

CHAPTER 2

Revisions to the Document

This chapter presents new or revised information included in the Draft EIR based upon Lead Agency staff comments or by comments on the Draft EIR. The changes are in order as they appear in the Draft EIR and include text corrections resulting from: additional or revised information required to prepare a response to a specific comment, updated information which has become out-of-date as a result of the passage of time, and/or typographical errors. The new text being added to the Draft EIR is *italicized*; text that is being deleted is in ~~strikeout~~. If new or revised information in tables or figures is called for, the entire revised table or figure is included.

The revisions, as provided in this chapter, did not alter or modify the conclusions in the Draft EIR.

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1. Page 2-14, Table 2.1, second row and second column, discussion of Impact 4.11.4 has been revised as follows:

Implement Mitigation Measures ~~4.11.2a and 4.11.2b~~ *4.11.4 and 4.11.5.*

2. Page 2-14, Table 2.1, first column, discussion of Impact 4.12.3 has been revised as follows:

Impact 4.12.3: The proposed project would increase the number of jobs within the project site by ~~6,786~~ *6,408*, but would eliminate approximately 78 existing agricultural jobs.

3. Page 2-18, Table 2.1, first row and second column, discussion of Impact 4.15.3 has been revised as follows:

Measure 4.15.1: Widen Lanes Bridge Drive from six lanes to eight lanes between Avenue 10 and Children’s Boulevard. The project applicant shall pay their *fair share of the cost* of this measure.

Measure 4.15.2: Widen Avenue 12 from six lanes to eight lanes between SR41 and Rio Mesa Boulevard. The project applicant shall pay their *fair share of the cost* of this measure.

4. Page 2-18, Table 2.1, first row and second column, discussion of Impact 4.15.3 has been revised as follows:

Measure 4.15.9: At the Avenue 12 / Golden State Boulevard intersection (#32), *the Gateway Village project will contribute its fair share through the payment of the County’s Regional Road Impact Fee.* ~~widen the northbound approach to add a second right turn lane. The project applicant shall pay their fair share of the cost of this measure.~~

Measure 4.15.10: At the Avenue 12 / SR99 northbound ramps intersection (#34), *the Gateway Village project will contribute its fair share through the payment of the County’s Regional Road Impact Fee.* ~~widen the eastbound approach to add a third through lane; and widen the westbound approach to add a second and third right turn lane. The project applicant shall pay their fair share of the cost of this measure.~~

5. Page 3-1, Section 3.1 Introduction, first paragraph, second sentence has been revised as follows:

The master planned community as proposed would consist of 1,457 acres of 5,836 low-density *single-family* residential units, 132 acres of commercial and mixed-use (including 742 *multi-family* residential units), 40 acres of highway service commercial uses, 19 acres of neighborhood commercial uses, 148 acres of open space, and 177 acres of right-of-way.

6. Page 3-9, Table 3.1 Land Use Summary has been revised as follows:

**TABLE 3.1
LAND USE SUMMARY**

Proposed Area Plan (GP Designations and Rights-of-Way)	Proposed Specific Plan (Zoning Designations and Rights-of-Way)	Gross Acres	Number of Residential Units
Low Density Residential (<i>LDR</i>)	Gateway Village Residential (GV-R)	1,457	5,836
Mixed Use Core (<i>MUC</i>)	Gateway Village Commercial (GV-C) Gateway Village Mixed-Use (GV-MU)	132	742
Community Commercial (<i>CC</i>)	Gateway Village Highway Commercial (GV-HC)	40	--
Neighborhood Commercial (<i>NC</i>)	Gateway Village Neighborhood Commercial (GV-NC)	19	--
Light Industrial/Business Park (<i>L/I</i>)	Industrial / Urban or Rural, Light District ^a	89	--
Open Space (<i>OS</i>)	Gateway Village Open Space (GV-OS)	148	--
Other	Right-of Way	177	--
	Total	2,062	6,578

^a This is an existing general plan / zoning designation and would not change as a result of the proposed project and is not included in the Specific Plan.

