

Gridley City Council – Regular City Council Meeting Agenda

Monday, October 18, 2021; 6:00 pm
Gridley City Hall, 685 Kentucky Street, Gridley, CA 95948

“Our purpose is to continuously enhance our community’s vitality and overall quality of life. We are committed to providing high quality, cost-effective municipal services and forming productive partnerships with our residents and regional organizations. We collectively develop, share, and are guided by a clear vision, values, and meaningful objectives.”

Notice of Temporary City Council Meeting Procedures

This meeting is being held in accordance with the Brown Act as currently in effect under the State Emergency Act, Governor Gavin Newsom’s Emergency Declaration related to COVID-19, and Governor Newsom’s Executive Order N-29-20 issued March 17, 2020 that allows attendance by City Council, City staff and the public to participate and conduct the meeting by teleconference and to participate in the meeting to the same extent as if they were present. Comments from the public on agenda items will be accepted until 4 pm on October 18, 2021, via email to jmolinari@gridley.ca.us or via the payment/document drop box at Gridley City Hall and will be conveyed to the Council for consideration. The Mayor and Council appreciate the public’s adaptation and patience during this crisis.

You may attend via Zoom:

<https://us06web.zoom.us/j/85023557740?pwd=NjNxOHhXay9PN2VKVjZ1VFRQTkZidz09>

Meeting ID: 850 2355 7740

Passcode: 396084

One tap mobile

+17207072699,,85023557740#,,,,*396084# US (Denver)

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+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

833 548 0276 US Toll-free

833 548 0282 US Toll-free

877 853 5257 US Toll-free

888 475 4499 US Toll-free

Meeting ID: 850 2355 7740

Passcode: 396084

Find your local number: <https://us06web.zoom.us/j/85023557740?pwd=NjNxOHhXay9PN2VKVjZ1VFRQTkZidz09>

CALL TO ORDER - Mayor Johnson

ROLL CALL

PLEDGE OF ALLEGIANCE – Councilmember Calderon

INVOCATION - None

PROCLAMATIONS – None

INTRODUCTION OF NEW OR PROMOTED EMPLOYEES - None

COMMUNITY PARTICIPATION FORUM - *Members of the public may address the City Council on matters not listed on the agenda. The City Council may not discuss nor take action on any community participation item brought forward by a member of the community. Comments are requested to be limited to three (3) minutes.*

CONSENT AGENDA

1. City Council minutes dated September 20, 2021
2. Contract Amendment #1 for Central Gridley Pedestrian Connectivity and Equal Access Project

ITEMS FOR COUNCIL CONSIDERATION

3. Waste Management Report on Implementation of SB 1382
4. Rural Recreation and Tourism Grant Program-Project Public Input
5. Review of Proposal to Extend Longevity Pay to Samantha Stopplemore
6. Chandler Park Subdivision:

Resolution No. 2021-R-034: A resolution of application of the City of Gridley initiating proceedings for the annexation of approximately 40.0 acres from Butte County into the incorporated boundary of the City of Gridley. (APN 022-210-092)

Resolution No. 2021-R-035: A resolution of the Gridley City Council to amend the General plan (GPA 2-20) land use designations of 16.79 acres Residential Low Density (2-4 du/ac), 16.5 acres Residential Medium Density (5-8 du/ac), 6.34 acres Residential High Density 2 (16-30 du/ac) and 1.66 acres Park to 36.38 acres Residential Medium Density, and 3.62 acres Park and Open Space and to adopt a mitigated negative declaration pursuant to CEQA finding there is Less than significant environmental impact from the land use re-designations. (APN 022-210-092)

Resolution No. 2021-R-036: A resolution of the Gridley City Council approving Tentative Subdivision Map No. 2-20 to subdivide one parcel consisting of approximately 40.0 acres into two hundred and two (202) parcels located on the east side of West Biggs Gridley Road. (APN 022-210-092)

Ordinance No. 835-2021: An ordinance of the Gridley City Council to pre-zone (RZ 2-20) an approximately 36.38 acres Single-Family Residential (R-1) and 3.62 acres Open Space (O-S) located on the east side of West Biggs Gridley Road. (APN 022-210-092)

CITY STAFF AND COUNCIL COMMITTEE REPORTS - *Brief updates from City staff and brief reports on conferences, seminars, and meetings attended by the Mayor and City Council members, if any.*

POTENTIAL FUTURE CITY COUNCIL ITEMS - (Appearing on the Agenda within 30-90 days):

CJIS Radio Compliance Program for Police Dept	11/15/2021
Edler Estates	12/6/2021
Award Contract for Municipal Services Review	12/20/2021

CLOSED SESSION -None

ADJOURNMENT – adjourning to a Regular meeting on November 1, 2021

NOTE 1: POSTING OF AGENDA- This agenda was posted on the public bulletin board at City Hall at or before 6:00 p.m., October 15, 2021. This agenda along with all attachments is available for public viewing online at www.gridley.ca.us and at the Administration Counter in City Hall, 685 Kentucky Street, Gridley, CA.

NOTE 2: REGARDING UNSCHEDULED MATTERS – In accordance with state law, it shall be the policy of this Council that no action shall be taken on any item presented during the public forum or on unscheduled matters unless the Council, by majority vote, determines that an emergency situation exists, or, unless the Council by a two-thirds vote finds that the need to take action arose subsequent to the posting of this agenda.

Gridley City Council – Regular City Council Meeting Minutes

Monday, September 20, 2021; 6:00 pm
Gridley City Hall, 685 Kentucky Street, Gridley, CA 95948

“Our purpose is to continuously enhance our community’s vitality and overall quality of life. We are committed to providing high quality, cost-effective municipal services and forming productive partnerships with our residents and regional organizations. We collectively develop, share, and are guided by a clear vision, values, and meaningful objectives.”

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CALL TO ORDER

Mayor Johnson called the meeting to order at 6 p.m.

ROLL CALL

Council Members

Present: Sanchez, Johnson, Farr, Calderon, Torres
Absent: None
Arriving after roll call: None

Staff present:

Cliff Wagner, City Administrator
Landon Little, City Attorney
Elisa Arteaga, Finance Director
Rodney Harr, Police Chief
Danny Howard, Electric Utility Director
Ross Pippitt, Public Works Director
Ruben Quihuiz, Lieutenant
Donna Decker, City Planner
Dave Harden, City Engineer

PLEDGE OF ALLEGIANCE

Councilmember Sanchez led the Pledge of Allegiance.

INVOCATION - None

PROCLAMATIONS – None

INTRODUCTION OF NEW OR PROMOTED EMPLOYEES - None

COMMUNITY PARTICIPATION FORUM

The Mayor opened the forum and seeing no one present wishing to speak, closed it.

CONSENT AGENDA

1. City Council minutes dated September 7, 2021
2. Second Reading Adoption of Ordinance 834-2021: An ordinance to rezone approximately 8.66 Acres from Residential Suburban (R-S) to Single Family Residential District (R-1) located at the south side of Little Avenue at the Corner of Richins Avenue and Little Avenue (APN 021-250-008)

Motion to approve the consent agenda by Council member Calderon, seconded by Vice Mayor Farr.

ROLL CALL VOTE

Ayes: Calderon, Johnson, Torres, Farr, Sanchez

Motion passed, 5-0

ITEMS FOR COUNCIL CONSIDERATION

3. Request to Purchase Drone for Electric Utility Work

Electric Utility Director Danny Howard explained the proposed uses of the drone and the benefits to the City in terms of speed and efficiency in performing preventative maintenance and inspections, detecting potential hotspots before they become an issue, as well as saving on wear and tear of equipment typically used to do the same work.

Motion to approve item #3 by Council Member Calderon, seconded by Vice Mayor Farr.

ROLL CALL VOTE

Ayes: Johnson, Torres, Calderon, Sanchez, Farr

Motion passed, 5-0

4. Review and Approval of Resolution No. 2021-R-032: A Resolution of the City Council of the City of Gridley Approving the Application for Rural Recreation and Tourism Program Grant Funds

Engineer Dave Harden reviewed the staff report stating this resolution is to approve submittal of the grant application and authorizing the City Administrator as representative for the City. He reviewed options in line with the Master Plan for development of the Industrial Park Sports Complex. This along with additional features at Manuel Vierra Park would give Gridley a competitive edge in this grant opportunity.

Pat Coghlan, 852 Idaho Street, stated his concern that the City was making plans without public input. Harden reiterated this item is to approve submission of an application. Public meetings to obtain public input in addition to this Council meeting will be held in the future.

Motion to approve Resolution No. 2021-R-032 by Council Member Calderon, seconded by Vice Mayor Farr.

ROLL CALL VOTE

Ayes: Johnson, Farr, Torres, Sanchez, Calderon

Motion passed, 5-0

5. Consideration and Approval of proposed revision to the City's Position Classification Plan

Administrator Wagner presented Council with the recommendation of adding a Human Resources Assistant Director to the City's Classification Plan. He explained the many reasons this position is important including managing future expansion of City staff, increasing personnel training and compliance requirements, and the complex COVID-19 response management plans.

There was discussion among Council regarding the possible option of hiring a consultant for the position as well as if the pay scale was appropriate.

Patrick Coghlan, 852 Idaho Street, expressed his thought that the City would do better to hire a Human Resources Manager.

Staff was directed to bring this item back to Council with more information on the options discussed.

Council Member Torres left the meeting.

6. Review and Approval of Resolution No. 2021-R-033: A Resolution Of The City Council Of The City Of Gridley Authorizing The City Administrator To Execute Categorical Investments In Accordance With H.R. 1319 The American Rescue Plan Act

Administrator Wagner reviewed the staff report. Specific dollar amount caps were presented in each of the five spending categories. Wagner explained that every dime must be accounted for and reported to the US Treasury on a regular basis.

Council Member Sanchez expressed her desire to have more detailed input by Council prior to each expenditure as opposed to authorizing the Administrator.

Patrick Coghlan, 852 Idaho Street, expressed his opposition to the recommendation.

Motion to approve Resolution No. 2021-R-033 by Vice Mayor Farr, seconded by Council Member Calderon.

ROLL CALL VOTE

Ayes: Farr, Calderon, Johnson

Nays: Sanchez

Motion passed, 3-1

Mayor Johnson reported on his attendance at the meeting with the Butte County Mosquito and Vector Control District.

POTENTIAL FUTURE CITY COUNCIL ITEMS - (Appearing on the Agenda within 30-90 days):

Chandler Park Subdivision GPA/RZ/TSM/MND	10/18/2021
CJIS Radio Compliance Program for Police Dept	10/18/2021
Edler Estates	12/6/2021
Award Contract for Municipal Services Review	12/20/2021

CLOSED SESSION -None

ADJOURNMENT

With not items for further discussion, Council adjourned at 8:00 pm to the next regularly scheduled meeting on October 4, 2021.

Cliff Wagner, City Clerk

City Council Agenda Item #2

Staff Report

Date: October 18, 2020

To: Mayor and City Council

From: Dave Harden, City Engineer

Subject: Contract Amendment #1 for Central Gridley Pedestrian Connectivity and Equal Access Project

<input checked="" type="checkbox"/>	Regular
<input type="checkbox"/>	Special
<input type="checkbox"/>	Closed
<input type="checkbox"/>	Emergency

Recommendation

City staff respectfully recommends that the City Council authorize the City Administrator to execute an amendment to the contract with R.E.Y. Engineers in the amount of \$22,814.00 to be paid out of the CMAQ Grant (\$160,000) and Streets CIP (\$4,435 beyond grant amount) to cover costs relating to additional project design element, environmental studies and documentation, utility coordination and plans, specifications, and estimates.

Background

The Central Gridley Pedestrian Connectivity and Equal Access Project will address existing gaps in active transportation facilities (ADA crosswalks, sidewalks, and driveways for alley ways) in central Gridley, focusing on streets surrounding McKinley Elementary and Sycamore Middle School that serve as major routes for students walking to and from school.

The City Engineer attended a site walk with R.E.Y. and Public Works upon receiving the 30% Plans. During the site walk the group identified multiple gaps that were not previously identified or included in the scope of the project. It was also determined that work along the south section of Vermont Street would be more intensive than a typical gap closure project.

The goal of the Central Gridley Pedestrian Connectivity and Equal Access Project is to focus on safe pedestrian routes near high traffic areas (commercial, schools, public facilities). To be consistent with the project goal, the scope along Vermont St has been reduced, and the gaps identified on the 30% site walk have been added into the project.

The additional funds requested will be utilized by the consulting engineer to obtain additional topography and complete the remaining design work.

Financial Impact

The additional amount of \$4,435 not covered by the CMAQ grant amount will be funded through the Streets CIP fund, using funds remaining from other projects. The difference in consultant's total contract amount and the grant amount are due to previous staff charges reimbursed by the grant prior to the consultant's contract.

Compliance with City Council Strategic Plan or Budget Goals

The City Council and City Staff are committed to providing effective leadership while providing quality cost effective local government services.

Attachments – Contract Amendment # 1 Request, original contract available for review at City Hall.



October 1, 2021

Dave Harden, PE
City Engineer
685 Kentucky Street
Gridley, CA 95948

Sent via email only

**Subject: Contract Amendment Request No. 1
Central Gridley Pedestrian Connectivity and Equal Access Project
Project No. 19-01 | Federal Aid Project CML-5410(006)**

Dear Mr. Harden,

Thank you for the opportunity to work with the City on this project. As the project has progressed, additional services, within the original scope of work, have been identified that require our assistance. As such, we have prepared this letter outlining the additional services and fee necessary to complete that effort.

Additional design elements within the project area were identified during the 30% review and site walk to achieve the overall goal of the project. These additions consist of ADA compliance improvements including alley crossings, driveway crossings, bulb-outs, tree removals, high visibility cross walks, additional curb ramps, additional sidewalk gap closures, and investigation into inclusion of bicycle facilities with the project. We have assumed that the City will be able to locate and measure two junction structures near the proposed ramp improvements at Sycamore St. and Kentucky St which were discussed during our 30% project review walk and will require additional design for ADA compliance.

Amendment 1 Revised Fee Estimate

Task Description	Contract Value	Amendment 1 Value	Total Amended Contract Value
0. Project Management, Coord. & Documentation	\$ 10,707.62	\$ 0.00	\$ 10,707.62
1. Topographic Survey and Base Mapping	\$ 32,521.48	\$ 5,319.55	\$ 37,841.03
2. Environmental Studies and Documentation	\$ 23,168.26	\$ 271.66	\$ 23,439.92
3. Utility Research and Coordination	\$ 5,775.15	\$ 0.00	\$ 5,775.15
4. Plans Specifications and Estimates	\$ 66,140.37	\$ 17,222.79	\$ 83,363.16
Total Dollars	\$ 138,312.88	\$ 22,814.00	\$ 161,126.88

R.E.Y. respectfully requests a contract amendment in the amount of \$22,814.00 to cover the costs for the items of work which are identified as beyond the current contracted work.

Should you have any questions during your evaluation of this request, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Aaron Brusatori". The signature is written in a cursive, flowing style.

Aaron Brusatori, PE
Project Manager

City Council Agenda Item #3
Staff Report

Date: October 18, 2021

To: Mayor and City Council

From: Cliff Wagner, Administrator

Subject: Waste Management Report on Implementation of SB 1382

X	Regular
	Special
	Closed
	Emergency

Recommendation

Staff respectfully requests that the Mayor and City Council permit the City's contract garbage hauler, Waste Management to provide a brief update to the City Council regarding the January 1, 2022, implementation of Senate Bill 1382. This update is informational, and no City Council action is required.

