- Planned Traffic Signal
- Transit Corridor
- Project Boundary

Additional details provided in the IMP.



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Transit: In addition to bus turnouts being strategically located along the major project, roadways the Plan provides for the preservation of a transit right-of-way along Root Creek Parkway East, which could eventually connect Gateway Village with the Villages of Rio Mesa and the Children's Hospital of Central California, as well as with park-and-ride facilities and major places of employment.

Technology will determine the form of vehicle that will ultimately use the transit right-of-way. The future residents of Gateway Village might someday be riding on something as sophisticated as an electrified jitney or something as simple as a bus traveling on dedicated bus lanes. No matter what the form of transit, the importance of preserving the opportunity now is what this plan is all about.

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12 INFRASTRUCTURE

Hydrology/ Storm Drainage

Existing Drainage Features

Gateway Village lies within three drainages, with the predominant portion located in the Root Creek Watershed. The remaining area drains to the Madera Ranchos South drainage area on the north, and small localized drainage areas in the southern portion. The Root Creek drainage is further divided into northern and southern branches which join near the center of the project. The southern branch of Root Creek has the largest tributary area with over 1,300 acres draining into the site, just west of State Route 41 (SR 41), through a 36" diameter culvert. The north branch is conveyed across SR 41 through three 36" diameter culverts, and then crosses Avenue 12 through a single 60" culvert.

The northernmost drainage area is the Madera Ranchos South drainage, which drains the area immediately south of the Madera Irrigation District Lateral 6.2. The main channel crosses Highway 41 just north of the Avenue 13 alignment, and is well defined when it cuts through the northern half of the Community Commercial land use area.

Currently the project area is utilized for agricultural production, mostly in permanent tree crops. Through the use of modern irrigation techniques, significant re-grading of the area has been prevented, and most of the land remains gently rolling hills and valleys.

Planning Criteria

Most central valley communities have adopted flood protection policies which provide economical flood protection from major storm events. Typical policies provide storage or disposal capacity for the runoff from a major storm (generally a 100-year event), while collection facilities are designed to handle flows generated by more-frequently occurring events, (typically 2-year to 10-year, depending upon land use). Such policies are based upon the concept of utilizing surface or localized storage in streets and similar areas during major events of short duration, while maintaining full capacity to dispose of storm water resulting from major storms of lower intensity but longer duration.

Proposed Storm Drainage Improvements

The first overriding objective of storm drainage improvements is to provide adequate flood protection to all residents and businesses within the development. The second objective is, to the extent practicable, to provide for the retention and recharge of a portion of the storm water on the site. This will play a significant role in enhancing the overall groundwater on the site. Accomplishing these objectives will require a network of collection facilities and a number of detention basins. As part of the integrated park concept utilized in this development, retention/recharge will be provided in impoundments that will be constructed as part of the Root Creek Park. In addition to these impoundments, storm water quality protection basins will be constructed to prevent silt and common contaminants from entering into the Park area. Runoff from developed parcels will not be allowed into the park without first passing through one of the water quality protection basins.

A layout of proposed drainage facilities is shown in Exhibit 6. Preliminary drainage boundaries are shown, along with the major collection facilities that are anticipated to be required to convey runoff from throughout the site to the final impoundment area. More-detailed design of drainage collection, detention, retention and disposal facilities will be provided in the Infrastructure Master Plan. Final design will be completed along with Final Maps and improvement drawings.