SOURCE: Hogle-Ireland, 2006b.

7. Page 3-14, Table 3.2 Summary of Proposed Land Uses has been revised as follows:

**TABLE 3.2
SUMMARY OF PROPOSED LAND USES**

Type of Use	Gross Acres	Percent of Project Site	Units	Square Footage	Total Employment
Residential	1,306	63%	5,836	NA	NA
Mixed Use					
<i>Residential</i>			742	NA	NA
<i>Neighborhood Oriented Commercial</i>	132	6%	NA	412,078	824 ^a
<i>Regionally Oriented Commercial</i>			NA	413,820	1,379 ^b
Elementary Schools	48	2%	NA	--	126 ^c
Open Space					
<i>Public Parks</i>	115	6%	NA	NA	NA
<i>Other Open Space Areas</i>	102	5%	NA	NA	NA
Commercial					
<i>Neighborhood Oriented Commercial</i>	19	1%	NA	139,392	279 ^a
<i>Regionally Oriented Commercial</i>	40	2%	NA	405,108	1,350 ^b
Government Uses	34	2%	NA	239,580	30
Rights-of-Way	177	9%	NA	NA	NA
Light Industrial ^e	89	4%	NA	969,210	2,423 ^d
Totals	2,062	100%	6,578	2,579,188	6,408

^a Assumes generation factor of 500 sf per employee.

^b Assumes generation factor of 300 sf per employee.

^c Assumes 31.5 teachers/staff per elementary school.

^d Assumes generation factor of 400 sf per employee.

^e The Light Industrial is an existing general plan and zoning designation for this property. The Area Plan and Specific Plan do not propose to change this designation. The acreage, square footage and employment numbers are based on the buildout under the existing land use designation.

SOURCE: Hogle-Ireland, Inc, 2006b.

8. Page 3-12, first bullet point has been revised as follows:

- Low Density Residential (LDR): A maximum of 5,836 *single-family* dwelling units would be constructed within this land use designation. This land use designation allows a variety of residential types including large and small lot single-family and multi-family homes, and duplexes.

9. Page 3-12, second bullet point has been revised as follows:

- Mixed-Use Core (MUC): This designation provides for a variety of residential, commercial, office, and public/quasi-public uses. Within this mixed-use core concept are two land use classifications: Community Core and Village Core. A maximum of 742 *multi-family* dwelling units would be constructed within this land use designation.

10. Page 3-16, Mixed-Use Areas, second paragraph, under last sentence has been revised as follows:

The mixed-use areas would include approximately 742 *multi-family* residential units and 825,898 square feet of neighborhood and regionally oriented commercial uses.

11. Page 3-17, second paragraph, first sentence has been revised as follows:

The proposed project is anticipated to generate approximately ~~4,182~~ 4,516 students. Four elementary school sites (each approximately 12 acres each in size and each able to accommodate approximately *up to* 800 students) would be located within the project site.

12. Page 3-17, last paragraph has been revised as follows:

Employment opportunities would be available as part of the proposed project. Employment generating uses would be accommodated within the mixed-use, commercial and light industrial use areas. In addition, employment opportunities would be made available by education and government uses allowed within the residential areas. As shown in Table 3.2, approximately ~~6,408~~ 6,786 jobs (1.03 jobs per household) would be generated by the proposed project at buildout.

13. Page 3-30 through 3-32, Table 3.4 revised as shown on following page:

14. Page 4.3-17, second to the last paragraph, last sentence has been revised as follows:

This agreement includes an emission reduction program, whereby the applicant funds projects in the Basin, such as replacement and destruction of old engines with new more efficient engines (a copy of the Air Quality Mitigation Agreement is provided in Appendix C-B).

15. Page 4.3-19, first paragraph under Impact 4.3.3, last sentence has been revised as follows:

Total project emissions for buildout year (2025) are summarized in **Table 4.3.6**. Additional data and modeling outputs are ~~provided in Appendix C~~ available at the *County of Madera Planning Department*.