Background

SB 1383, as enacted in 2017 (Lara, Chapter 395, Statutes of 2016), establishes statewide targets to reduce the statewide disposal of organic waste by 50 percent by 2020 and 75 percent by 2025; and requires that not less than 20 percent of edible food that is currently disposed be recovered for human consumption by 2025. The SB 1383 regulations set forth a variety of programmatic and policy-related requirements for jurisdictions, generators, and other entities to support the Statewide goals of SB 1383.

Compliance with City Council Strategic Plan or Budget Goals

The City Council and City staff are committed to engage the best possible financial practices and the highest possible transparency regarding all financial transactions and essential services provided by the City of Gridley.

Attachments

None

City Council Agenda Item #4
Staff Report

Date: October 18, 2021
To: Mayor and City Council
From: Dave Harden, City Engineer

X	Regular
	Special
	Closed
	Emergency

Subject: Rural Recreation and Tourism Grant Program-Project Public Input

Discussion

City staff has conducted several virtual public meetings to get community input of design elements and considerations to be include in the RRT grant applications for development of the Gridley Sports Complex and the Revitalization of Manuel Vierra Park. This agenda item is presented as an opportunity for another public outreach meeting and to present the feedback from the community to City Council.

Background

The RRT Grant Program is accepting application for improvement to rural parks to create new recreation features to support economic growth, tourism, and health related goals that improve the health of residents and attract out of town visitors.

The City has the opportunity to submit grant applications for development of a new Sports Complex and an application for selected features developed for Manuel Vierra Park Revitalization Project which will meet the goals of the RRT program. The maximum grant amount for each location is \$3,000,000.

Financial Impact - None

Compliance with City Council Strategic Plan or Budget Goals

The City Council and City staff are committed to providing effective leadership while providing quality cost effective local government services.

Attachments – Public Meetings Flyers (English and Spanish)



COMMUNITY INPUT MEETINGS

City of Gridley Parks and Recreation

Manuel Vierra Park and Gridley Sports Complex



Parks and Recreation want to hear from you! What do you like about our parks? What do you want to see improved in our parks? What amenities are you looking for?

The City will be gathering community input for the Manuel Vierra Park Revitalization Project and the Gridley Sports Complex Master Plan.

Below is a list of meeting dates, hosted virtually through Zoom. Scan the QR Code to join, or visit the Facebook page.

ENGLISH MEETINGS

Wednesday
October 13, 2021
6:30-7:30 PM



Thursday
October 14, 2021
10:00- 11:00 AM



Thursday
October 14, 2021
6:30-7:30 PM



Saturday
October 16, 2021
11:00 AM-12:00 PM



Saturday
October 16, 2021
9:30-10:30 AM



Tuesday
October 26, 2021
6:30-7:30 PM



COUNCIL MEETINGS

Tuesday
October 18, 2021
6:00 PM



JOIN OUR FACEBOOK! USE THE QR CODE OR
FACEBOOK.COM/GROUPS/120025737091



For more information about the projects please contact the City Engineer Dave Harden, PE at 530-906-1806.



REUNIONES PARA SUGERENCIAS DE LA COMUNICAD

Ciudad de Gridley Parques y Recreación

Parque Manuel Vierra y Complejo Deportivo de Gridley



El departamento de Parques y Recreación quiere saber de ti! Que les gusta de nuestros parques? Que quieren ver mejorado en nuestros parques? Que comodidades desean en los parques?

La Ciudad tomara las sugerencias de la comunicad para el Proyecto de Revitalización del Parque Manuel Vierra y el Plan Principal del Complejo Deportivo de Gridley.

A continuación se muestra una lista de fechas de reuniones organizadas virtualmente a través de Zoom. Utilicen código QR virtualmente a través de Zoom.

REUNIONES EN INGLES

Wednesday
October 13, 2021
6:30-7:30 PM



Thursday
October 14, 2021
10:00- 11:00 AM



Saturday
October 16, 2021
9:30-10:30 AM



Tuesday
October 26, 2021
6:30-7:30 PM



REUNIONES EN ESPAÑOL

Thursday
October 14, 2021
6:30-7:30 PM



Saturday
October 16, 2021
11:00 AM-12:00 PM



JUNTAS DEL CONCEJO

Tuesday
October 18, 2021
6:00 PM



USE EL CÓDIGO QR Y ÚNANSE A NUESTRO
FACEBOOK.COM/GROUPS/120025737091



Para obtener mas información sobre estos proyectos favor de comunicarse con el Ingeniero de la Ciudad Dave Harden, PI al 530-906-1806.

City Council Agenda Item #5
Staff Report

Date: October 18, 2021

To: Mayor and City Council

From: Cliff Wagner, City Administrator

Subject: Review of Proposal to Extend Longevity Pay to Samantha Stopplemore

X	Regular
	Special
	Closed
	Emergency

Recommendation

City staff respectfully recommends that the City Council extend Longevity Pay to Samantha Stopplemore.

Background

On October 14, 2021, staff notified the Human Resources Director that, on behalf of Officer Samantha Stopplemore, a review of her eligibility for longevity pay was requested. The Longevity Pay policy is outlined in section 9.4 of the Memorandum of Understanding between the City of Gridley and the Gridley Police Officers Association.

9.4 Longevity Pay The following longevity pay applies to all full-time employees within the bargaining unit:

- Effective with an employee's 10th consecutive year of service, one percent (1%) of the employee's gross salary shall be added to that employee's base salary.
- Effective with an employee's 15th consecutive year of service, an additional one percent (1%) of the employee's gross salary shall be added to that employee's base salary for total longevity pay of two percent (2%).
- Effective with an employee's 20th consecutive year of service, an additional one percent (1%) of the employee's gross salary shall be added to that employee's base salary for a total longevity pay of three (3%).

Upon reviewing Officer Stopplemore's employment tenure, I found that there were two breaks in her full-time employment status. Specifically, on March 1, 2008 – returning to full-time status on May 6, 2008. This represented a break in full-time employment of just over two months. There was a second break in full-time employment status on October 21, 2015, during which Officer Stopplemore changed to part-time until she resumed full-time employment status on April 22, 2019. Officer Stopplemore has remained full-time employment with the City of Gridley since that time.

A computation of Officer Stopplemore's full-time employment status reflects a calculation of 10 years, 20 days as of the regular City Council Meeting scheduled for October 18, 2021. However, upon conferring with Gridley City Attorney Tony Galyean and Chief of Police Rodney Harr, we agree that the explicit language of section 9.4 requires consecutive or unbroken years of service. In this case, a strict application of the language and intent of the

Memorandum of Understanding precludes the Human Resources Director from granting Longevity Pay to Officer Stopplemore. Additionally, because the second break in full-time service was a transition to part-time and returned to full-time on April 22, 2019, a strict interpretation would require that Officer Stopplemore's Longevity Pay calculation date would "restart" on that date. This interpretation would leave her at an accrual of over 2 years and four months and strip her of over seven years of qualifying, full-time service. This finding, in my opinion, bruises the sense of fairness that should also inform the application of policy. The legislative intent of the policy is to encourage continuity, support retention, and reward long-term service. A review of Officer Stopplemore's service history shows that she has more than demonstrated her commitment to professionally serving the City of Gridley and its residents.

Fiscal Impact

In the event that the City Council agrees to extend Longevity Pay to Officer Stopplemore, that would result in a net increase in costs to the City of \$46 per month or \$552 annually.

Compliance with City Council Strategic Plan or Budget Goals

This course of action is consistent with the City of Gridley's goals to promote continuity of operations, reduce turn-over, and reward dedicated public service.

City Council Agenda Item #6
Staff Report

Date: October 18, 2021

To: Mayor and Councilmembers

From: Donna Decker, Planning Department

Subject: **Resolution No. 2021-R-034;** Chandler Park Subdivision; A resolution of application of the City of Gridley initiating proceedings for the annexation of approximately 40.0 acres from Butte County into the incorporated boundary of the City of Gridley. (APN 022-210-092)

X	Regular
	Special
	Closed
	Emergency

Resolution No. 2021-R-035; Chandler Park Subdivision; A resolution of the Gridley City Council to amend the General plan (GPA 2-20) land use designations of 16.79 acres Residential Low Density (2-4 du/ac), 16.5 acres Residential Medium Density (5-8 du/ac), 6.34 acres Residential High Density 2 (16-30 du/ac) and 1.66 acres Park to 36.38 acres Residential Medium Density, and 3.62 acres Park and Open Space and to adopt a mitigated negative declaration pursuant to CEQA finding there is Less than significant environmental impact from the land use re-designations. (APN 022-210-092)

Resolution No. 2021-R-036; Chandler Park Subdivision; A resolution of the Gridley City Council approving Tentative Subdivision Map No. 2-20 to subdivide one parcel consisting of approximately 40.0 acres into two hundred and two (202) parcels located on the east side of West Biggs Gridley Road. (APN 022-210-092)

Ordinance No. 835-2021; an ordinance of the Gridley City Council to pre-zone (RZ 2-20) an approximately 36.38 acres Single-Family Residential (R-1) and 3.62 acres Open Space (O-S) located on the east side of West Biggs Gridley Road. (APN 022-210-092)

Recommendation

City staff respectfully recommends the City Council adopt Resolution No. 2021-R-034, 2021-R-035, 2021-R-036, and adopt Ordinance No. 835-2021 by reading of title only.

Summary

On September 16, 2020, the Planning Commission reviewed the proposed project to annex approximately 40 acres into the City of Gridley. The entitlements the project is requesting are: 1) General Plan Amendment to modify the land use increasing the acreage of park and open space and designate the remainder to Residential, Medium Density for consistency to the single family residential rezoning; 2) Pre-zone to Open Space and Single Family Residential (R-1), and 3) Tentative Subdivision Map to create 202 parcels, and 4) a Mitigated Negative Declaration. The development is proposed as a low density, single-family subdivision conforming to the Gridley Municipal Code; one parcel will be reserved for utility use.

The project was introduced to the Planning Commission and the public. Several individuals were opposed to the project based on traffic going through the Heron Landing development, lack of clear parkland provided other than a detention basin, and pedestrian accessibility within the site outside of the streets and sidewalks. Additionally, comments were made related to the City of Gridley wastewater

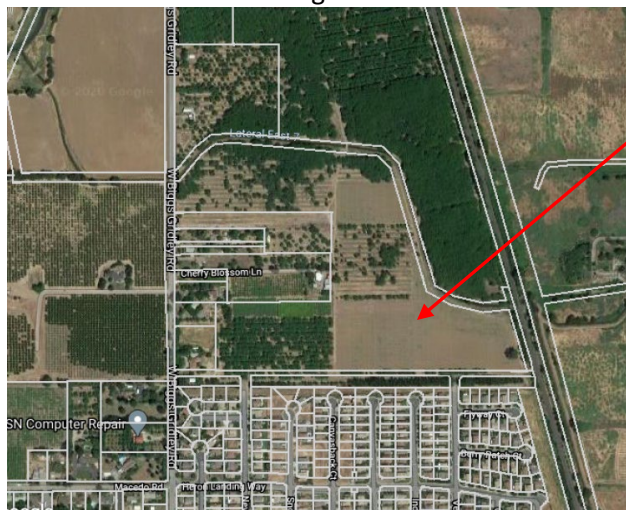
treatment facility and a belief that it was not capable of providing adequate treatment.

On April 21, 2021, staff returned to the Planning Commission with an amended Tentative Subdivision Map. The map reviewed by the Planning Commission reduced the number of parcels from 212 buildable lots to 201 buildable lots and one additional lot for utilities. The Planning Commission received approximately 20 form letters in opposition; nine persons testified in opposition to the project and one person spoke in support of the project in addition to the project proponent. On June 16, 2021 the Planning Commission reviewed the project, listened to public comment, and found the applicant had made several modifications mitigating the concerns about the project. The Planning Commission voted to forward the project to the City Council for action.

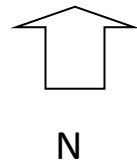
Discussion

Location

The subject site is an approximately 40-acre parcel located on the east side of W. Biggs Gridley Road and north of the Heron Landing subdivision.



Subject Site



The property is contiguous to the existing City boundary and has been within the Sphere of Influence since before the 2010 General Plan Update. It has been anticipated that this is one of the next logical areas of growth expansion to the city.

Figure 1: Location Map

General Plan:

The subject site was included in the General Plan 2030 as one of the areas that would become annexed to the city. The current General Plan designations are as shown below:

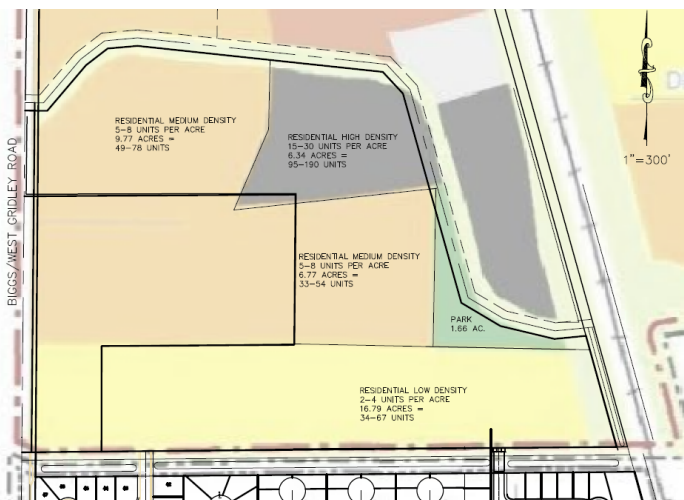


Figure 2: Existing General Plan Land Use Designations

The General Plan map shown in Figure 2 reflect the land uses designated at the time of the adoption of the 2030 General Plan in 2010:

- **Park:** 1.66 acres
- **RLD:** 16.8 acres 2-4
du/ac 34-67 units
 - Residential very low density
- **RMD:** 16.5 acres 5-8
du/ac 82-132 units
 - Residential medium density
- **RHD2:** 6.3 acres 15-30
du/ac 95-190 units
 - Residential high density 2
 - 41.3 acres
Density 5.3-9.8
du/ac

(Park acreage removed for density calculation)

The current General Plan land use designations as shown in Figure 2 would allow up to 389 dwelling units. These units are single-family residential units and high-density residential units. The parklet is 1.66 acres. The density of the existing General Plan shown in Figure 2 above reflects an average of 5.3-9.9 du/ac. If the existing General Plan were to be implemented, the pre-zone application would reflect both the locations and densities noted above.

The applicant proposes to amend the General Plan to allow the site to be developed with a single-family residential development. No high density residential (apartments) would be provided in this development. The park is increased in size from 1.66 acres to 3.62. The open space/park area will have 1.95 acres allocated for a developed family park and the remainder developed as a shallow detention basin (1.67 acres) for use as a sports field during periods of dry weather, similar to the Eagle Meadows detention basin.

Zoning:

The 40-acre site will be subdivided into 202 parcels; one parcel, lot number #202, will be reserved for utility purposes. The proposed project would be pre-zoned as R-1, Single-Family Residential District having a density of 5 du/ac and Park/Open Space as described above.