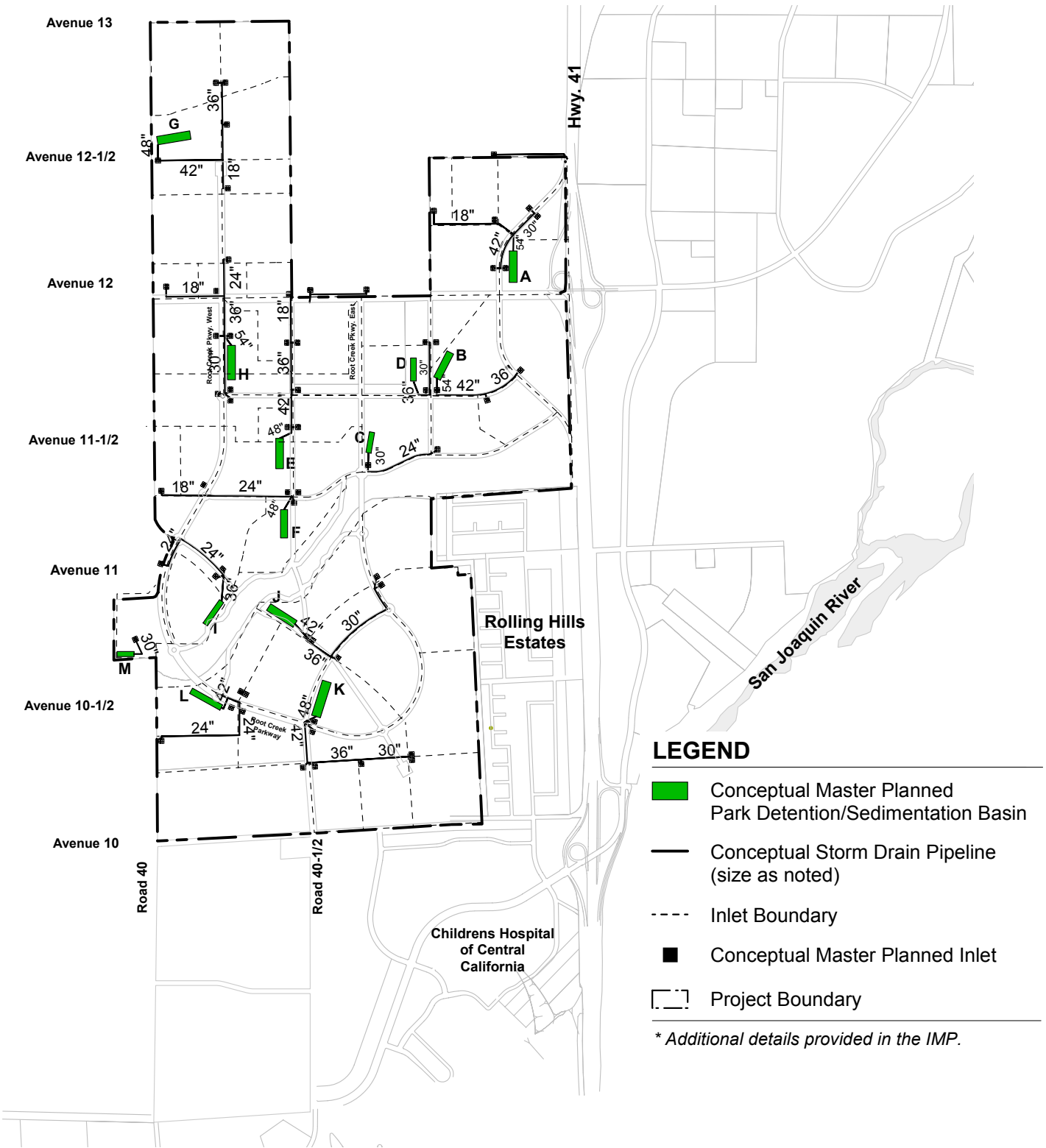
Retention of a 100-year event within the Root Creek Park will require a series of in-line impoundments, made up of weirs and check structures with the capability to retain and recharge approximately 450 acre-feet of water. This capacity should allow the retention and recharge of any inflow into the project from lesser events. The arrangement of this necessary capacity will be set forth in the Infrastructure Master Plan.

Retention facilities within the park will be designated to allow for direct pedestrian access to the low flow channel with low slopes. Inundation of portions of the parkway other than the low flow area will be limited to extreme storm events occurring once every 25-100 years.

Water Quality Considerations

It is anticipated that groundwater wells within the project will be the initial source of drinking water for the project. As part of the Infrastructure Master Plan (IMP) hydrogeological investigations were conducted that indicated suitable water strata within the project area.

A surface water treatment plant may be constructed; and if so, the timing will depend on the initial quantity and quality of water obtained from the initial groundwater wells. By project completion, project's water supply is anticipated to be a combination of groundwater and treated surface water.



LEGEND

- Conceptual Master Planned Park Detention/Sedimentation Basin
- Conceptual Storm Drain Pipeline (size as noted)
- Inlet Boundary
- Conceptual Master Planned Inlet
- Project Boundary

* Additional details provided in the IMP.