16. Page 4.3-19, second paragraph under Impact 4.3.3, last sentence has been revised as follows:

Additional data and modeling outputs are ~~provided in Appendix C~~ available at the *County of Madera Planning Department*.

**TABLE 3.4
ROADWAY IMPROVEMENT SCHEDULE**

Roadway	Improvements ^a
Phase 1	
Internal Project Roadway System Improvements	Initial access to the northeasterly portion of the phase would be provided from the West Frontage Road and Avenue 12.
Root Creek Collector (North)	Type 2 cross-section road along the north side of Root Creek from West Frontage Road to Root Creek Parkway East as subdivision mapping within Phase 1 reaches this alignment.
Root Creek Parkway East	Would be built from Avenue 12 to Root Creek Collector (North) as subdivision mapping within Phase 1 reaches this alignment; Type 3-alternate cross-section.
East-West Collector	This is the main east-west corridor within Phase 1 (Type 2 cross-section) and will be constructed through Phase 1 in three segments: <ul style="list-style-type: none"> 1. West Frontage Road to easterly North-South Collector 2. Easterly North-South Collector to Root Creek Parkway East 3. Root Creek Parkway East to westerly North-South Collector
County Road System Improvements	
Avenue 12	Two additional lanes from SR41 to Root Creek Parkway East, transition lanes west of Root Creek Parkway East, south side landscaping and decorative wall. No new curb/gutter or median. Lanes would be constructed to allow for future widening to ultimate lane configuration without demolition of the interim lanes. Wall would be located at the ultimate right-of-way width (typical, all phases).
West Frontage Road	Widen west side to Type 3 cross-section from Avenue 12 to south line of Phase 1. Widen east side to Type 3 cross-section from Avenue 12 to Root Creek. Potential traffic signal at intersection with main entrance to the Village (un-named east/west secondary street) if warranted.
Caltrans Improvements ^b	
SR41/Avenue 12	Right turn lanes and double left turn lanes on all legs, signal improvements. Signalization of Avenue 12 and SR41 Frontage Road. Anticipated to be completed by opening day of the proposed project. <i>Prior to Opening Day, the Gateway Village project, at it's sole expense, will construct northbound dual left-turn lanes on SR41 at Avenue 12 and dual westbound departure lanes on Avenue 12.</i>
Phase 2	
Internal Project Roadway System Improvements	
Un-named Collector Roads	Two east-west corridors (Type 2 cross-section) to be constructed as shown on the Gateway Village Circulation Element.
Root Creek Collector (North)	Type 2 cross-section road along the north side of Root Creek from Root Creek Parkway East to Root Creek Parkway West.
Root Creek Parkway West	Collector road from Avenue 12 to Root Creek as subdivision mapping within Phase 2 reaches this alignment; Type 3 cross-section.