The R-1, Single-Family Residential District has four legal lot sizes in order to create variation of home sizes that will serve all family types; single individuals, young families, and empty-nesters. Three of the R-1 zoning designations will be utilized:

Zoning Designation	No. of lots	Project percentage
• R-1 7,500 sf – 9,999 sf (yellow)	19	9%
• R-1C 6,000 sf -7,499 sf (orange)	79	40%
• R-1B 3,501 sf- 5,999 sf (lilac)	103	51%

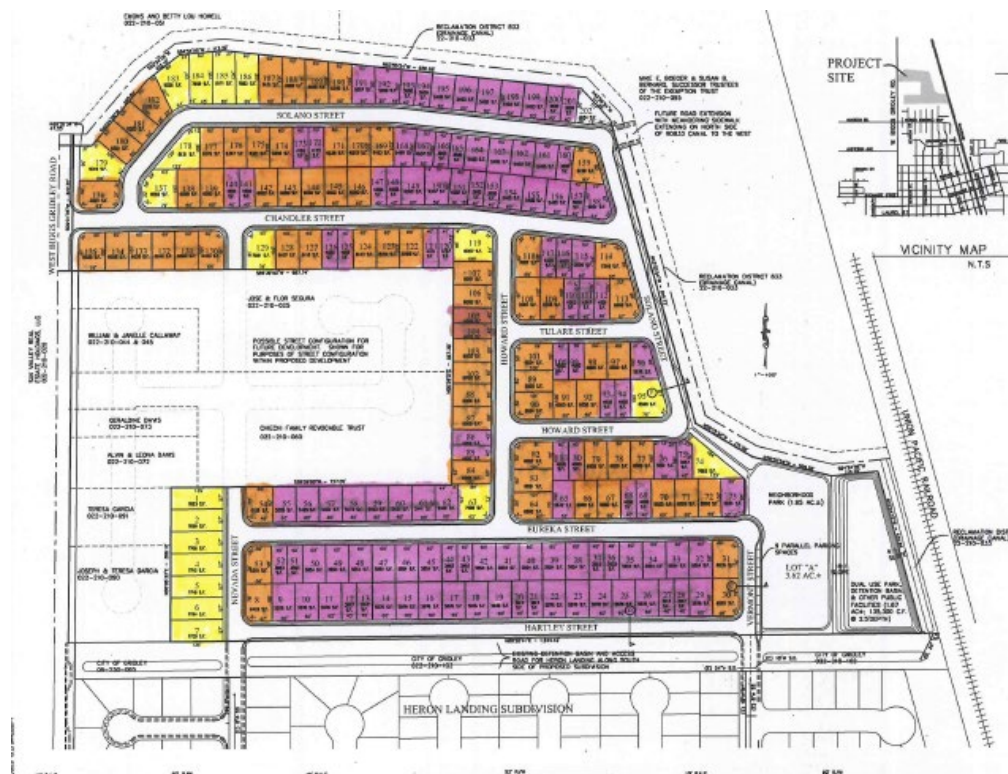


Figure 3: Proposed subdivision – lot types

The lots designated as R-1C are generally in the 6,000-sf range; a typical size residential lot. The lots designated R-1B are generally 5,200 sf. This size lot is also common in other subdivisions within the City of Gridley.

Tentative Subdivision Map

The proposed map subdivides the property into two hundred two (202) parcels and 3.62 acres of park and detention area. The site provides a mixture of parcel sizes as noted above to accommodate single-family residential development accommodating various housing market needs. In 2009, the city updated the General Plan and identified this area as the next logical extension of the city for annexation in that, it is contiguous to the north boundary of the city.

Housing Types:

Comments and concerns were heard related to the smaller lots with a 40-foot lot frontage. There is a belief that the smaller sized lots would not be able to provide an attractive home that will fit in with the country setting of Gridley. Below are some examples of narrow homes that are cottage style; these can be single story or 2 story and range between 1400 sf and 2,000 sf.

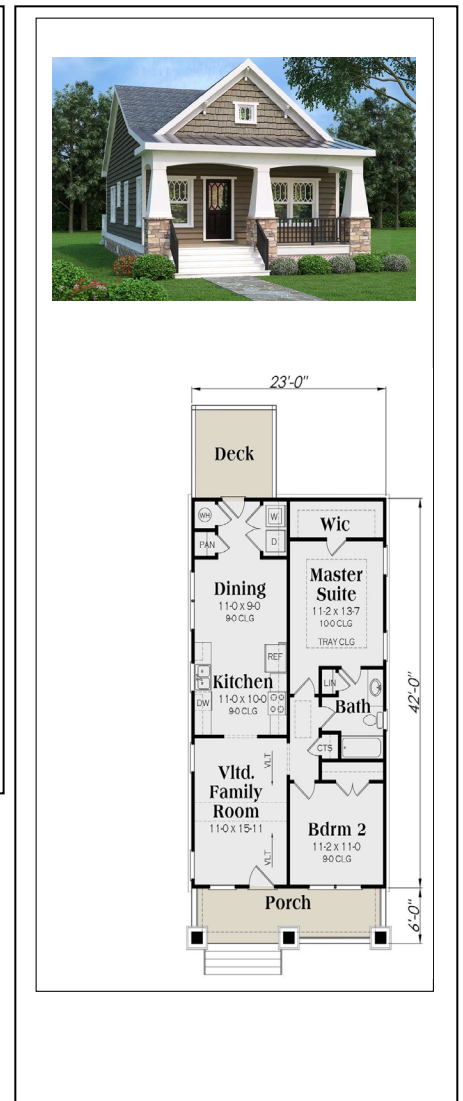
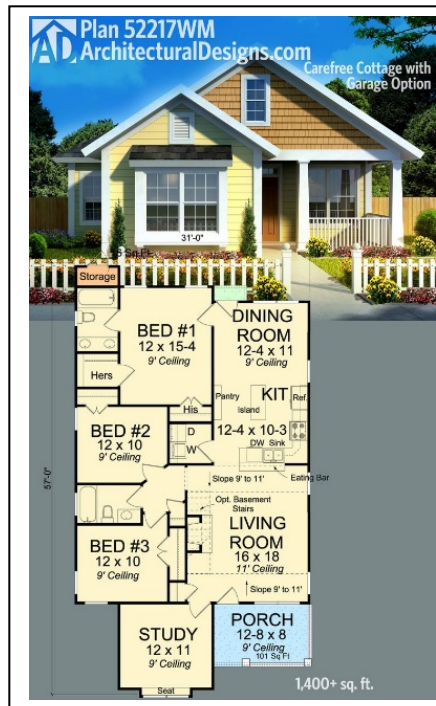


Figure 4: Housing types for narrow lot frontages – Unit width = 30 feet

The styles of homes are provided as an example of home types that are attractive and will serve a segment of the buyer's market looking for a home that is smaller with less land area to maintain.

Lots corresponding to the R-1B size that are generally 5,000-5,500 square feet will support a home that can be found in the Heron Landing and Eagle Meadows subdivisions. The example below provides a visual graphic to show the possibility and the development of the subdivision.



Figure 5: Single story and two-story housing types on 5,600 square foot lots (Heron Landing)

The development of a subdivision does not limit nor can it determine who can purchase housing. Comments were received that if small lots were to be allowed, then, homes would be rentals and become blighted. Additional comments were related to the city allowing smaller homes would devalue others and also create rentals, unpleasant tenants, and crime. Housing is used as an investment. In Heron Landing, a 292-unit subdivision, 51 of the homes are non-owner occupied. This is approximately 18% of the units. There is no data that supports single-family homes for rent disenfranchise a neighborhood nor create instability.

Regional Housing Allocation

In addition to creating an opportunity for a vibrant, diverse neighborhood, the city is also conscious of our obligation to provide land area to support the RHNA, Regional Housing Needs Allocation. This is a figure that is determined by the State and refined as to the number allotted to the city from BCAG – Butte County Association of Governments (BCAG). BCAG completed its Regional Housing Needs Plan, 2020 for the Sixth Cycle. The City of Gridley has been allocated an additional 345 housing units it is responsible for the provision of land area that can be developed into housing in addition to previous allocations. Chandler Park will provide an additional 201 housing units. This development will also help mitigate housing losses suffered by the Camp Fire, Bear Fire of 2018 as well as others lost since those events due to fires each year in Northern California.

Park and open space:

The park, detention basin, common landscape areas, and landscaped pedestrian linkages would be dedicated in fee title to the city and maintained by the city. An assessment district will be formed in order to fund the on-going maintenance of the site. The park will be a public park available for use to anyone. To mitigate access and parking to the park, Hartley Street has been designed to be contiguous to the Heron Landing landscape strip providing parking predominantly on the south side of the street. The site plan also provides parallel parking along Vermont Street for public access. Solano Street has

also been reconfigured to be adjacent to the Reclamation District Canal along with a pedestrian/bike path from the park to the northeast corner of Solano Street.



Figure 6: Parks, Open Space and Street Tree planting

Circulation:

Access into the subdivision will be from three points; Vermont Street, Nevada Street, and from West Biggs Gridley Road. The policies of the General Plan promote neighborhood connectivity and to have neighborhoods connected for routes into the downtown area and to the Highway 99 corridor. When Heron Landing was constructed, Vermont Street and Nevada Street had been designed stubbed to accommodate the future annexation and development of Heron Landing. Residents of the Heron Landing subdivision expressed concern related to traffic moving through Heron Landing to the new subdivision.

Concerns were also relayed as to only having one other alternate entry into the development from West Biggs Gridley Road. Planning was informed that prior to developing the plans, the owners made an effort to engage in discussions with property owners to the west to provide an additional entry. There was no interest in participating or selling additional lands to create second entry into the subdivision from West Biggs Gridley Road.

A traffic Impact Study was completed by KD Anderson; a well-respected, qualified traffic engineering firm. The scope of the analysis reviewed levels of service (LOS) as well as SB 743 vehicle miles traveled (VMT). The study is attached to the staff report. Traffic counts, vehicular travel directions were assessed for the existing roads of State Route 99, Vermont Street, Heron Landing Way, Nevada Street, and W. Biggs Gridley Road. The study identified thresholds of significance for level of service and vehicle miles traveled (VMT). The analysis provides existing plus project to determine if there is a decline in the level of service (LOS) and the impact of VMT. The current LOS identified is A for the study intersections with some turning LOS of B. Roadway segments were also found to be LOS A and B. The General Plan identifies that and LOS C is the minimum standard on most streets and designated arterials. LOS D is the minimum at designated arterial intersections.

The study also defines the perceived level of service by residents and the actual roadway level of service, or in other words, the capacity and volume of traffic that a road can actually accommodate. The project will result in an incremental increase for the length of delays at intersections. The conclusion of the traffic study is the Level of Service for the Existing plus Project traffic conditions is that the road segments and intersections would operate at an acceptable level – LOS C consistent with the General

Plan and no mitigation or road improvements outside of the proposed project are required. Level of service has been used in the past in CEQA documents to identify the significance of a project's impact on traffic operating conditions. As noted in the California Governor's Office of Planning and Research (OPR) document *Technical Advisory on Evaluating Transportation Impacts in CEQA* (California Governor's Office of Planning and Research 2018),

"Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. OPR has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd.(b)(3).)"

For residential projects, "A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita."

The reduction of the number of units from a possible 389 to 201 housing units is a substantial reduction (50%) realizing a VMT reduction resulting in no impact.

Utilities:

During the previous meetings held on September 16, 2020 and April 21, 2021, concerns were brought up that the Wastewater Treatment Facility did not have adequate capacity to serve this subdivision. The City Engineer analyzed the data and determined there had been a miscalculation in the flows. Attached to the staff report, as an exhibit, is the engineering analysis. In summary, it states:

Service Projection

To predict the amount of service connections that can be added, a value of gallons per day used must be chosen. Using existing flow data and the number of existing connections an average value of 238.47 MGD/EDU can be calculated. The industry and City standards for Low Density Residential is 250 GPD/EDU, which will be used for the purpose of this memorandum as it proves to be a conservative value.

Using the flow rate of 250 GPD/EDU and the 873,532 GPD of remaining capacity, approximately 3,490 EDUs can be added to the system.

The system has adequate capacity to serve the proposed subdivision. Other utilities, storm drainage, and electrical, are able to be provided to the site. The City Engineer also evaluated the domestic water supply capacity for development in the City and annexations to the City, also attached.

Public comment/letters:

The city received and addressed public comments at the three Planning Commission hearings held. An anonymous handwritten letter was received. They reflect similar received comments and are considered addressed.

Each of the letters and comments received recommend the Planning Commission condition the project to restrict movement through Heron Landing into the proposed project. The streets in Heron Landing are public streets and are available for anyone to use; they cannot be restricted in such a manner as proposed. The residents described concerns also related to construction traffic through the Heron Landing subdivision. The project has been conditioned to restrict such traffic to the north entry from West Biggs Gridley Road. Attachment 5 is provided to the City Council.

Annexation:

The project involves actions related to a proposed residential subdivision that would be annexed to the city. The project site is currently in an unincorporated area, and under the jurisdiction of Butte County, however, the project site is within the city's Sphere of Influence. The applicant is requesting that the city of Gridley initiate an annexation request to LAFCo for the project. The property is adjacent to the existing city limits. The applicant is the sole ownership and is not requesting to bring other contiguous properties into the city. The city of Gridley has a tax sharing agreement in place.

Conclusion:

Staff evaluated the proposed development related to the overall planned development and expansion of the city, the annexation of lands to meet housing needs, and consistency to the long-range planning documents [General Plan]. The planning process and public hearing platform affords the public an opportunity to review and provide comment on a proposal. The project has been publicly reviewed at three Planning Commission hearings, conditions have been placed on the project to mitigate concerns and is before the City Council for action.

Staff supports the proposed project and recommends the City Council adopt the resolutions to proceed with the annexation process through LAFCO, to amend the General Plan, to adopt a Mitigated Negative Declaration finding impacts result in less than significant, and to adopt an ordinance to prezone the project for single family housing. The proposed project meets the city goals of expansion and growth outlined in the 2030 adopted General Plan.

Public Notice

A notice was posted in the Gridley Herald 20 days in advance of the City Council meeting, posted at City Hall, made available at the Administration public counter, and placed on the City website for review and mailed to adjacent property owners 300 feet from the property boundary. Comments have been received for past public meetings held and included as Attachment 5.

Attachments –

1. Resolution No. 2021-R-034: Resolution of application for annexation to LAFCO
2. Resolution No. 2021-R-035: Resolution to amend the General Plan and adopt a Mitigated Negative Declaration
3. Resolution No. 2021-R-036: Resolution to approve Tentative Subdivision Map 2-20
4. Ordinance 835-2021: First reading of an ordinance by title only to prezone 40.0 acres
5. Public Comments
6. Initial Study with Appendices A-F – Available for Public Review at City Hall Administration Counter

**RESOLUTION OF APPLICATION OF THE CITY OF GRIDLEY INITIATING PROCEEDINGS FOR THE
ANNEXATION OF APPROXIMATELY 40.0 ACRES FROM BUTTE COUNTY INTO THE
INCORPORATED BOUNDARY OF THE CITY OF GRIDLEY (APN 022-210-092)**

WHEREAS, the City of Gridley has received an application to consider a Tentative Subdivision Map request for one parcel totaling approximately 40.0 acres in order to create a total of two hundred two (202) lots for a single-family residential use and has been assigned the file number Tentative Subdivision Map No. 2-20; and,

WHEREAS, the proposed project lies within the boundaries of the County of Butte; and,

WHEREAS, the applicant requests the proposed project area to be annexed to the City of Gridley; and,

WHEREAS, the City of Gridley desires to initiate a proceeding for the adjustment of boundaries specified herein;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
GRIDLEY, AS FOLLOWS:**

1. This proposal is made, and it is requested that proceedings be taken, pursuant to the Cortese/Knox/Hertzberg Local Government Reorganization Act of 2000, commencing with section 56000 of the California Government Code.
2. This proposal is an annexation to the City of Gridley.
3. A map of the affected territory is set forth in Exhibit A, attached hereto and by reference incorporated herein.
4. It is desired that the proposal be subject to the Conditions of Approval as set forth in Exhibit B.
5. The reasons for the proposal are to expand the land area in the City of Gridley to accommodate additional lands for residential use conforming to the requirements of the State of California Housing and Community Development Department Regional Housing Needs Assessment (RHNA) and to meet the 2020 allocation of an additional three hundred and forty-five housing (345) units as determined by the Butte County Association of Governments.
6. The proposal is consistent with the Sphere of Influence of the annexing of lands to the City of Gridley.
7. Consent is hereby given to proceeding to the Butte County Local Agency Formation Commission (BC LAFCO) proceedings for annexation of lands to be incorporated into the City of Gridley.