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Another fundamental consideration in planning for Gateway Village is the protection of park/retention/recharge facilities from siltation, and suspended pollutants. The use of quality protection basins, in conjunction with other design and construction practices established during the NPDES permit process will be critical to ensuring a safe, aesthetically-pleasing park area that will be a valuable community asset.

Water Supply and Usage

Historic Water Supply & Usage:

The historic water supply in eastern Madera County includes both surface and groundwater resources. Surface water is delivered through the Madera Irrigation District, which includes both surface and groundwater resources. Surface water delivered through the Madera Canal is available to lands within Madera Irrigation District, which includes only a very small portion of Gateway Village. Groundwater has been the most-utilized source, as the area was converted from range land to agricultural production.

Currently groundwater is utilized to irrigate permanent crops on the site, including Citrus, Olives, Pistachios, and Almonds. Based on agronomic uptake rates and existing cropping patterns, current water use within the project area has been calculated to be 6,450 acre-feet per year. Current use reflects an average consumptive demand of 3.2 acre-feet/acre, which is reasonably typical of agricultural areas. A decline in groundwater levels in the area has been noted, as groundwater use has increased and the natural recharge activities have been reduced by drainage improvements, implemented concurrently with agricultural development.

There are 14 irrigation wells currently located within the project area, with capacities ranging from 500-1,200 gallons per minute. Most are connected to advanced micro irrigations systems, and are utilized to irrigate large areas.

Root Creek Water District:

The Root Creek Water District (District), a California Water District formed in October, 1996, will supply domestic water for the project. The District's service area covers 9,233 acres, extending west of State Route 41, between Avenue 12 and the San Joaquin River. The District has the authority to furnish facilities and services to supply domestic water and treat wastewater and storm water within its jurisdiction. The District would obtain water for the project primarily by constructing new wells. It could also purchase some of the existing groundwater wells on the project site (which are within the boundaries of the District) and convert them for municipal use, if feasible. The conversion of agricultural to municipal supply wells would require approval from the Department of Health Services. New wells also would be constructed. The District would also be able to contract with the Bureau of Reclamation for deliveries of surface

water. The planned surface water plant may be utilized at up to 90% of design capacity. Surface water may be used to recharge groundwater supplies and adds reliability to the project's water supply plan. Groundwater would be the most practical and economically feasible source for the project. Surface water will be used first for recharging the groundwater (either directly or through in-lieu irrigation), with direct surface water used for domestic purposes.

Recognizing the vital nature of the groundwater supply, Gateway Village will assist in stabilizing the falling groundwater levels by reducing groundwater use and implementing an aggressive groundwater recharge program designed to provide a balanced hydrologic system. Both of these tasks are critical to ensure the long-term viability of the water supply.

Proposed Water Supply:

Reduced groundwater use will be the natural outcome of the conversion from water-intensive agricultural use to a conservation-oriented urban community. Property development as outlined in this document will create a reduction in groundwater pumping by implementing water conservation measures and utilizing reclaimed water for irrigation of either major landscape and park features or neighboring agricultural parcels. The use of reclaimed water is made possible by advanced treatment of wastewater and has been implemented with dependable results in many communities throughout California and the nation.

The second component of ensuring a reliable long-term water supply is implementing an effective groundwater recharge program. Source water for recharge may include storm water generated on site, reclaimed wastewater, imported surface water, and San Joaquin River flood water. These four components will provide the water resources necessary to achieve a long term, reliable, balanced supply. Flood water releases referenced above are often discharged to the San Joaquin River during early Spring and late Fall due to the capacity limitations of Friant Dam. Recharge of this water into the groundwater table will significantly enhance the groundwater supply.

Proposed Water Usage & Quality:

Based upon the land use, and population projections of 21,313 persons at project build-out contained in this plan, the ultimate annual consumptive water usage will be approximately 6,374 acre-feet per year. This does not include the reclaimed water used for irrigation.