**TABLE 3.4 (CONT.)
ROADWAY IMPROVEMENT SCHEDULE**

Roadway	Improvements ^a
County Road System Improvements	
Avenue 12	Two additional lanes from Root Creek Parkway East to Road 40, transition lanes west of Road 40, south side landscaping and decorative wall. Curb/gutter from SR41 to Road 40.
West Frontage Road	Widen west side to Type 3 cross-section from south line of Phase 1 to Root Creek. Widen east side to Type 3 cross-section from Avenue 12 to Root Creek. Potential traffic signal at intersection with main entrance to the Village (un-named east/west secondary street) if warranted.
Road 40	Westerly boundary of Gateway Village between Avenue 12 and Root Creek; Type 2 cross-section.
Caltrans Improvements ^b	
SR41/Avenue 12	Additional through lanes and signal modifications. Anticipated to be completed within construction of 1,500 units within Gateway Village. Prior to Issuance of the 1,500th residential building permit – the Gateway Village project at its sole expense will construct the ultimate intersection. Those improvements are defined as two-through lanes on all four approaches; dual left turn lanes on all four approaches and separate right turn lanes on all four legs; excepting the eastbound approach, which will have dual right turn lanes. (or) <i>If the freeway extension and/or Avenue 12 interchange is to be delivered within 48 months of this Building Permit, then Gateway will make no improvements to the intersection since they will be eliminated as part of the interchange. In lieu of these improvements, Gateway Village will pay the appropriate County SR41 Impact Fee in place at that time.</i>
Phase 3	
Internal Project Roadway System Improvements	
Central Collector Road	Type 2 cross-section road running north-south in the center of this phase from Avenue 12 at its northern limit, as subdivision mapping within Phase 3 progresses.
County Road System Improvements	
Avenue 12	Four additional lanes from SR41 to Root Creek Parkway East, transition construction west of Root Creek Parkway East, traffic signals at Root Creek Parkway East and Root Creek Parkway West, median curb and landscaping from SR41 to Road 40.
Caltrans Improvements ^b	
SR41	Prior to Issuance of the 3,000th residential building permit – the Gateway Village project at its sole expense will construct the four-lane extension of the SR41 freeway from near Avenue 10½ to Avenue 12 and including the Avenue 11 bridge. (or) <i>If the freeway extension and/or Avenue 12 interchange is to be delivered within 48 months of this building permit, then Gateway will make no improvements to the freeway since they will be included in the Freeway Extension/Interchange Project. If Gateway has to construct these improvements, then Gateway will be entitled to full credit against its payment of the County’s SR41 Impact Fees. Also, Gateway will be entitled to enter into a reimbursement agreement with the County for repayment of all costs above its County SR41 Impact Fee. Said reimbursements will come from the Measure “T” Program, the State Transportation Improvement Program, or the collection of development fees from the County’s SR41 Impact Fee Program</i> Construct one additional lane on SR41 from Fresno County line north to Children’s Boulevard interchange. Anticipated to be completed within construction of 4,000 units within Gateway Village.

**TABLE 3.4 (CONT.)
ROADWAY IMPROVEMENT SCHEDULE**

Roadway	Improvements ^a
Phase 4	
<i>Internal Project Roadway System Improvements</i>	None.
<i>County Road System Improvements</i>	
Avenue 10	Widen from two to four lanes from Road 40-1/2 to West Frontage Road. Assumes widening on north side only, with Gunner Ranch having responsibility for south side; Type 4 cross-section on north side, travel lanes only on south side.
West Frontage Road	Type 3 cross-section from north line of Phase 4 to Avenue 12.
Road 40 ½	Southerly extension of Root Creek Parkway, from the parkway loop to Avenue 10; Type 3-alternate cross section.
<i>Caltrans Improvements ^b</i>	
SR41	The balance of Gateway Village Project will be required to pay its fair share to the remaining SR41 corridor improvements (lanes #5 and #6 between the San Joaquin River and Avenue 12) and the County roadways through payment of the County's Road Impact Fee. If that fee is increased, Gateway Village will pay the fee in place at the time the building permit is issued.
Phase 5	
<i>Internal Project Roadway System Improvements</i>	
Un-named Collector Roads	North-south and east-west corridors within Phase 5 (Type 2 cross-section) as shown on the Gateway Village Circulation Element.
Root Creek Collector (South)	Type 2 cross-section along the south side of Root Creek from Root Creek Parkway East to Root Creek Parkway West.
Root Creek Parkway East	Complete loop from Root Creek Collector (North) to Avenue 10; Type 3-alternate cross-section.
Root Creek Parkway West	Complete loop from Root Creek Collector (North) to Root Creek Parkway East; Type 3 cross-section.
<i>Caltrans Improvements ^b</i>	
Southbound SR41 exit at Children's Boulevard	Intersection improvements including additional lanes. Fifth and sixth lanes on SR41 from Avenue 11 to Avenue 12; signal improvements at Avenue 12. Anticipated to be completed within construction of 5,800 units within Gateway Village.