I HEREBY CERTIFY that the foregoing resolution was duly introduced and passed at the regular City Council meeting of the City of Gridley held on the 18th day of October, 2021, by the following vote:

AYES: COUNCIL MEMBERS

NOES: COUNCIL MEMBERS

ABSENT: COUNCIL MEMBERS

ABSTAIN: COUNCIL MEMBERS

ATTEST:

APPROVE:

Cliff Wagner, City Clerk

Bruce Johnson, Mayor

EXHIBIT A

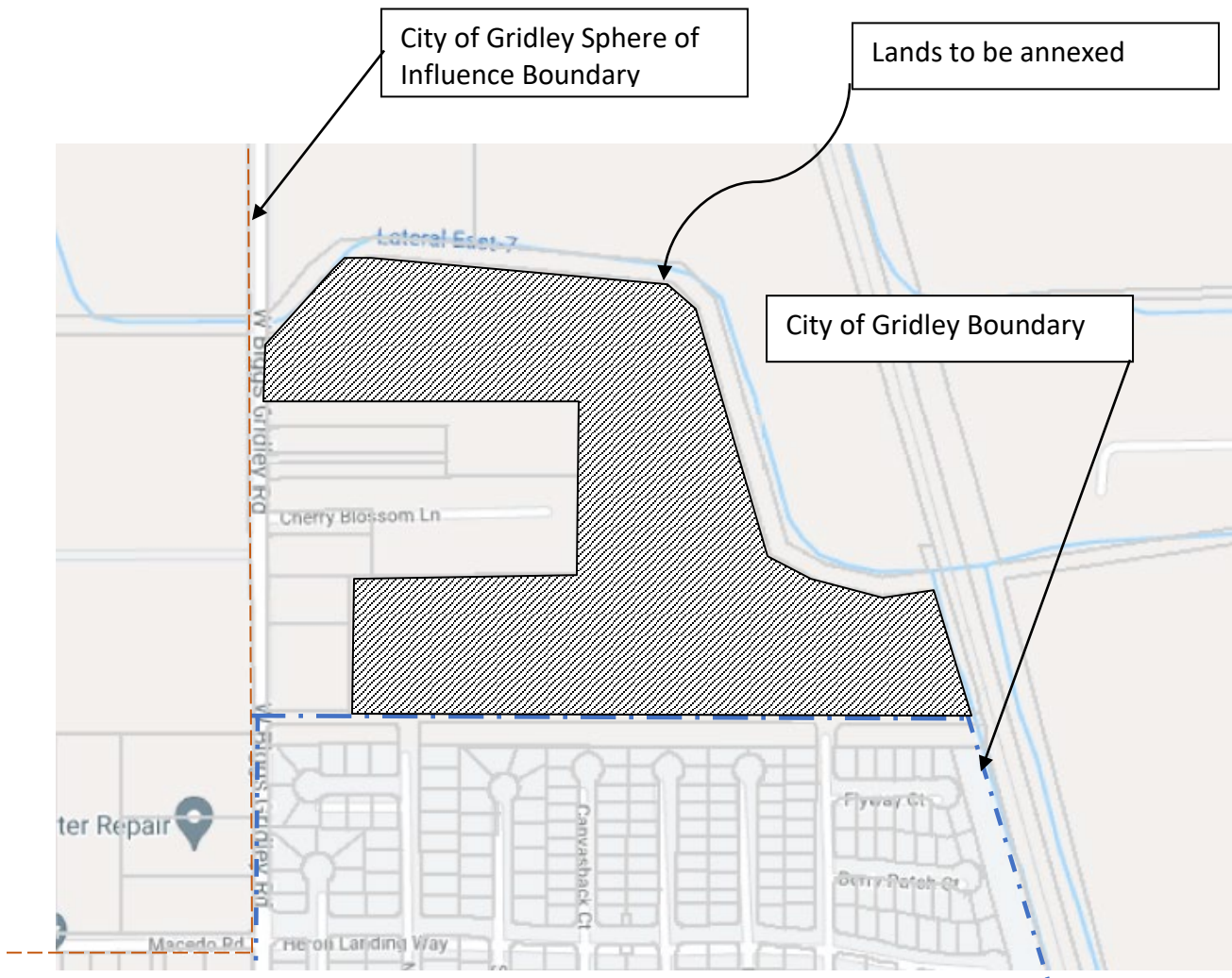


FIGURE 1: PLAT OF PROPOSED LANDS FOR ANNEXATION

Exhibit B
Conditions of Approval
APN: 022-210-092

Project: Chandler Park Subdivision 2021-R-034, 2021-R-035, 2021-R-036, Ordinance 835-2021

A. GENERAL REQUIREMENTS:

1. The applicant shall file a Declaration of Acceptance of the following conditions by submitting a signed copy of the conditions to the Planning Department within 30 days of the City Council approval.
2. The Tentative Map 2-20 shall expire after three years. An extension is allowed under the Subdivision Map Act by application to the city of Gridley 30 days prior to expiration in addition to other extensions by the California State Legislature.
3. Development of the site shall comply with all requirements at the time of development.
4. In the event of the discovery or recognition of prehistoric or historic resources in the area subject to development activity, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie similar resources and a professional archaeologist shall be consulted. Further, if human remains are discovered, the coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required. If the County Coroner determines the remains to be Native American, the coroner shall contact the Native American heritage Commission within 24 hours.

Upon completion of the site examination, the archeologist shall submit a report to the City describing the significance of the finds and make recommendations as to its disposition. If human remains are unearthed during construction, the provisions of California Health and Safety Code Section 7050.5 shall apply. Under this section, no further disturbance of the remains shall occur until the County Coroner has made the necessary findings as to origin and disposition, pursuant to California Public Resources Code Section 5097.98. Mitigation measures, as recommended by the archaeologist and approved by the City, shall be implemented prior to recommencement of construction activity within the 50-foot perimeter.

5. A note shall be placed on the map related to the requirement for the project to pay all applicable impact fees for the development of the project at the currently adopted rates.
6. Minor changes may be approved by the Planning Director upon receipt of a substantiated request by the applicant, or their respected designee. Prior to such approval, verification shall be made by each Department that the modification is consistent with the application, fees paid, and environmental determination as conditionally approved.

Changes deemed to be major or significant in nature shall require a formal application for amendment.

7. All properties subject to Tentative Subdivision Map shall comply with all applicable requirements of the Gridley Municipal Code.
8. The applicant may enter into a Subdivision Agreement and/or a Development Agreement if construction is requested to begin prior to the recordation of the Final Map. The agreement is a document approved by Council resolution.
9. Prior to construction, the applicant may request a grading permit and pay all applicable fees.
10. The applicant/developer may develop the subdivision in phases at the review and approval of the city.
11. All costs related for plan review, design, and improvement plan approval by city staff and/or consultants will be the responsibility of the applicant/developer at actual cost.

B. TAXES:

1. Segregate any assessments against the properties.
2. Pay any delinquent taxes and/or assessments against the properties.
3. The applicant, developer, owner shall submit a request for a tax exchange agreement between the City of Gridley and Butte County.

C. FEES:

1. Note on a separate document to be recorded simultaneously with the Subdivision Map, the requirement for payment of school impact fees, as levied by the Gridley Unified School District in accordance with State legislation at the currently adopted rate per square foot of building area.
2. Note on a separate document to recorded simultaneously with the Subdivision Map, the requirement for payment of drainage fees levied and must be paid to the City at the time a building permit is issued for development of each parcel.
3. Note on a document to be recorded concurrently with the Final Map the requirement for payment of development impact fees at the time a building permit is issued for development on each lot at the current amount adopted by the City Council, at the time of building permit issuance.

D. CONVEYANCES AND EASEMENTS:

1. Dedicate and improve the east one-half of West Biggs Gridley Road including curb, gutter, sidewalk and street reconstruction from the north and south limits of the project entry. Improvements of the right-of-way shall be to the satisfaction of the City Engineer.
2. Dedicate and improve the residential street right-of-way for all interior subdivision streets to the satisfaction of the City Engineer.

3. Dedicate a 10-foot-wide public service easement adjacent to all public right-of-way frontages.
4. All right-of-way dedications shall be affected at the time of the Final Map filing.

E. **STREETS:**

1. All streets of the subdivision shall be constructed in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The required structural sections for the streets will be established by utilizing in place "R" values as determined by the Developer's engineer and traffic indices shown in the Gridley Public Works Construction Standards. The developer shall submit to the city construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a registered civil engineer in the State of California. Prior to the start of any proposed new work, construction details, plans and profiles, typical sections and specifications, and cost estimates that have been prepared by a registered engineer shall be submitted to the Department of Public Works for review and approval prior to start of any work. An encroachment permit shall be required for any work within the public right-of-way.

2. Street names shall be approved by the Butte County Street name coordinator.
3. Install street name signs, traffic control signs, pavement markings and barricades in conformance with the Gridley Public Works Construction Standards.

F. **STORM DRAIN FACILITIES:**

1. Public and private improvements constructed as a result of approval of this subdivision shall not result in an increase in the rate of peak storm water runoff from the gross area of the pre-subdivided site during a one hundred (100) year design storm event. A Master design and Maintenance Plan for construction of improvements to comply with this requirement shall be reviewed and approved by the City Engineer of the City of Gridley and by the Engineer for Reclamation District 833, prior to recordation of the Final Map.

2. Prior to approval of the Final Map all of the following requirements shall be completed:

- a) A registered engineer shall prepare and submit the following information to the city for review and approval:
 - i) Calculations identifying the estimated rate of peak stormwater runoff from the gross area of the undivided site and abutting streets as they exist at the time of approval of the tentative subdivision map during a one hundred (100) year [1% probability] design storm event. The calculations shall be prepared in a manner consistent with the Gridley Public Works Construction Standards, and with standard engineering practice.

ii) Construction details, plans and profiles, typical sections, specifications, and maintenance plans for any proposed stormwater detention facilities to be constructed to serve the parcels created by this subdivision.

b) A funding mechanism, e.g., Assessment District shall be established to provide for the on-going maintenance costs associated with approved stormwater detention facilities constructed pursuant to condition number "I" above. The funding mechanism shall be approved by the City of Gridley.

3. The applicant shall submit plans to Reclamation District No. 833 for review and approval and must pay review fees, if required. All fees must be paid prior to recordation of the Final Map.

4. Dedication of the total area of the detention basin, park, open space, frontage improvements on West Biggs Gridley Road and all pedestrian connection trails, shall be made to the city of Gridley in fee title as a condition of recordation of the Phase 1 Final Map.

5. If surface detention facilities are proposed, the design shall minimize use of the facility by mosquitoes for breeding by incorporating some or all of the features recommended by the Butte County Mosquito and Vector Control District.

6. Construct standard drainage improvements along all streets within and adjacent to the site to the satisfaction of the City Engineer prior to issuance of the first Certificate of Occupancy for structures within the project.

7. All drainage improvements shall be constructed in conformance with the Gridley Public Works Construction Standards, the City of Gridley Master Drainage Plan, and the details shown on approved construction plans. The developer shall have a registered engineer prepare and submit construction details, plans and profiles, typical sections, specifications, and cost estimates to the Department of Public Works for review and approval prior to the recordation of the Final Map.

G. SANITATION FACILITIES:

1. All homes on the new lots created by this subdivision shall be connected to the city sanitary sewer system prior to issuance of a Certificate of Occupancy.

2. All sanitation facilities shall be constructed in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a registered engineer to the Department of Public Works for review and approval prior to start of any work.

H. WATER FACILITIES:

1. All homes on the new lots created by this subdivision shall be connected to the municipal water system.

2. All water facilities shall be constructed in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a registered engineer for review and approval prior to start of any work.

3. The City and the developer shall coordinate with RD 833 for the construction of appropriate decorative fencing to prohibit access to the canal.

I. FIRE PROTECTION:

1. The developer shall install fire hydrants in conformance with the requirements of the Uniform Fire Code as interpreted by the local division of the California Division of Forestry, the City of Gridley's contract Fire Department. The number of hydrants installed, as well as the exact location and size of each hydrant and the size of the water main serving each hydrant, shall be as specified in the Code.

2. All residential structures shall provide a fire sprinkler system that meets or exceeds the requirements of the Fire Code.

J. ELECTRIC FACILITIES:

1. All homes on the new lots created by this subdivision shall be connected to the municipal electric system.

2. All transformers shall be pad mounted above ground.

3. Street lights shall be installed in the locations designated and to the satisfaction of the City Engineer. The street lights shall be City-owned and shall be installed in accordance with City standards.

4. All electric facilities shall be constructed in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a registered engineer to the Department of Public Works for review and approval prior to start of any work.

5. All residential units are required to provide an operable solar system sized to the expected demand. Plans showing the proposed solar design and technical data sheets shall be submitted to the Electric Department for review and approval prior to submitting to Butte County for a building permit.

K. OTHER PUBLIC FACILITIES:

1. Telephone, cable television, internet, and natural gas service shall be provided to all parcels in accordance with the Gridley Public Works Construction Standards, the Gridley Municipal Code, and the requirements of the agencies providing these services.

2. If any existing utilities must be relocated as a result of this subdivision, the agencies that own the facilities may require the developer to pay the cost of such

relocations.

L. LOT GRADING:

1. Prior to approval of a Final Map and improvement plans, a registered engineer or geologist shall prepare a soils report or geotechnical report. The report shall be prepared in a manner consistent with standard engineering practices and shall be reviewed for acceptability by the City Engineer.
2. The lots shall be graded in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit grading details, plans and specifications prepared by a registered engineer for review and approval prior to the start of any work.
3. Prior to grading and sitework, a Storm Water Permit must be obtained from the Regional Water Quality Control Board.
4. The applicant/developer is responsible for paying all costs for a third-party inspector during the construction of any or all phases of development.
5. At the onset of construction, clearing and grubbing, mobilization, the construction access shall be from West Biggs Gridley Road. All equipment, contractors, and material delivery and stockpiling shall be located at the north end of the project. When connection to roads from Heron Landing, Nevada Street and Vermont Street are effected, a temporary security gate shall be in place to prohibit access to the site through the neighborhood.
6. Access to building pads for building the residential units shall be from West Biggs Gridley Road.

M. ENGINEERING: (Refer to other sections of the conditions)

1. Existing topo 50 feet beyond boundary and proposed finish grade contour lines both at 1 foot contour intervals shall be provided.
2. Provide Conceptual Water Plan, proposed sizes, and tie in locations.
3. Provide proposed fire hydrant locations.
4. Provide Conceptual Sewer Plan, proposed sizes, slopes, sewer manholes and tie in locations.
5. Provide Conceptual Drainage Plan, sizes and overland release and detention facilities.
6. Public utility easements (PUE) shall be shown on plans.
7. Conceptual Landscape Plan for frontage along West Biggs-Gridley Rd.