Groundwater quality in the area has been generally satisfactory for agricultural use. Adjacent developments in Rolling Hills and Madera Ranchos, as well as many residences, utilize untreated groundwater for their water supply. Some localized

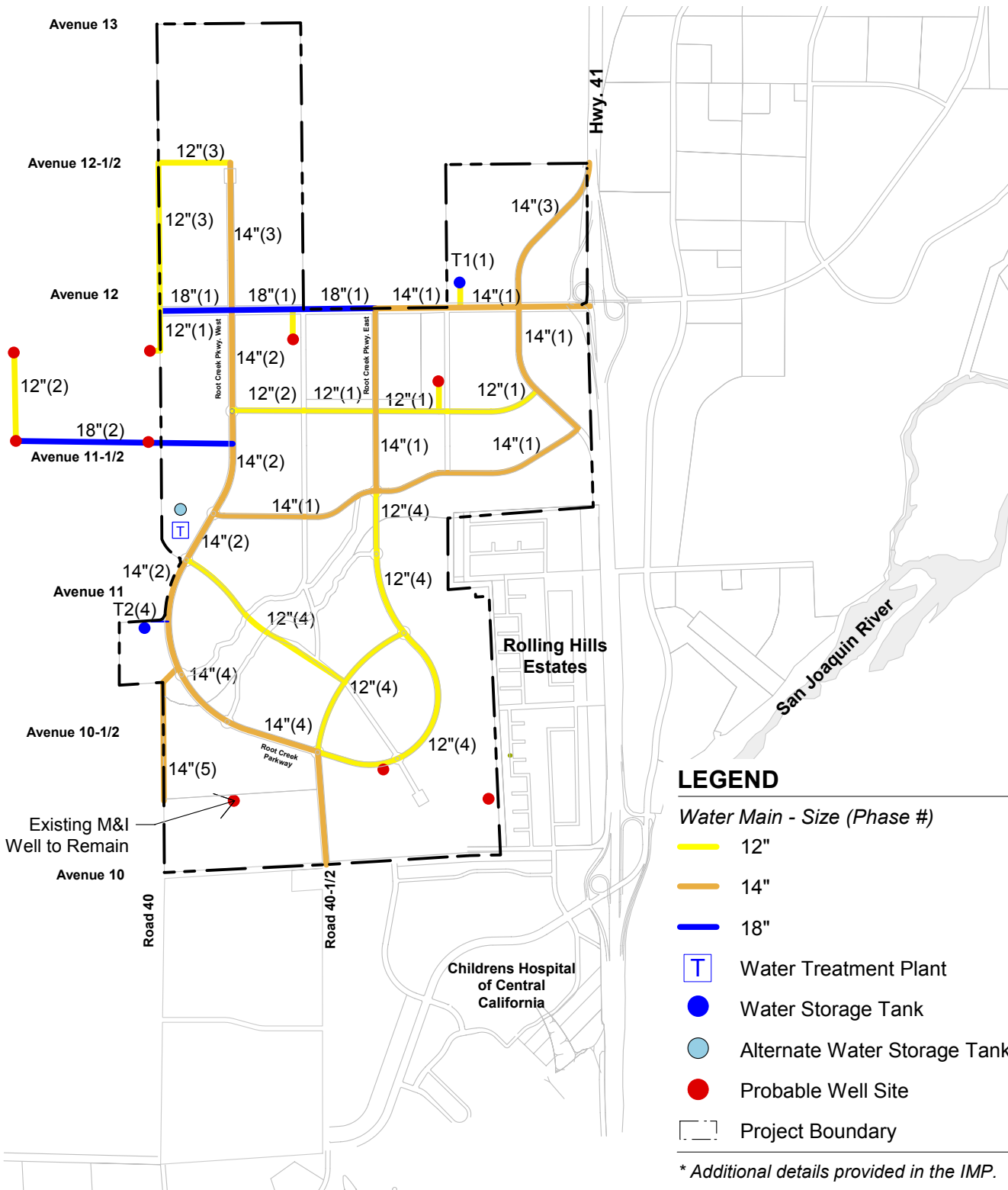
pockets of lower-quality water have been identified, but these can be generally mitigated through well construction techniques.

Proposed Water Improvements:

The Water Distribution Master Plan and phasing is shown on Exhibit 7, Water System Plan. The phasing accommodates the planned phasing of the development while meeting necessary flow, production and storage standards.