^a Typical street cross sections are included in Figures 2.7 through 2.24 of the Gateway Village Specific Plan (2006) available for review at County of Madera Planning Department.

^b Caltrans improvements associated with implementation of the proposed project would be financed by the applicant *or through the payment of the County Regional Road Impact Fee or the County's SR41 Road Impact Fee.*

SOURCE: Provost & Pritchard, 2006; Hogle-Ireland, 2006b.

17. Page 4.3-22, numerical six bullet point, last sentence has been revised as follows:

Design requirements which prohibit the installation and use of wood burning stoves and wood burning fireplaces (SJV~~U~~APCD Air Quality Mitigation Agreement, see Appendix ~~C~~-B).

18. Page 4.3-24, second to the last paragraph, last sentence has been revised as follows:

The results of the model are shown in Table 4.3.9; the input and output data is ~~contained in Appendix C~~ available at the County of Madera Planning Department.

19. Page 4.3-27, third paragraph, last sentence has been revised as follows:

The list of cumulative project modeling outputs and additional information is ~~provided in Appendix C~~ available at the County of Madera Planning Department.

20. Page 4.4-24, Impact 4.4.2, has been revised to include the following after Measure 4.4.1:

Measure 4.4.1a: Tree and brush removal at the above-identified project sites shall be avoided during the nesting season (March 1 through August 15), or the sites shall be surveyed by a qualified biologist to verify the absence of breeding birds.

Initial site clearing in areas with the potential for nesting birds shall also occur outside of the nesting season (March 1 through August 15). If clearing within the project area is to occur during the nesting season, a general survey for raptors, passerines, and their nests shall be conducted by a qualified biologist prior to construction to verify bird absence. If the survey indicates the potential presence of nesting raptors or passerines, the results would be coordinated with the Region 4 office of the CDFG, and suitable avoidance measures would be developed. Construction activities shall observe CDFG avoidance guidelines, which are a minimum 500-foot buffer zone surrounding active raptor nests and a 250-foot buffer zone surrounding nests of other birds.

21. Page 4.4-25, Impact discussion 4.4.4, has been revised as follows:

Impact 4.4.4: The proposed project ~~would~~ have an **adverse impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means.**

Root Creek, Madera Ranchos South Creek, and their unnamed tributaries are seasonal blue-line streams and are evident between the dominant rows of orchards. The stream courses have been altered from their original configuration; meanders have been removed, natural vegetation has been eliminated, and the hydrologic regime has been modified by agriculture and irrigation. Implementation of the proposed project would *maintain the stream courses in essentially their current state with park and open-space landscaping primarily replacing the current orchards. The SR41 improvements necessary to support the project could ~~nevertheless~~ result in the direct filling and/or alteration of*

wetlands and waters of the United States ~~associated with these seasonal streams~~ to an overall extent of 0.0054 acres. *The wetlands that could be filled are located to the east of SR41, not on the project site. The project proponent currently intends to avoid the waters of the United States by moving the SR41 improvements to the west and maintaining the current eastern SR41 right of way line. If construction within waters of the United States, including wetlands, is necessary it would require permits and/or agreements from the USACOE, RWQCB and CDFG. Permit and agreement conditions will require compensatory mitigation for temporary and permanent impacts to jurisdictional features. This mitigation is expected to be similar to that described below.*

Conclusion: Implementation of the proposed project without *avoidance of jurisdictional wetlands* or incorporation of mitigation measures would have a significant impact to jurisdictional wetlands.

Mitigation:

Measure 4.4.2: *If reasonably feasible, the project shall avoid the 0.0054 acres of wetlands and waters of the United States (and an appropriate buffer zone) that would potentially be impacted by the project. If the project does not avoid the jurisdictional wetlands, then an area equivalent to the wetland impact acreage and in similar condition shall be identified and improved through riparian planting or the removal of non-native species. The location shall be as close to the project site as possible.*

22. Page 4.12-10 and 4.12-11, Impact 4.11.3 has been revised as follows:

Impact 4.12.3: The proposed project would increase the number of jobs within the project site by 6,408 ~~6,786~~, but would eliminate approximately 78 existing agricultural jobs.