8. Show all existing public facilities on West Biggs Gridley Road.
9. Show width of Drainage Canal easement.
10. A sound wall will be required at the frontage of West Biggs Gridley Road at the entry to the subdivision.
11. Entry from West Biggs Gridley Road shall be similar to the Heron Landing entrance, this will include a larger ROW (80') and a median at the entrance.
12. Provide a legal description sufficient to define the boundary of the existing parcel and current Title Report.
13. West Biggs Gridley Road shall have a ROW equal to the existing ROW south of the project and as approved by the City Engineer.
14. Show standard proposed building setback details for interior lots and corner lots.
15. Provide additional information for street section "A" as proposed.

N. OTHER REQUIREMENTS:

1. Fencing of the rear yards for the project shall occur at the time of construction and shall be the responsibility of the developer. Fencing throughout the project shall be consistent from lot to lot as reviewed and approved by the Planning Department.
2. Form an assessment district to cover on-going maintenance costs of facilities within the subdivision including landscaping areas and the drainage detention basin.
3. The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to the plaintiff in an action challenging the validity of this tentative subdivision map or any environmental or other documentation related to approval of this tentative subdivision map.
4. Construction practices shall conform to the standards adopted by the Butte County Air Quality Management District, which requires that 1) fugitive dust emissions related to construction of public improvements for the subdivision be controlled at all times, 2) all clearing, grading, earth moving or excavation activities must cease during periods of wind exceeding 15 miles per hour averaged over one hour, and 3) large off-road diesel equipment used for grading at the site must be maintained in good operating conditions.
5. Note on a document to be recorded concurrently with the Final Map that agricultural spraying and keeping of livestock may occur on surrounding properties and that such agricultural uses are permitted by the zoning of those properties and will not be abated unless the zoning changes.

6. A 7-ft solid split face concrete masonry unit with decorative cap wall shall be constructed at the east boundary of the detention basin and park to the RD 833 canal.
7. The detention basin shall be fenced and provided with a gate accessible for vehicles to secure the area during wet weather.

A RESOLUTION OF THE GRIDLEY CITY COUNCIL TO AMEND THE GENERAL PLAN (GPA 2-20) LAND USE DESIGNATIONS OF 16.79 ACRES RESIDENTIAL LOW DENSITY (2-4 DU/AC), 16.5 ACRES RESIDENTIAL MEDIUM DENSITY (5-8 DU/AC), 6.34 ACRES RESIDENTIAL HIGH DENSITY 2 (16-30 DU/AC) AND 1.66 ACRES PARK TO 36.38 ACRES RESIDENTIAL MEDIUM DENSITY, AND 3.62 ACRES PARK AND OPEN SPACE AND TO ADOPT A MITIGATED NEGATIVE DECLARATION PURSUANT TO CEQA FINDING THERE IS LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACT FROM THE LAND USE RE-DESIGNATIONS. (APN 022-210-092)

WHEREAS, the Planning Commission held a publicly noticed hearings on September 16, 2020, April 21, 2021, and June 16, 2021, to amend the General Plan (GPA 2-20) land use designations of 16.79 acres Residential Low Density (2-4 du/ac), 16.5 acres Residential Medium Density (5-8 du/ac), 6.34 acres Residential High Density 2 (16-30 du/ac) and 1.66 acres Park to 36.38 acres Residential Medium Density, and 3.62 acres Park and Open Space; and,

WHEREAS, at the close of the June 16, 2021, public hearing, the Planning Commission recommended that the City Council approve the amendment of the General Plan land use designation to 36.38 acres Residential, Medium Density and 3.62 acres Park and Open Space; and,

WHEREAS, the City Council reviewed the recommendation of the Planning Commission at its October 18, 2021, public hearing also considering the Initial Study, and did find the change in General Plan land use designation could not have a significant effect on the environment; and,

WHEREAS, the City Council accepts the Initial Study. A Notice of Intent to adopt a Negative Declaration was published and provided the required 20-day minimum period for public review and comment.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRIDLEY, AS FOLLOWS:

1. The City Council of the City of Gridley amends the General Plan land use designation of 36.38 acres from existing land use designations to Residential, Medium Density and 3.62 acres to Park and Open Space, Assessor Parcel Number 022-210-092 as shown on the attached Exhibit A; and,
2. The City Council of the City of Gridley adopts a Mitigated Negative Declaration finding that the project could not have a significant effect on the environment.
3. The General Plan Map of the City of Gridley on file with the City Clerk, designating and dividing the City into land use districts, is hereby amended, in accordance with the herein description and Exhibit A.

**RESOLUTION NO.
2021-R-035**

I HEREBY CERTIFY that the foregoing resolution was introduced, passed, and adopted by the City Council of the City of Gridley at a regular meeting held on the 18th day of October 2021 by the following vote:

AYES: COUNCIL MEMBERS

NOES: COUNCIL MEMBERS

ABSTAIN: COUNCIL MEMBERS

ABSENT: COUNCIL MEMBERS

ATTEST:

APPROVE:

Cliff Wagner, City Clerk

Bruce Johnson, Mayor

EXHIBIT A

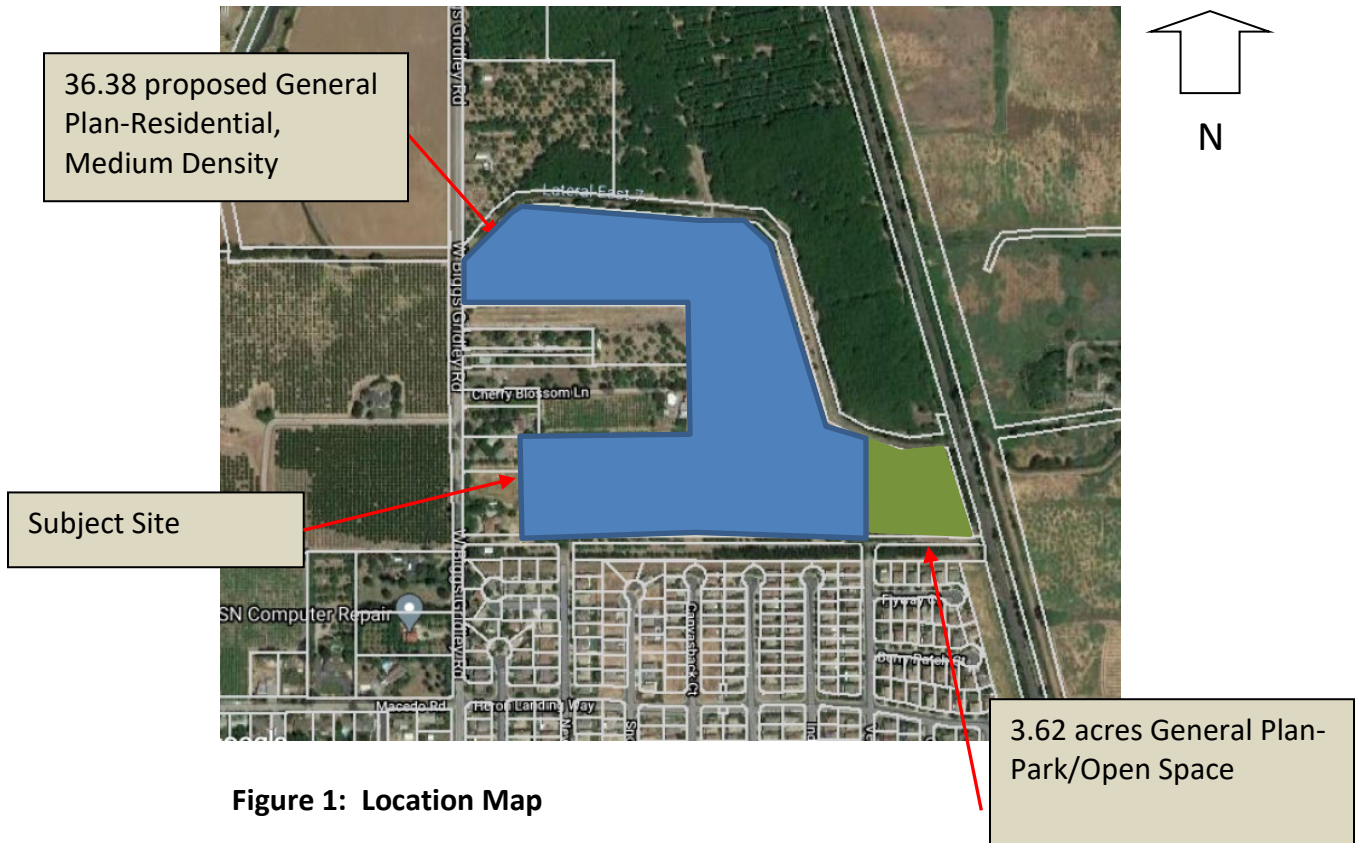
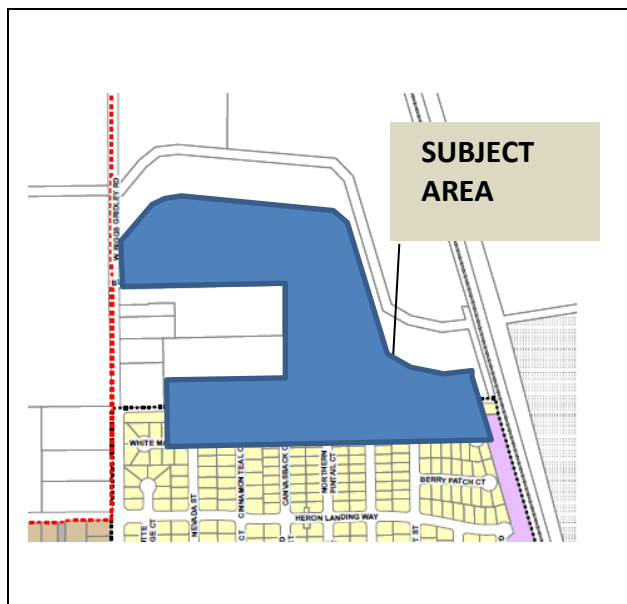


Figure 1: Location Map



General Plan Land Use Designation:

From:

16.79 ac Residential, Low Density
16.5 ac Residential, Medium Density
6.34 ac Residential, High Density 2
1.66 ac Park

Rezoned to:

36.38 ac Residential, Medium Density
3.62 ac Park/Open Space

**RESOLUTION NO.
2021-R-036**

**A RESOLUTION OF THE GRIDLEY CITY COUNCIL APPROVING TENTATIVE SUBDIVISION MAP NO. 2-20
TO SUBDIVIDE ONE PARCEL CONSISTING OF APPROXIMATELY 40.0 ACRES INTO TWO HUNDRED AND
TWO (202) PARCELS LOCATED ON THE EAST SIDE OF WEST BIGGS GRIDLEY ROAD
(APN 022-210-092)**

WHEREAS, the City of Gridley has received an application to consider a Tentative Subdivision Map request for one parcel totaling approximately 40.0-acres in order to create a total of two hundred and two lots for single-family residential use and park and open space on property located on the east side of on the east side of West Biggs-Gridley Road in the manner illustrated on a tentative parcel map received by the City (Exhibit "A" attached); and,

WHEREAS, the subject property consists of one parcel designated as Assessor's Parcel Number 022-210-092 and the proposed Tentative Subdivision Map has been assigned the file number Tentative Subdivision Map No. 2-20 (TSM 1-20); and,

WHEREAS, the proposed General Plan designation is Residential, Low Density and Park/Open Space subsequent to the adoption of Resolution No. 2021-R-035; and,

WHEREAS, the proposed pre-zoning designation for the subject parcel is 36.38 acres R-1 Single Family Residential District and 3.66 acres Park/Open Space subsequent to the adoption of Ordinance No. 835-2021; and,

WHEREAS, the City Council finds that Tentative Subdivision Map No1-20, including the proposed use and improvements to the property, is consistent with Gridley's General Plan including the policies contained therein as well as the land use diagram, and also finds that based on the conditions of approval, the site is physically suitable for development as proposed; and,

WHEREAS, the City Council considered at a noticed public hearing on October 18, 2021, the comments and concerns of property owners who are potentially affected by approval of Tentative Subdivision Map No. 2-20, and also considered the staff report regarding the proposed tentative map design and required public improvements; and,

WHEREAS, the City Council determined that the described tentative map and its design and improvements are consistent with Gridley's 2030 General Plan for the growth of the city and zoning ordinance policies regarding the use and division of land; and,

WHEREAS, the City Council, having further considered the Initial Study prepared for the project in order to adopt a Mitigated Negative Declaration; and,

WHEREAS, the City Council finds that this tentative subdivision map complies with all state and city regulations governing the division of land, and that division and development of the property in the manner set forth on the tentative parcel map as shown on Exhibit A will not unreasonably interfere with the free and complete use of existing public and/or public utility easements or rights-of-way.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRIDLEY, AS FOLLOWS:

SECTION 1: FINDINGS FOR APPROVAL OF THE TENTATIVE SUBDIVISION MAP

1. That the proposed project is consistent with the City of Gridley General Plan and does not exceed density and intensity standards within the Land Use Element. *The Residential, Medium Density residential standards of the City's General Plan establish a maximum density of eight units per acre. The proposed project has a gross density of approximately 5.0 dwelling units per acre of residentially developed land.*
2. That the site is physically suitable for the type of development proposed. *The proposed residential uses are consistent with adjacent residential uses. No hazards exist on the site which would make the property inappropriate for people or residential uses.*
3. That the site is physically suited for the density of development. *The proposed R-1, Single-Family Residential zoning district allows for the development of single-family residential dwelling units on lots that range from 3,600 square feet (R-1B) to 9,316 square feet (R-1) with an average of 5,486 square feet (R-1C). The proposed Tentative Subdivision Map has a proposed density of 5.0 dwelling units per gross acre which conforms to the requirements of the R-1 zone district and the Residential, Medium Density General Plan land use designation. The project site has slopes of less than 2%, it is not within a 100-year flood plain and can accommodate drainage facilities necessary for the proposed density, it has adequate access to public roads which have the capacity to serve the development.*
4. That the designs of the subdivision or the proposed improvements are not likely to cause serious public health problems. *As conditioned, the project will provide adequate sanitary sewer, a public water supply, storm drainage facilities, and roadway and construction conditions and mitigation measures to minimize project related problems. Standard subdivision improvements will include fire hydrants, streetlights and roadways designed for residential traffic.*
5. The design of the project will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed project. *The project will not impact or conflict with any easements or land acquired by the public.*
6. The Tentative Subdivision Map conforms to the provisions of the Subdivision Map Act and to the provisions of Gridley Municipal Code Title 16 - Subdivisions (GMC Section 16.15). *The tentative subdivision map complies with the required form and content of tentative subdivision maps, as set forth by the City and based upon the provisions of Title 16 of the Gridley Municipal Code.*
7. The tentative subdivision map conforms to the provisions of the City of Gridley General Plan (GMC Section 16.15). *The project applicant proposes to amend the General Plan to be consistent with the R-1 zoning district density of 5 units/ac. The subdivision is for residential purposes. This is consistent with the proposed land use designations for the subdivided parcel under the City's General Plan (Residential, Medium Density 5-8).*
8. The tentative parcel map is consistent with good planning and engineering practice (GMC Section 16.15). *The City Engineer has reviewed the tentative subdivision map, and has*

attached conditions that have been incorporated within the Conditions of Approval. All lots comply with the requirements in the City of Gridley Land Division Standards and Improvement Standards.