All in-tract water distribution facilities will be designed at the time of subdivision approval. Additional water system details will be provided in the Infrastructure Master Plan.

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Wastewater Generation & Disposal

Wastewater Generation:

Wastewater that will be generated by the community has been calculated using typical generation coefficients combined with the land use and population projections contained in this plan. At completion, the development will generate over 2,200 acre-feet of wastewater per year.

Wastewater Treatment:

The wastewater treatment facility will be developed in phases as Gateway Village develops. Pending state approval of the project's Report of Waste Discharge, wastewater in Phase I will be treated to disinfected secondary standards suitable for land application to a variety of edible and non-edible crops, including the existing orange trees. The designated treatment level may vary, depending upon regulatory requirements. Wastewater in later phases will be treated by biological and chemical processes to achieve tertiary quality effluent meeting State Water Quality Standards for unrestricted use. Actual treatment of flows will vary depending upon the disposal method as discussed below.

Choice of the specific treatment plant design will be deferred to the time of final project design. The treatment plan will incorporate an aerated biological process together with chemical disinfection. Alternatives include activated sludge, aerated lagoon, sequencing batch reactor, and membrane bioreactor. Disinfection may be by chlorination or ultra-violet light.

Wastewater Disposal:

Only one real option is available for wastewater disposal, though several variations may be implemented.

The primary use of treated wastewater will be for agricultural irrigation purposes. The proposed community is surrounded on the West and North by potential agricultural water users. Full implementation may require tertiary levels of treatment, depending upon crops, irrigation methods, and surrounding land use, but many crops, including citrus, require only disinfected secondary effluent. Irrigation of crops with reclaimed water will reduce the amount of water pumped from the groundwater basin and is termed "in-lieu recharge."

Another option is irrigation of parks and landscape features within the development. Given the extensive park and trail system included in this plan, there will be significant irrigation demands which can be met through the use of reclaimed water. In almost

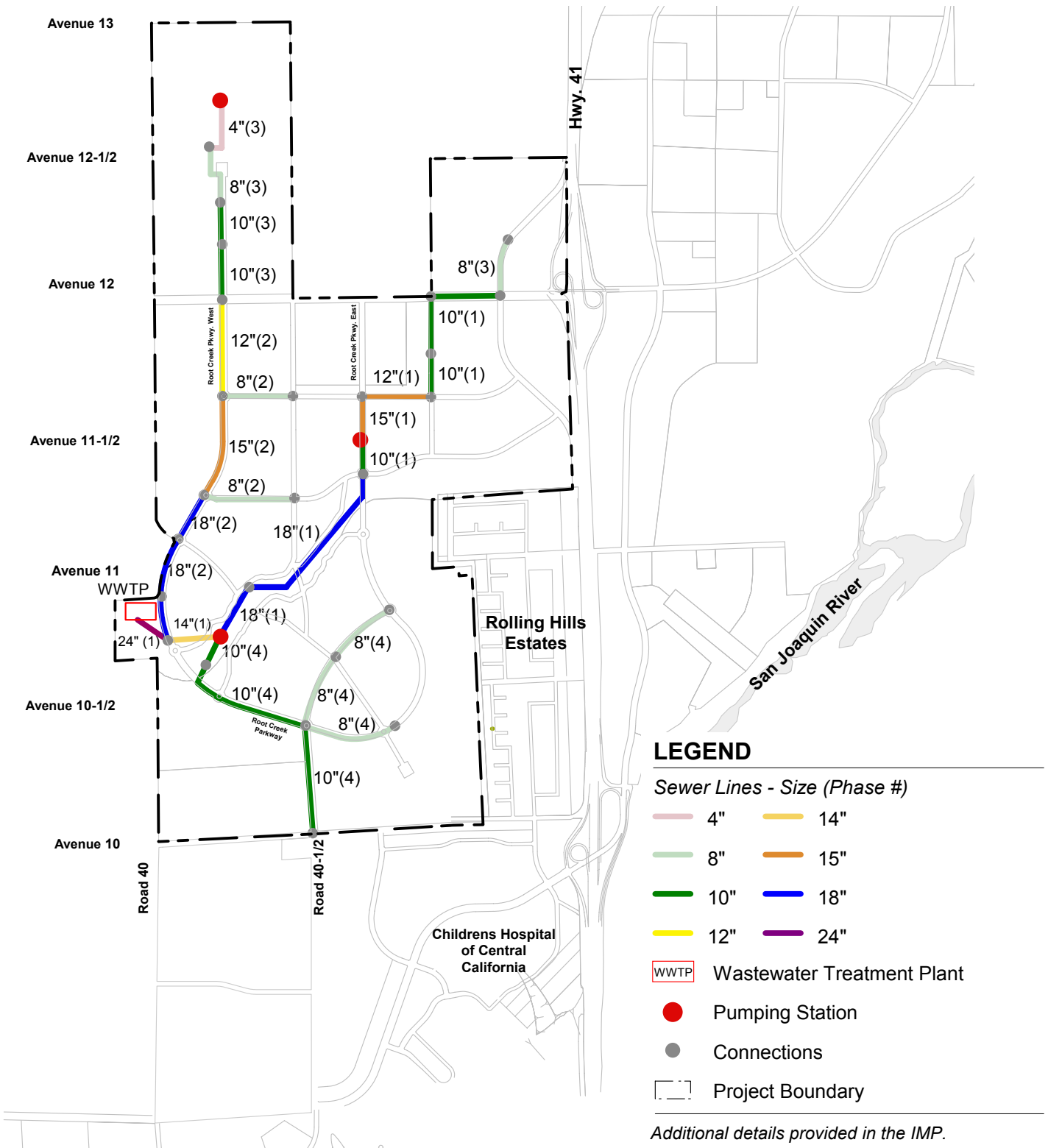
every case, these applications will require tertiary effluent, and therefore would be implemented in later project phases.