It is anticipated that the proposed project would create 6,408 ~~6,786~~ new jobs in the County by 2025 (see Table 3.2). However, the proposed project would also eliminate 78 agriculture-related jobs, for a net increase of 6,408 ~~6,786~~ jobs by 2025. There are also light industrial workers within the proposed project area; these workers would not be affected because the existing zoned light industrial area within the proposed project area would not be affected by the proposed project.

The agricultural land where individuals work would be converted to other land uses as a result of the proposed project. However, the loss of 78 agricultural jobs would not be substantial in light of the 5,916 existing agricultural jobs available in Madera County (see Table 4.12.3) and the 6,408 ~~6,786~~ additional (nonagricultural) jobs that the proposed project would create in the County. Additionally, agriculture-related activities generally require open space with a minimum of built structures (e.g., silos, work shops, equipment sheds, etc.) that would require construction. Therefore, the proposed project would not necessitate the construction of replacement facilities elsewhere.

23. Page 4.12-11, Impact 4.12.4 has been revised as follows:

Impact 4.12.4: Implementation of the proposed project would improve the current jobs/housing balance within Madera County.

At the 2025 full build out, the proposed project would result in an increase in approximately 6,408 ~~6,786~~ new jobs at the project site. Based on the 6,578 residential units to be constructed by 2025, the jobs/housing balance ratio would be approximately 1.03. In comparison, in May 2006, the total number of people employed in Madera County was 57,200 (California Employment Development Department, 2006) and the total number of housing units in Madera County was approximately 46,639 (California Department of Finance, 2006). Thus, the jobs/housing balance ratio in early- to mid-2006 for Madera County was estimated to be 1.23. Even though the proposed project has a lower job/housing ratio as compared to the existing conditions for Madera County, the project would be in an area of high employment potential, such as that occurring from the commercial development existing or planned to the north and south. This, combined with the jobs resulting from the implementation of the proposed project, would balance the job/housing ration to levels comparable to the existing conditions.

24. Page 4.13-1, second paragraph under Public Services, second sentence has been revised as follows:

MCFD is a full service fire department and is comprised of 15 fire stations, a fleet of approximately 50 fire apparatus and support vehicles, 19 full-time career fire suppression personnel and ~~185~~ 158 paid ~~on-call~~ firefighters, and 11 support personnel.

25. Page 4.13-1, third paragraph under Public Services, first sentence has been revised as follows:

Madera County fire stations No. 1 (Madera Valley), No. 3 (Madera Acres), No. 8 (*Indian Lakes*), No. 9 (Rolling Hills), No. 12 (Oakhurst) and No. 19 (Bonadelle Ranchos) are staffed 24 hours-a-day by a full-time career Fire Captain or Fire Apparatus Engineer and are augmented by paid ~~on-call~~ firefighters.

26. Page 4.13-1, 3rd paragraph under Public Services, second sentence has been revised as follows:

Fire stations No. 2 (Chowchilla), No. 4 (Dairyland), No. 10 (Yosemite Lakes), No. 11 (North Fork), No. 13 (Coarsegold), No. 14 (Bass Lake), No. 15 (Raymond), No. 16 (Ahwahnee), No. 17 (O'Neals) and No. 18 (Cedar Valley) are staffed exclusively by paid ~~on-call~~ firefighters.

27. Page 4.13-1, last paragraph under Public Services, last sentence has been revised as follows:

It has one engine and is staffed entirely by one CDF career firefighter and is augmented by paid on-call firefighters.

28. Page 4.13-13, last paragraph, last sentence has been revised as follows:

As shown in Table 4.13.2, based on the GVUSD student generation rates, it is anticipated that the proposed project would generate ~~4,182~~ 4,516 new students within the GVUSD, which is the sole public school service provider for the project site vicinity (Hogle-Ireland, 2006a).