9. The project will not be harmful to the public health and safety or the general welfare of the persons residing or working in the area. *The project applicant proposes to develop the lots for residential uses. This type of development is not considered potentially harmful to the public health and safety or to the general welfare of persons residing in the vicinity.*

10. The project will not result in substantial environmental damage. *The tentative subdivision map would not result in any substantial damage to the environment. Development proposed under the subdivision map would be consistent with the type of development in the vicinity, and would not substantially damage the physical environment of the area. The site is located within the Sphere of Influence and has been evaluated for annexation into the City.*

SECTION 2: THE CITY COUNCIL OF THE CITY OF GRIDLEY:

Approves Tentative Subdivision Map 1-20 as described subject to the following conditions of approval:

A. GENERAL REQUIREMENTS:

1. The applicant shall file a Declaration of Acceptance of the following conditions by submitting a signed copy of the conditions to the Planning Department within 30 days of the City Council approval.
2. The Tentative Map 2-20 shall expire after three years. An extension is allowed under the Subdivision Map Act by application to the City of Gridley 30 days prior to expiration in addition to other extensions by the California State Legislature.
3. Development of the site shall comply with all requirements at the time of development.
4. In the event of the discovery or recognition of prehistoric or historic resources in the area subject to development activity, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie similar resources and a professional archaeologist shall be consulted. Further, if human remains are discovered, the coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required. If the County Coroner determines the remains to be Native American, the coroner shall contact the Native American heritage Commission within 24 hours.

Upon completion of the site examination, the archeologist shall submit a report to the City describing the significance of the finds and make recommendations as to its disposition. If human remains are unearthed during construction, the provisions of California Health and Safety Code Section 7050.5 shall apply. Under this section, no further disturbance of the remains shall occur until the County Coroner has made the necessary findings as to origin and disposition, pursuant to California Public Resources Code Section 5097.98. Mitigation measures, as recommended by the archaeologist and approved by the City, shall be implemented prior to recommencement of construction activity within the 50-foot perimeter.

5. A note shall be placed on the map related to the requirement for the project to pay all

**RESOLUTION NO.
2021-R-036**

applicable impact fees for the development of the project at the currently adopted rates.

6. Minor changes may be approved by the Planning Director upon receipt of a substantiated request by the applicant, or their respected designee. Prior to such approval, verification shall be made by each Department that the modification is consistent with the application, fees paid, and environmental determination as conditionally approved.

Changes deemed to be major or significant in nature shall require a formal application for amendment.

7. All properties subject to Tentative Subdivision Map shall comply with all applicable requirements of the Gridley Municipal Code.

8. The applicant may enter into a Subdivision Agreement and/or a Development Agreement if construction is requested to begin prior to the recordation of the Final Map. The agreement is a document approved by Council resolution.

9. Prior to construction, the applicant may request a grading permit and pay all applicable fees.

10. The applicant/developer may develop the subdivision in phases at the review and approval of the city.

11. All costs related for plan review, design, and improvement plan approval by city staff and/or consultants will be the responsibility of the applicant/developer at actual cost.

B. TAXES:

1. Segregate any assessments against the properties.

2. Pay any delinquent taxes and/or assessments against the properties.

3. The applicant, developer, owner shall submit a request for a tax exchange agreement between the City of Gridley and Butte County.

C. FEES:

1. Note on a separate document to be recorded simultaneously with the Subdivision Map, the requirement for payment of school impact fees, as levied by the Gridley Unified School District in accordance with State legislation at the currently adopted rate per square foot of building area.

2. Note on a separate document to be recorded simultaneously with the Subdivision Map, the requirement for payment of drainage fees levied and must be paid to the City at the time a building permit is issued for development of each parcel.

3. Note on a document to be recorded concurrently with the Final Map the requirement for payment of development impact fees at the time a building permit is issued for development on each lot at the current amount adopted by the City Council, at the time of building permit issuance.

D. CONVEYANCES AND EASEMENTS:

**RESOLUTION NO.
2021-R-036**

1. Dedicate and improve the east one-half of West Biggs Gridley Road including curb, gutter, sidewalk and street reconstruction from the north and south limits of the project entry. Improvements of the right-of-way shall be to the satisfaction of the City Engineer.
2. Dedicate and improve the residential street right-of-way for all interior subdivision streets to the satisfaction of the City Engineer.
3. Dedicate a 10-foot-wide public service easement adjacent to all public right-of-way frontages.
4. All right-of-way dedications shall be affected at the time of the Final Map filing.

E. STREETS:

1. All streets of the subdivision shall be constructed in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The required structural sections for the streets will be established by utilizing in place "R" values as determined by the Developer's engineer and traffic indices shown in the Gridley Public Works Construction Standards. The developer shall submit to the city construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a registered civil engineer in the State of California. Prior to the start of any proposed new work, construction details, plans and profiles, typical sections and specifications, and cost estimates that have been prepared by a registered engineer shall be submitted to the Department of Public Works for review and approval prior to start of any work. An encroachment permit shall be required for any work within the public right-of-way.
2. Street names shall be approved by the Butte County Street name coordinator.
3. Install street name signs, traffic control signs, pavement markings and barricades in conformance with the Gridley Public Works Construction Standards.

F. STORM DRAIN FACILITIES:

1. Public and private improvements constructed as a result of approval of this subdivision shall not result in an increase in the rate of peak storm water runoff from the gross area of the pre-subdivided site during a one hundred (100) year design storm event. A Master design and Maintenance Plan for construction of improvements to comply with this requirement shall be reviewed and approved by the City Engineer of the City of Gridley and by the Engineer for Reclamation District 833, prior to recordation of the Final Map.
2. Prior to approval of the Final Map all of the following requirements shall be completed:
 - a) A registered engineer shall prepare and submit the following information to the city for review and approval:
 - i) Calculations identifying the estimated rate of peak stormwater runoff from the gross area of the undivided site and abutting streets as they exist at the time of approval of the tentative subdivision map during a one hundred (100) year [1% probability] design storm event. The calculations shall be

prepared in a manner consistent with the Gridley Public Works Construction Standards, and with standard engineering practice.

ii) Construction details, plans and profiles, typical sections, specifications, and maintenance plans for any proposed stormwater detention facilities to be constructed to serve the parcels created by this subdivision.

b) A funding mechanism, e.g., Assessment District shall be established to provide for the on-going maintenance costs associated with approved stormwater detention facilities constructed pursuant to condition number "I" above. The funding mechanism shall be approved by the City of Gridley.

3. The applicant shall submit plans to Reclamation District No. 833 for review and approval and must pay review fees, if required. All fees must be paid prior to recordation of the Final Map.

4. Dedication of the total area of the detention basin, park, open space, frontage improvements on West Biggs Gridley Road and all pedestrian connection trails, shall be made to the City of Gridley in fee title as a condition of recordation of the Phase 1 Final Map.

5. If surface detention facilities are proposed, the design shall minimize use of the facility by mosquitoes for breeding by incorporating some or all of the features recommended by the Butte County Mosquito and Vector Control District.

6. Construct standard drainage improvements along all streets within and adjacent to the site to the satisfaction of the City Engineer prior to issuance of the first Certificate of Occupancy for structures within the project.

7. All drainage improvements shall be constructed in conformance with the Gridley Public Works Construction Standards, the City of Gridley Master Drainage Plan, and the details shown on approved construction plans. The developer shall have a registered engineer prepare and submit construction details, plans and profiles, typical sections, specifications, and cost estimates to the Department of Public Works for review and approval prior to the recordation of the Final Map.

G. SANITATION FACILITIES:

1. All homes on the new lots created by this subdivision shall be connected to the city sanitary sewer system prior to issuance of a Certificate of Occupancy.

2. All sanitation facilities shall be constructed in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a registered engineer to the Department of Public Works for review and approval prior to start of any work.

H. WATER FACILITIES:

1. All homes on the new lots created by this subdivision shall be connected to the municipal water system.

2. All water facilities shall be constructed in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a registered engineer for review and approval prior to start of any work.
3. The City and the developer shall coordinate with RD 833 for the construction of appropriate decorative fencing to prohibit access to the canal.

I. FIRE PROTECTION:

1. The developer shall install fire hydrants in conformance with the requirements of the Uniform Fire Code as interpreted by the local division of the California Division of Forestry, the City of Gridley's contract Fire Department. The number of hydrants installed, as well as the exact location and size of each hydrant and the size of the water main serving each hydrant, shall be as specified in the Code.
2. All residential structures shall provide a fire sprinkler system that meets or exceeds the requirements of the Fire Code.

J. ELECTRIC FACILITIES:

1. All homes on the new lots created by this subdivision shall be connected to the municipal electric system.
2. All transformers shall be pad mounted above ground.
3. Street lights shall be installed in the locations designated and to the satisfaction of the City Engineer. The street lights shall be City-owned and shall be installed in accordance with City standards.
4. All electric facilities shall be constructed in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a registered engineer to the Department of Public Works for review and approval prior to start of any work.
5. All residential units are required to provide an operable solar system sized to the expected demand. Plans showing the proposed solar design and technical data sheets shall be submitted to the Electric Department for review and approval prior to submitting to Butte County for a building permit.

K. OTHER PUBLIC FACILITIES:

1. Telephone, cable television, internet, and natural gas service shall be provided to all parcels in accordance with the Gridley Public Works Construction Standards, the Gridley Municipal Code, and the requirements of the agencies providing these services.
2. If any existing utilities must be relocated as a result of this subdivision, the

agencies that own the facilities may require the developer to pay the cost of such relocations.

L. LOT GRADING:

1. Prior to approval of a Final Map and improvement plans, a registered engineer or geologist shall prepare a soils report or geotechnical report. The report shall be prepared in a manner consistent with standard engineering practices and shall be reviewed for acceptability by the City Engineer.
2. The lots shall be graded in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit grading details, plans and specifications prepared by a registered engineer for review and approval prior to the start of any work.
3. Prior to grading and sitework, a Storm Water Permit must be obtained from the Regional Water Quality Control Board.
4. The applicant/developer is responsible for paying all costs for a third-party inspector during the construction of any or all phases of development.
5. At the onset of construction, clearing and grubbing, mobilization, the construction access shall be from West Biggs Gridley Road. All equipment, contractors, and material delivery and stockpiling shall be located at the north end of the project. When connection to roads from Heron Landing, Nevada Street and Vermont Street are affected, a temporary security gate shall be in place to prohibit access to the site through the neighborhood.
6. Access to building pads for building the residential units shall be from West Biggs Gridley Road.

M. ENGINEERING: (Refer to other sections of the conditions)

1. Existing topo 50 feet beyond boundary and proposed finish grade contour lines both at 1 foot contour intervals shall be provided.
2. Provide Conceptual Water Plan, proposed sizes, and tie in locations.
3. Provide proposed fire hydrant locations.
4. Provide Conceptual Sewer Plan, proposed sizes, slopes, sewer manholes and tie in locations.
5. Provide Conceptual Drainage Plan, sizes and overland release and detention facilities.
6. Public utility easements (PUE) shall be shown on plans.
7. Conceptual Landscape Plan for frontage along West Biggs-Gridley Rd.
8. Show all existing public facilities on West Biggs Gridley Road.
9. Show width of Drainage Canal easement.

**RESOLUTION NO.
2021-R-036**

10. A sound wall will be required at the frontage of West Biggs Gridley Road at the entry to the subdivision.
11. Entry from West Biggs Gridley Road shall be similar to the Heron Landing entrance, this will include a larger ROW (80') and a median at the entrance.
12. Provide a legal description sufficient to define the boundary of the existing parcel and current Title Report.
13. West Biggs Gridley Road shall have a ROW equal to the existing ROW south of the project and as approved by the City Engineer.
14. Show standard proposed building setback details for interior lots and corner lots.
15. Provide additional information for street section "A" as proposed.

N. OTHER REQUIREMENTS:

1. Fencing of the rear yards for the project shall occur at the time of construction and shall be the responsibility of the developer. Fencing throughout the project shall be consistent from lot to lot as reviewed and approved by the Planning Department.
2. Form an assessment district to cover on-going maintenance costs of facilities within the subdivision including landscaping areas and the drainage detention basin.
3. The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to the plaintiff in an action challenging the validity of this tentative subdivision map or any environmental or other documentation related to approval of this tentative subdivision map.
4. Construction practices shall conform to the standards adopted by the Butte County Air Quality Management District, which requires that 1) fugitive dust emissions related to construction of public improvements for the subdivision be controlled at all times, 2) all clearing, grading, earth moving or excavation activities must cease during periods of wind exceeding 15 miles per hour averaged over one hour, and 3) large off-road diesel equipment used for grading at the site must be maintained in good operating conditions.
5. Note on a document to be recorded concurrently with the Final Map that agricultural spraying and keeping of livestock may occur on surrounding properties and that such agricultural uses are permitted by the zoning of those properties and will not be abated unless the zoning changes.
6. A 7-ft solid split face concrete masonry unit with decorative cap wall shall be constructed at the east boundary of the detention basin and park to the RD 833 canal.
7. The detention basin shall be fenced and provided with a gate accessible for vehicles to secure the area during wet weather.

8. Comply with the mitigation measures identified within the Initial Study to reduce impacts to a less-than-significant level and are incorporated herein.

MM 1.1 In conjunction with the submittal of improvement plans, the applicant shall submit a lighting plan for the review and approval of the Planning Department. The lighting plan shall indicate the provision of shielding for all street light fixtures to avoid nighttime lighting spillover effects on adjacent land uses and nighttime sky conditions. In addition, the lighting plan shall address limiting light trespass and glare through the use of shielding and directional lighting methods including, but not limited to, fixture location, design, and height as required by the Gridley Municipal Code.

MM 3.1 The project shall implement the following measures during construction: Use adequate fugitive dust control measures for all construction activities during all phases of construction.

- Provide energy-efficient lighting and process systems.
- No open burning of vegetative material on the project site.
- Use temporary traffic control as appropriate at all stages of construction.
- Design streets to maximize pedestrian access to transit stops, where feasible.

MM 3.2 Construction dust and equipment exhaust emission measures shall be implemented:

- Water all active construction sites at least twice daily.
- Use chemical stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- On-site vehicle limited to a speed of 15 mph on unpaved roads.
- Construction equipment exhaust emissions shall not exceed BCAQMD Rule 201, Visible Emission limitations.
- The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained.
- Utilize existing power sources (e.g., power poles) or clean fuel generator rather than temporary power generators.
- Minimize equipment idling time to 10 minutes.
- Land clearing, grading, earthmoving or excavation activities suspended when winds exceed 20 miles per hour.
- Non-toxic binders (e. g. latex acrylic copolymer) should be applied to exposed areas after cut and fill operations.
- Plant vegetation ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Paved streets adjacent to the development site should be swept or washed at the end of the day as necessary to remove excessive accumulations of silt and/or mud which may have accumulated as a result of activities on the development site.
- Post publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours. The telephone number of the BCAQMD shall also be visible to ensure compliance with BCAQMD Rule 201 and 207 (Nuisance and Fugitive Dust Emissions).
- Prior to final occupancy, the applicant demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.

MM 4.1 The project applicant shall conduct preconstruction surveys to determine if

**RESOLUTION NO.
2021-R-036**

Sanford's arrowhead, Giant garter snake, Northern harrier, Swainson's hawk, Greater sandhill crane, Burrowing owl, and Silver-haired bat exist on the site. Should any of the listed be discovered, the applicant shall obtain the necessary approvals for Incidental Take from the CDFW.