Proposed Wastewater Facilities:

There are no existing sewer facilities within the development boundary. The proposed wastewater facilities will include a collection, treatment, disposal, and redistribution system. The collection and treatment facilities are shown in Figure 8. The redistribution system is not shown, but would generally be located on agricultural lands to the west, and later throughout the park, and along landscaped trails or corridors. Together, the three components will collect, treat and dispose of all wastewater generated within the community.

The collection system will consist of a gravity-based system supplemented by lift stations that are required to serve areas in different drainages and mitigate the effects of rolling terrain. The network has been sized initially as shown but may change as further development plans are prepared, and more refined design is completed.

The wastewater treatment facility will consist of a single plant located as shown, with the capacity to treat up to two and a half million gallons per day, should the need ever arise. The construction of the plant will be phased to match the growth rate of the community. Some ponds will be located adjacent to the treatment plant for storage and operational needs.



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13 MAKING IT HAPPEN

The Gateway Village Area Plan provides the basis for guiding future development by establishing a land use pattern, transportation network and open space system and then knitting these elements into an integrated community form. The Plan's implementation will be coordinated at each successive phase of development and will include continuing consultation and cooperation between the property owners responsible for developing the Plan and the County of Madera, as well as other levels of involved governments, including special districts.

The process of building Gateway Village is made complex by its lack of infrastructure, the long-term time frame for its development (perhaps 20 years into the future), and the sheer size of the project. There will inevitably be changes not only in economic conditions, technology, and changes in population and demographics, but also those responsible for overseeing the plan from the County of Madera. This makes it essential that a well-thought-out program to continue the planning process and to phase and coordinate future development be embraced by the County of Madera and the property owners.

The implementation plan for Gateway Village includes the following elements:

- the Infrastructure Master Plan (IMP);
- the Gateway Village Specific Plan; and
- the Environmental Impact Report (EIR)

Infrastructure Master Plan (IMP)

The Infrastructure Master Plan must correlate directly with the Land Use Plan so as not to stimulate development in areas inconsistent with the Plan concept or not provide services to areas that are consistent. The IMP will address the locations and size of domestic water lines, sewer lines, stormwater drainage systems, treatment facilities, and water reclamation concepts. The IMP will be submitted to the County for review and approval concurrent with the Specific Plan. The IMP includes a Master Plan of Circulation and Infrastructure and Community Facilities and Services Plan.

The circulation component will generally locate all Primary Roads and Collectors as well as the Parkway, will describe lane requirements and intersection designs, and will

provide a program for establishing the centerline of all streets where rights-of-way should be preserved. The location and specifications for the backbone trail system will also be developed as an integral part of the circulation component.