29. Page 4.13-14, Table 4.13.1 Estimated Student Generation has been revised as follows:

**TABLE 4.13.2
ESTIMATED STUDENT GENERATION**

Grade Level	Single-Family Units			Multi-Family Units		
	Units	Generation Rate ^a	Students Generated	Units	Generation Rate ^a	Students Generated
K-6	5,836	0.442	2580	742	0.200	148
7-8	5,836	0.107	624	742	0.058	43
9-12	5,836	0.184	1,074	742	0.063	47
Total (K-12)			4,278			238
Grand Total			4,516 students			

a Student generation rates from the Development Fee Justification Study/School Facilities Needs Analysis prepared for the GVUSD, September 2006, Paoli & Odell, Inc. GVUSD, 2007.

SOURCE: Hogle-Ireland, 2006.

30. Page 4.13-14, first paragraph, last sentence has been revised as follows:

Each planned elementary school would be approximately 12 acres in size and would accommodate *up to* about 800 students.

31. Page 4.13-11, Measure 4.13.1 has been revised as follows:

Measure 4.13.1: Prior to the approval of subsequent tentative subdivision maps and/or non-residential development, the project applicant shall work cooperatively with Madera County Fire Department (MCFD) to address provisions for fire protection services to the project site. These provisions shall ensure that existing fire protection service levels are not adversely affected by the proposed project and include the following:

- Establishment of an assessment process for determining an adequate urban level of fire protection services throughout project build out that includes specific details on *the* personnel needed to serve the project site. Fire protection services shall be in place prior to the arrival of residents. The project applicant would be required to provide the necessary funding for fire protection service until there is sufficient development within the proposed project site to generate an adequate tax base to fully fund fire protection services. Coordination with surrounding volunteer fire stations also shall be included.
- Consideration of sharing fire protection facilities, staff, equipment, and costs with future development in the Rio Mesa Area Plan and Gunner Ranch West Area Plan.
- The proposed project applicant would *pay the project's* pro-rata share of the cost of additional fire protection equipment *and* new fire station required for the project, *by contributing to County's Capital Facility Fee Program* on a per unit or per dwelling basis, *or by directly providing facilities to offset fees, or by such other funding mechanism acceptable to the applicant and the County,* ~~such~~ *The appropriate facilities and the project's pro-rata share* ~~and facilities~~ *are* to be determined *by the County* after additional study ~~by the County~~.

32. Page 4.15-12, Measures 4.15.1 4.15.2 have been revised as follows:

Measure 4.15.1: Widen Lanes Bridge Drive from six lanes to eight lanes between Avenue 10 and Children's Boulevard. The project applicant shall pay *their fair share* of the cost of this measure.

Measure 4.15.2: Widen Avenue 12 from six lanes to eight lanes between SR41 and Rio Mesa Boulevard. The project applicant shall pay *their fair share* of the cost of this measure.

33. Page 4.15-22, Measures 4.15.9 and 4.15.10 have been revised as follows:

Measure 4.15.9: At the Avenue 12 /Golden State Boulevard intersection (#32), *the Gateway Village project will contribute its fair share through the payment of the County's Regional Road Impact Fee.* ~~widen the northbound approach to add a second right turn lane. The project applicant shall pay their fair share of the cost of this measure.~~

Measure 4.15.10: At the Avenue 12 /SR99 northbound ramps intersection (#34), *the Gateway Village project will contribute its fair share through the payment of the County's Regional Road Impact Fee.* ~~widen the eastbound approach to add a third through lane; and widen the westbound approach to add a second and third right turn lane. The project applicant shall pay their fair share of the cost of this measure.~~

34. Page 4.15-28, second full paragraph has been revised as follows:

In agreement with Caltrans, after completion of the above-described roadway improvements to increase roadway capacity, *the project's impacts* to traffic operating

conditions on SR41 would be *fully mitigated acceptable* (Caltrans, 2006). The proposed project would have a less-than-significant impact on traffic conditions on SR41.