Burrowing Owl

Within 14 days prior to any ground disturbing activities for each phase of construction, the project applicant shall retain a qualified biologist to conduct a preconstruction survey of the site, any off-site improvement areas, and all publicly accessible potential burrowing owl habitat within 500 feet of the project construction footprint. The survey shall be performed in accordance with the applicable sections CDFW Staff Report on Burrowing Owl Mitigation. The qualified biologist shall be familiar with burrowing owl identification, behavior, and biology, and shall meet the minimum qualifications for such preconstruction survey. If the survey does not identify any nesting burrowing owls on the site, further mitigation is not required for that phase unless activity ceases for a period in excess of 14 days in which case the survey requirements and obligations shall be repeated. If active burrowing owl dens are found within the survey area in an area where disturbance would occur, the project applicant shall implement measures as determined by the qualified biologist. During the breeding season (February 1 through August 31), the following measures will be implemented:

Disturbance-free buffers will be established around the active burrow. During the peak of the breeding season, between April 1 and August 15, a minimum of a 500-foot buffer will be maintained. Between August 16 and March 31, a minimum of a 150-foot buffer will be maintained. The qualified biologist will determine, in consultation with the City of Gridley Planning Division and CDFW, if the buffer should be increased or decreased based on-site conditions, breeding status, and non-project-related disturbance at the time of construction. Monitoring of the active burrow will be conducted by the qualified biologist during construction on a weekly basis to verify that no disturbance is occurring. After the qualified biologist determines that the young have fledged and are foraging independently, or that breeding attempts were not successful, the owls may be excluded in accordance with the non-breeding season measures below. Daily monitoring will be conducted for one week prior to exclusion to verify the status of owls at the burrow.

During the non-breeding season (September 1 to January 31), owls occupying burrows that cannot be avoided will be passively excluded consistent with Appendix E of the 2012 CDFW Staff Report:

Within 24 hours prior to installation of one-way doors, a survey will be conducted to verify the status of burrowing owls on the site.

Passive exclusion will be conducted using one-way doors on all burrows suitable for burrowing owl occupation.

One-way doors shall be left in place a minimum of 48 hours to ensure burrowing owls have left the burrow before excavation.

While the one-way doors are in place, the qualified biologist will visit the site twice daily to monitor for evidence that owls are inside and are unable to escape. If owls are trapped, the device shall be reset and another 48-hour period shall begin. After a minimum of 48 hours, the

**RESOLUTION NO.
2021-R-036**

one-way doors will be removed and the burrows will be excavated using hand tools to prevent reoccupation. The use of a pipe is recommended to stabilize the burrow to prevent collapsing until the entire burrow has been excavated and it can be determined that no owls reside inside the burrow. After the owls have been excluded, the excavated burrow locations will be surveyed a minimum of three times over two weeks to detect burrowing owls if they return. The site will be managed to prevent reoccupation of burrowing owls (e.g., disking, grading, manually collapsing burrows) until development is complete. If burrowing owls are found outside the project site during preconstruction surveys, the qualified biologist shall evaluate the potential for disturbance. Passive exclusion of burrowing owls shall be avoided to the maximum extent feasible where no ground disturbance will occur. In cases where ground disturbance occurs within the no-disturbance buffer of an occupied burrow, the qualified biologist shall determine in consultation with the City of Gridley Planning Division and CDFW whether reduced buffers, additional monitoring, or passive exclusion is appropriate.

Compensatory Mitigation, if Active Owl Dens are Present: If active burrowing owl dens are present and the project would impact active dens, the project applicant shall provide compensatory mitigation in accordance with the requirements of the CDFW. Such mitigation shall include the permanent protection of land, which is deemed to be suitable burrowing owl habitat through a conservation easement deeded to a non-profit conservation organization or public agency with a conservation mission, or the purchase of burrowing owl conservation bank credits from a CDFW-approved burrowing owl conservation bank. In determining the location and amount of acreage required for permanent protection, the project applicant, in conjunction with the City of Gridley Planning Division, shall seek lands that include the same types of vegetation communities and fossorial mammal populations found in the lost foraging habitat.

Swainson's Hawk

If project construction plans require ground disturbance that represents potential nesting habitat for migratory birds or other raptors including Swainson's hawk, the project contractor shall initiate such activity between September 1st and January 31st, outside the bird nesting season, to the extent feasible. If tree removal must occur during the avian breeding season (February 1st to August 31st), a qualified biologist shall conduct a survey for ground-nesting birds. The survey shall be conducted 14 days prior to the commencement of construction and include all potential ground-nesting sites and trees and shrubs within 75 feet of the entire project site. The findings of the survey shall be submitted to the City of Gridley Planning Department. If nesting passerines or raptors are identified during the survey within 75 feet of the project site, a 75-foot buffer around the ground nest or nest tree shall be fenced with orange construction fencing. If the ground nest or nest tree is located off the project site, then the buffer shall be demarcated as per above. The size of the buffer may be altered if a qualified biologist conducts behavioral observations and determines the nesting passerines are well acclimated to disturbance. If acclimation has occurred, the biologist shall prescribe a modified buffer that allows sufficient room to prevent undue disturbance/harassment to the nesting birds. Construction or earth-moving activity shall not occur within the established buffer until a qualified biologist has determined that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones, which typically occurs by July 15th. However, the date may be earlier or later, and would have to be determined by a qualified biologist. If a qualified biologist is not hired to watch the nesting passerines, then the buffers shall be maintained in place through the month of August and work within the buffer may commence September 1st.

**RESOLUTION NO.
2021-R-036**

Prior to the issuance of a grading permit, the dedication of land suitable for replacement Swainson's hawk foraging habitat shall be dedicated by the project applicant at a ratio of 1:1 for all existing un-paved areas within the project site. The location of the replacement foraging habitat shall be coordinated with, and approved by, the CDFW, and shall be acquired prior to development of the project site. Proof of CDFW approval shall be submitted to the City of Gridley Planning Department.

Giant Garter Snake

During the pre-construction survey, the biologist shall investigate the site for habitat or evidence of the Giant Garter Snake on or proximate to the subject site. Protective fencing shall be erected on the north, east, and south property lines to mitigate migration into the site during construction.

MM 4.2 The biologist shall submit a report documenting the site investigation and findings prior to the onset of construction activities. This includes any installation of bmps require by the General Construction Permit, clearing or grubbing, demolition of existing structures and/or roughgrading. The report shall be submitted to the City of Gridley Planning Department for review and acceptance of the findings of the biologic site review.

MM 5.1 Prior to the commencement of construction, an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate shall be retained to conduct a survey of the site and a thorough records search. The archaeologist shall be required to submit to the Planning Department for review and approval a report of the findings and method of curation or protection of the resources. During construction, the developer shall submit plans to the Planning Department for review and approval which indicate (via notation on the improvement plans) that if historic and/or cultural resources are encountered during site grading or other site work, all such work shall be halted immediately within 100 feet and the developer shall immediately notify the Planning Department of the discovery. In such case, the developer shall be required, at their own expense, to retain the services of a qualified archaeologist

MM 5.2 If human remains, or remains that are potentially human, are found during construction, a professional archeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance. The archaeologist shall notify the Butte County Coroner (per §7050.5 of the State Health and Safety Code). The provisions of §7050.5 of the California Health and Safety Code, §5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, then the coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the project (§5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the applicant does not agree with the recommendations of the MLD, the NAHC can mediate (§5097.91 of the Public Resources Code). If an agreement is not reached, the qualified archaeologist or most likely descendent must rebury the remains where they will not be further disturbed (§5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate

**RESOLUTION NO.
2021-R-036**

Information Center, using an open space or conservation zoning designation or easement, or recording a reinternment document with the county in which the property is located (AB 2641). Work cannot resume within the no-work radius until the City of Gridley, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

MM 8.1 Prior to the start of construction activities, the project applicant shall submit a construction equipment inventory list to the City Engineer demonstrating compliance with U.S. EPA CARB, and BCAQD requirements. The list shall be updated if additional equipment will be used to ensure the compliance. The use of alternatively fueled construction equipment, such as hybrid electric or natural gas-powered equipment, would also be acceptable, given that such technologies are implemented to a level sufficient to achieve similar emission reductions.

MM 8.2 Prior to the issuance of building permits, the project applicant/developer shall submit a Landscaping Plan for review and approval by the Planning Department. The Landscaping Plan shall be prepared to reflect the design for the linear park, detention basin park, and play area. The design shall also provide a subdivision tree planting plan.

MM 14.1 Project noise-generating construction activities shall occur within the hours identified in Gridley Municipal Code.

MM 14.2 All noise-producing project equipment and vehicles using internal- combustion engines shall be equipped with manufacturers- recommended mufflers and be maintained in good working condition.

MM 14.3 All mobile or fixed noise-producing equipment used on the project site that are regulated for noise by Title 7 of the Gridley Municipal Code, §17.74.030 and shall comply with such regulations while in the course of project activity.

MM 14.4 Electrically powered equipment shall be used, where feasible, instead of pneumatic or internal-combustion-powered equipment.

MM 14.5 Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.

MM 14.6 Project area and site access road speed limits shall be established by conditions of approval to the project and enforced during the construction period in conjunction with MM 14.8 below.

MM 14.7 Nearby residences shall be notified of construction schedules by posting a minimum of 48 hours in advance, so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

**RESOLUTION NO.
2021-R-036**

I HEREBY CERTIFY that the foregoing resolution was duly introduced and passed at the regular City Council meeting of the City of Gridley held on the 18th day of October 2021, by the following vote:

AYES: COUNCIL MEMBERS

NOES: COUNCIL MEMBERS

ABSENT: COUNCIL MEMBERS

ABSTAIN: COUNCIL MEMBERS

ATTEST:

APPROVE:

Cliff Wagner, City Clerk

Bruce Johnson, Mayor



AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GRIDLEY TO PRE-ZONE AN APPROXIMATELY 40.0-ACRES; 36.38 ACRES TO SINGLE FAMILY RESIDENTIAL DISTRICT (R-1) AND 3.62 ACRES PARK/OPEN SPACE LOCATED ON THE EAST SIDE OF WEST BIGGS-GRIDLEY ROAD (APN 022-210-092)

WHEREAS, the Planning Commission held publicly noticed hearings on September 16, 2021, April 21, 2021, and June 16, 2021 regarding the proposal to pre-zone approximately 36.38 acres to Single Family Residential (R-1) and 3.62 acres Park/Open Space; and,

WHEREAS, at the close of the June 16, 2021, public hearing the Planning Commission recommended the City Council approve pre-zoning the property; and,

WHEREAS, the City Council reviewed the recommendation of the Planning Commission, considered the Initial Study and Mitigated Negative Declaration, has found that the proposed pre-zone could not have a significant effect on the environment; and,

WHEREAS, the City Council accepted the Mitigated Negative Declaration by adopting Resolution Number 2021-R-035 on October 18, 2021; and,

WHEREAS, the City Council duly introduced Ordinance 835-2021 by reading of title only at a regular meeting of the City Council held on October 18, 2021; and,

WHEREAS, the City Council of the City of Gridley ordains as follows:

SECTION 1: The City Council finds that the pre-zone of Assessor Parcel Number 022-210-092 is consistent with the 2030 General Plan and the amendment adopted thereto as 2021-R-035.

SECTION 2: The City Council of the City of Gridley approves the pre-zone of Assessor Parcel Number 022-210-092 to 36.38 acres to Single Family Residential (R-1) and 3.62 acres Park/Open Space.

SECTION 3: The Zoning Map of the City of Gridley on file with the City Clerk, designating and dividing the City into zoning districts, is hereby amended, in accordance with the herein description and Exhibit A.

SECTION 4: This ordinance shall be effective thirty (30) days from the date of the second reading of the ordinance.

I HEREBY CERTIFY that the foregoing ordinance for the property pre-zone of APN 022-210-092 as noted in Sections 1-4 and as shown on Exhibit A was duly introduced by reading of title only at the regular City Council meeting of the City of Gridley held on the 18th day of October 2021, by the following vote:

AYES: COUNCIL MEMBERS

NOES: COUNCIL MEMBERS

ABSENT: COUNCIL MEMBERS

ABSTAIN: COUNCIL MEMBERS

ATTEST:

APPROVE:

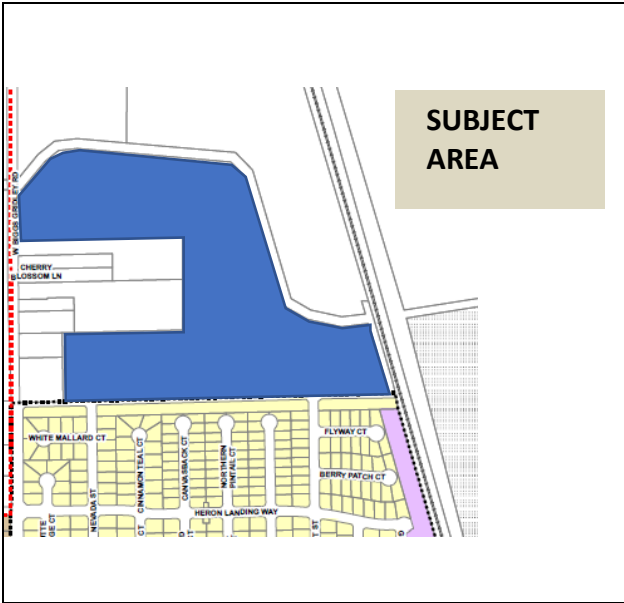
Cliff Wagner, City Clerk

Bruce Johnson, Mayor

EXHIBIT A



Figure 1: Location Map



General Plan Land Use Designation:

From:
16.79 ac Residential, Low Density
16.5 ac Residential, Medium Density
6.34 ac Residential, High Density 2
1.66 ac Park

Pre-zoned to:
36.38 ac Residential, Medium Density
3.62 ac Park/Open Space

Public comment/letters:

The City has received one email (Katie Voss), one telephone call (Jeff Sligar) and provided with flyers that are being distributed to the residents of Heron Landing. To summarize:

Katie Voss email: In this email Ms. Voss indicates that the density will be 6-14 du/ac, that the setbacks will only be 5 ft on the sideyards and 15 ft in the rear yards, the density creates the potential for safety and fire hazard for exiting the site, that the public health will be impacted by confining so many to the density proposed and that traffic will be difficult in that there will be many cars parked on the street and more traffic impacting children from playing in the street safely. Additionally, she notes there will be 300 new homes, the school system is unable to support the subdivision, and that the existing streets in Gridley are in such poor repair no additional traffic demand should be allowed.

Response: *The density will be 5.3/ac, the setbacks will be in accordance with the subzoning of each lot. Heron Landing setbacks are 5 ft for sideyards, min 5 ft rear yard, and 20 ft front yard. The subdivision will have the same excepting some of the smaller lots.*

Public health will not be impacted, nor will there be an increase of fire hazard. All new homes are required to have residential sprinkler systems; Heron Landing does not except the units that have been constructed at the time the Building Code required it.

Children can continue to play in their front yards; they are not supposed to be playing in the street, basketball hoops are not allowed in the right of way and should not be there.

The number of vehicles owned by residents is not determined by the City. The streets are designed to provide parking on each side of the street, a 2-car garage and 2 car parking pad providing space for 4 vehicles is designed on a typical lot.

A traffic study is underway to determine if there are mitigations that may be required to alleviate any found impacts.