The Community Facilities and Services Plan of the Implementation Plan will describe, at the appropriate level of detail, public facilities, services and activities necessary within the proposed Gateway Village planning area. Sheriff and fire protection, educational facilities, civic and cultural institutions and parks and recreation facilities will all be addressed.

The IMP will outline the general location and area requirements for public facilities and institutional uses to serve the future residents and employees of Gateway Village.

The Community Facilities Element should establish definitive standards and criteria for the size and location of civic and institutional facilities. A funding and phasing component of the element should provide for the cost-effective acquisition of sites and construction facilities. Funding should come from sources within Gateway Village, or through other sources which do not create a burden of the remainder of Madera County

The Infrastructure Master Plan has been developed on a community-wide basis, not project by project, and contains phasing and funding programs that anticipate growth and development in the region and ensure that appropriate service levels are maintained at all times.

Gateway Village Specific Plan

The Gateway Village Specific Plan is intended to provide for systematic implementation of the Gateway Village Area Plan and will function as the zoning document for the Gateway Village project by providing land use regulations, development standards and design guidelines for new development. In addition, the Specific Plan will ensure that the area develops in a comprehensive and coordinated fashion with adequate consideration of infrastructure, services, public safety, site and resource management and project financing.

The planning approach presented in the Area Plan has been guided by the desire to create a sustainable community, job/housing choices, jobs/housing balance, a complete village, alternative transportation options and a sense of place. The Gateway Village Specific Plan will be consistent with the concepts detailed in the Area Plan.

The Gateway Village Specific Plan will achieve this vision by creating a high-quality master planned community based in part on Traditional Neighborhood Development (TND) concepts, and wholly on sustainable design. The plan envisions a community where emphasis is placed on open space, architectural diversity, pedestrian opportunities and distinct neighborhoods.

EIR

An Environmental Impact Report (EIR) addressing the Area Plan has been prepared in conformance with the California Environmental Quality Act and will be certified prior to the adoption of the Area Plan.

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APPENDICES

Appendix A General Plan Land use Designations

Appendix A - General Plan Land Use Designations

The General Plan Land Use Designations described in Appendix A apply only to the land uses in the Gateway Village Area Plan. Appendix A is adopted as a part of the Gateway Village Area Plan.

Low Density Residential (LDR)

This designation provides for single family detached and attached homes, duplexes, triplexes, fourplexes, garden apartments, multiple-family residential units, bed-and-breakfast establishments, limited agricultural uses, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 1.0 to 7.5 units per gross acres. The FAR for nonresidential uses shall not exceed 0.30.

Neighborhood Commercial (NC)

This designation provides for neighborhood and locally-oriented retail and service uses, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40.

Community Commercial (CC)

This designation provides for retail, wholesale, services, restaurants, professional and administrative offices, hotel and motels, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.60 except within downtown commercial areas or village core areas, where a maximum FAR of 1.00 is allowed.

Open Space (OS)

This designation provides for low-intensity agricultural uses, grazing, forestry, golf courses, recreation and equestrian uses, major electrical and trunk communication transmission lines, habitat protection, irrigation canals, reservoirs, refuse disposal sites, airports and airstrips, watershed management, public and quasi-public uses, mining, and areas typically unsuitable for human occupations due to public health and safety hazards such as earthquake faults, floodways, unstable soils, or areas containing wildlife habitat and other environmentally-sensitive features.

Light Industrial/Business Park (LI)

This designation provides for industrial parks, research and development, warehouses, light manufacturing, general commercial uses, professional offices, airports and airstrips, outdoor theaters, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.50.

Mixed Use Core (MUC)

This designation provides for a variety of uses, including residential, commercial, office, and public and quasi-public uses. This designation is applied to areas planned for new downtown and community hub areas of planned new communities. Allowable uses are attached and detached single family homes, multiple family units, retail, restaurants, services, commercial recreation, administrative and professional offices, public and quasi-public uses and similar and compatible uses.

Two types of mixed use cores are designated: Community Core and Village Core. A Community Core is predominately commercial in nature with limited residential uses while the Village Core is predominately residential in nature with limited commercial uses.