Flyer 1: This flyer indicates that children should be able to continue to play in front of their homes without being run over, that low income and section 8 housing will be constructed, apartments will be constructed, traffic impacts are significant on Nevada Street and Vermont Street due to heavy equipment using the streets, property value reduction and loss of familiarity of neighbors, meaning one will no longer know who their neighbors are. There may be an increase of theft and damage.

Response: *The information within this flyer is not accurate related to the type of housing. The development is proposed with 201 available single family residential units will support home sizes estimated from 1500 sf to 2500 sf. No multi-family apartments can be constructed with the proposed zoning and General Plan land use designations.*

During construction of the subdivision, heavy equipment will not be driving on

the local roads. Equipment is staged on the site as needed. The development of a subdivision does not preclude that the new residents are thieves and potentially violent additions to the City.

Flyer 2:

This flyer indicates the density will be 10-20 units per acre, multi-family apartments are planned to be constructed, traffic volumes will increase, adding more traffic will result in the children being unable to play in the street.

Response:

The information within this flyer is not accurate; the density would be 5.3/acre, no apartments/multi-family housing is proposed and again, the streets are not designed as safe havens for children to play in. The sidewalks are designed for pedestrian use, dog walking and also can serve as bicycle ways.

From: Katie Voss <ktjoy_smiles@hotmail.com>
Sent: Friday, April 16, 2021 9:03 AM
To: Planningdept@gridley.ca.us
Subject: Public hearing Comment April 21 2021

April 16, 2021

(Via Email and Mail)

City of Gridley
Planning Commission
685 Kentucky Street
Gridley CA 95948

Dear Members of the Board:

This letter serves to **recommend that the Planning Commission and City Council deny the request of Darryl & Sue Bernard, to increase the number of acres to be used as "medium density" for the Chandler Park sub-division project.**

Gridley is a farming community; we are a small town and people move here because there is space between neighbors. Space you can grow a garden in your back yard or sit in your front yard and enjoy the sounds of nature. Allowing the Chandler Park subdivision to increase the number of acres used as Medium Density sites would double the number of homes planned in that already small space. 6 to 14 units per acre would allow a minimum of 5 ft on the sides of the houses and 15 ft in the back. 5 feet between house and fence! Some of the sites would be as little as 3500 sq feet. There is no point to this limited space, except to cram as many houses next to each other as possible to make more money. The applicants say it is to "provide interest, variety, and a greater marketability to meet housing demands", that is a false statement, the only reason to cram 300+ homes into such a small space would be to fill their pockets with money. There are many concerns that are brought to light with such a request.

Having homes so close together is a safety hazard. What if there is a fire? Fires are a real danger here in Butte county. We saw what happened to the Southern California housing developments in 2018 and 2019 when homes so close together went up like matches because the fire jumped from house to house because they are practically touching each other. And what about what happened in Paradise? There were only two ways out of Paradise and a bottle neck built up and people were trapped! The only way into this new sub-division will be West Biggs, Nevada Street, and Vermont Street. What happens if everyone in that area needs to get out quickly? They will all be headed in the same direction and get trapped.

What about public health? With a global pandemic going on, increasing the density will put a greater number of people in a confined area? Also, with more people comes more waste and pollution, noise and air. There is no way each unit will limit themselves to only one car. I have seen up to 6 cars at a single residence before. And again, this is Gridley, majority of the people here have big trucks not Fiats. The traffic increase would bring the noise and air pollution to not only the Chandler Park area but also to Heron Landing since most of the traffic will be driving down Nevada St and Vermont St. Why are they trying to cram 300+ homes in a 60 acres area? This is not Sacramento or another big city with limited space for building. We are surrounded by open fields and that is how we like it. We choose to live here because of the small numbers and quiet communities. We choose to buy in Heron Landing because it feels open and safe. If each new home has two cars, that is at least 600 cars driving in and out of those streets daily. If you open the roads to 100s of more cars, how can our families go for walks or ride our bikes and still feel safe?

What about the traffic on West Biggs? Having 600 + vehicles coming in and out of the Heron Landing entrance every day will cause congestion. Cars and big rigs speed down West Biggs all day and night, with the increase in traffic this might lead to an increase in car accidents. Will there be stop signs or stop lights put in to help control the increase in traffic?

What about schools for these new families? Is the City of Gridley preparing to build new schools for all the families these homes will bring? Our schools are already at capacity and our resources stretched. Are the citizens of Gridley going to have to pay higher taxes to build those schools, maintain the new roads, and pay for a park that will not be open to the community? Is the City of Gridley going to patrol a park 24/7 that will be built right next to a transient filled railroad track, taking resources away from the other communities?

Is the City of Gridley going to repair the main roads that are already crumbling from the current levels of high traffic? Every street in Gridley, especially West Biggs Road, has potholes and cracks. Shouldn't these be fixed before the City of Gridley approves a new development that will increase the traffic on West Biggs and the other main roads in Gridley, damaging them further?

It is the desire of this citizen of Gridley that the Chandler Park sub-division not be allowed to change the land designation. It would be in the interest of the local communities to keep it as it is: very low- and low-density housing. Maybe someday the need will arise when Gridley needs packed housing sub-divisions, but now is not that time. Now is the time for quality housing on decent size plots. Now is the time to repair our roads and spend money investing in and expanding our current schools. Invest in the communities that are here now, keep traffic low, keep our communities safe. Please vote no to increase the number of acres used as medium density in the Chandler Park sub-division.

Thank you,

Katie Voss
1745 White Mallard Court
Gridley CA, 95948

This message may contain information and attachments that are considered confidential and are intended only for the use of the individual or entity addressed above. If you are not the intended recipient, then any use, disclosure, or dissemination of this information is prohibited. If you have received this message in error, please notify the original sender by telephone or by return email immediately. In addition, please delete this message and any attachments from your computer. Thank you.

Heron Landing Residents: April 21, 2021, please come and show support!

There needs to be unity and support at the upcoming city council meeting for our Heron Landing neighborhood. We live on a quiet street, not much traffic, our kids are able to play in the fronts of our homes without worrying about getting run over, we all pretty much know each other's familiar faces and look out for our neighborhood. This could change soon, there might be a possibility of housing, low-income housing, or section 8 apartments being built right next to us in the future, if the new zoning for the fields behind Heron Landing are approved. The streets that will be opened for this is, **Nevada street and Vermont street**. Imagine heavy equipment and building supplies coming through our small quiet streets, or loud noise and cars going up and down all times of the day and night. It will not be peaceful anymore; a lot will change. A surefire way to hurt property values and reduce buyer interest in neighborhoods is to make them high traffic areas, significant increase in number of individuals near a residential area could also deter new parents who may be seeking a neighborhood that is safely isolated from denser areas.

- We will not be able to let our kids play freely outside anymore.
- We will not know who our neighbors are.
- Values on our homes will go down substantially.
- Does the city care? Probably not this will bring them revenue.

These homes are important to us and so are our neighbors, we want to keep our streets quiet and not a lot of traffic. Please come to the city council meeting on **April 21, 2021 @ 6pm**, City Hall Council Chambers, 685 Kentucky street, and speak out against this situation.

****You might not live on Vermont or Nevada streets; you will still be affected!**

There will be lots of traffic going up and down Heron Landing Way, possibilities of theft, damages, values on homes will depreciate.

APR 21st

Public Hearing

Hello neighbors! You probably received the letters in the mail from the City of Gridley announcing the public hearing on April 21st at 6 PM located at City Hall Council Chambers, 685 Kentucky Street, Gridley CA. At this hearing, the owners of the fields behind Heron Landing will be asking to change the land designation from low density to medium density. This means that it will allow multi-family buildings (apartments and other businesses) to be built on that site instead of single-family homes. The only entrances to this area are Nevada St and Vermont St, which means all the traffic going in and out of this new development will be coming and going down those two streets. You might have noticed the traffic tracking strips at the Heron Landing entrance, Nevada and Vermont Streets, and cameras on the corner of West Biggs. We assume they are tracking the current traffic levels to see if the streets can handle an increase.

Please come to the public hearing and let the council know that we do NOT agree to the proposed change. We do NOT want higher traffic levels and we do NOT want multi-family residential buildings next to our homes. We DO want to keep our streets free from an increase in traffic and we DO want to keep the streets safe for our kids to play in, ride their bikes on, and walk their pets on.



What Medium Density means:

Medium Density: 10-20 units per acre. This category provides greater opportunity for multiple-family residential developments in a planned environment. This range usually results in traffic volumes and buildings that are not compatible with single-family residential neighborhoods. These developments should be located on the edges of single-family residential communities where utility services and street networks are adequate to serve increased densities.

Thank you and see you at the hearing!

If in agreement, sign, date & turn in to:

Drop box at city office, or feel free to use part of this letter to make your own letter and turn that in, as soon as possible before meeting on April 21.

City of Gridley
Planning Commission
685 Kentucky Street
Gridley CA 95948

Dear Members of the Board:

This letter serves to recommend that the Planning Commission and City Council deny the request of Darryl & Sue Bernard, to increase the number of acres to be used as "medium density" for the Chandler Park sub-division project.

As community members we are aware that additional housing is needed in Gridley. It is not our intent to stop the building of new homes in the Chandler Park sub-division. The concern is safety and value added.

Safety concern #1: Traffic/Roads

Will there be stop signs or stop lights added to West Biggs road at the entrance to Heron Landing and Chandler Park? Also, will there be stop signs at the corners of Nevada Street and Vermont St and proposed Hartley Street (alternative map 2-April 2021)? Will West Biggs road be repaired and fortified to combat the effects of increased traffic?

Could another (future) entrance be added on West Biggs Road allowing direct entrance to proposed Eureka Street? This would lower the traffic coming from the Heron Landing entrance.

Safety concern #2: Crime and transient influence

Will there be a fence or sound wall on the east side of the park between the proposed park and the railroad tract? This would protect Chandler Park and Heron Landing from crime and transient people coming into the sub-divisions. Will there be patrols of the park to keep the children safe from the tract and transient people living around the tract?

Value added concern #1

The Planning Commissioner has said that duplexes will be built in the sub-division. Duplexes will most likely be turned into rentals. A high presence of rentals brings the property value down to all the houses around them. Rental units "... might show up in the appraisal report, if the rental properties sell for much lower prices than other homes in the neighborhood. Or if the appraiser notices that the neighborhood rental properties are in awful shape." (Lepre, Washington Post)

In the original General Plan, the acres directly North of Heron Landing are designated as "low density" with 2-4 du/ac. If that area would stay "low density" this would add value to the Heron Landing homes and keep the traffic down. Heron landing lot sizes range from 6000 sf to 9500 sf with a density of 3.84 du/ac. If the adjacent homes on proposed Hartley and Eureka Street were the same size this would keep our property values as is or even increase property values.

Thank you considering these concerns. Please vote no to increase the number of acres used as medium density in the Chandler Park sub-division.

Thank you,

We vote NO !!!
Ronald + Linda Runswick
1880 Snow Goose Ct -
4/18/2021

Suggestions/Concerns regarding the proposed Chandler Park Housing Development

1. Build two access roads from West Biggs-Gridley Road into Chandler Park prior to any development of infrastructure, foundations, houses, park, detention basin etc.

all vehicles related to Chandler Park development should use these two access roads only.

There should be no entrance into Chandler Park from Heron Landing before, during, or after completion of Chandler Park development. This includes Heron Landing Drive and Vermont and Nevada streets!

Reason # 1:

Heron Landing streets were built to handle cars, pick-up trucks, and small delivery trucks. already we can see cracks and splits on most Heron Landing streets as a result of heavier trucks such as the Waste Management trucks. The traffic of additional heavy duty construction vehicles used to deliver sewer lines, water lines, gas lines, electrical lines, or concrete trucks for installing driveways, curbs etc.

or grading and asphalt vehicles for roadways will all exacerbate the deterioration of these three Heron Landing streets.

Reason # 2:

Heron Landing Drive is the access road to most Heron Landing streets including the 14 cul-de-sac streets, each of which has at least 14 houses.

- * → Construction vehicles driving on Heron Landing Drive and Vermont and Nevada Streets could have, over time, a devastating effect not only on the street pavement but also on the infrastructure beneath those streets. This is especially true for the Heron Landing Drive underground infrastructure which feeds into the underground infrastructure for all other streets in Heron Landing.

Reason # 3:

Furthermore, if Heron Landing Drive and Vermont and Nevada Streets are used for the Chandler housing development construction vehicles, there is a potential for road blockages and/or traffic impairment for Heron Landing residents trying to get in

or out of their cul-de-sacs. This would be true not only during hazardous events requiring evacuation such as fire, flood, earthquake etc., but also in daily routine activity such as commuting to work or school or shopping. Gridlock can cost lives.

- also there could be a negative effect on garbage pick-up, UPS or FedEx delivery or, not to mention, on police, fire, ambulance, mail truck, or food delivery services.

- In summary, repeating the first three paragraphs of page 1 :

- Build two access roads from West Biggs-Gridley Road into Chandler Park PRIOR to any development of infrastructure, foundation slabs, houses, park, detention basin etc.

- all vehicles used in relation to Chandler Park development should use these two access roads ONLY.

- There should be NO entrance into Chandler Park from Heron Landing streets before during; or after completion of Chandler Park.

2. The location of the recreational park and a separate soccer field in Chandler Park should be at the western end of the development next to West Bygg - Gridley Road and not at the eastern end at Vermont Street.

- The soccer field should not be built over the detention basin which will be at the eastern most end of the development in close proximity to the Railroad tracks and some homeless encampments.
- To build a soccer field over a detention basin compromises best management practices for storm water management.
- Who will perform the necessary maintenance of the basin when it needs to be resceded after the soccer season?
- Who will clean up any debris - water bottles, food + snack wrappers etc, left behind by players or spectators?

Furthermore, what effect on player health and safety will occur when mosquito abatement sprays the field?

What lesson did the city learn from the Eagle meadows soccer field which was built over

a detention basin?

Building a separate soccer field at the western end of Chandler Park near West Biggs-Gridley Road could be adjacent to the recreational park with the tennis and basketball courts, tether ball, jungle gym, teeter-toter and swings area for the toddlers.

Also, allowance should be made for ample parking around the soccer field and recreational park. The current plan allocates only 9 parking places for parents, spectators, and visitors. This leaves others with the only alternative to park in front of houses which inconveniences those residents especially if they're expecting deliveries or guests.

3. a Sound Wall, not just a cyclone fence, should be built at the east end of Chandler Park. This could be an extension of the north/south soundwall already at the east end of Heron Landing.

In addition to noise abatement, the sound wall addresses the problem of potential crime by serving as a deterrent to vandalism. Whereas a cyclone fence can be climbed over or cut to gain access thereby inviting mischief, a sound wall is impenetrable and is generally too high to scale over.

[Side note: In Heron Landing, especially at the south end of Greenhead and Ohio streets there was a fairly frequent occurrence of vandalism before and after residents had fully moved in.]

also, if the Police and Sheriff's department do not have jurisdiction on railroad property, a sound wall would also be a deterrent to any possible criminal activity emanating from the encampments. A cyclone fence would be less of a deterrent.

4. Size of lots and houses in Chandler Park.

53 units of <50' lots? Why so many of these smaller lots? What buyers/renters

do they appeal to? If senior citizens,
are these 2-story units?

- Could some of these smaller units be consolidated into larger ones thereby encouraging buyers to move into an attractive livable community that all Bradley residents can be proud of?
- Chandler Park streets like Howard, Tulare, Chandler (east) and Solano (east) could be made into cul-de-sacs thereby saving street space to be used to expand lot sizes.
- also, shouldn't there be another north/south street connecting Solano and Chandler streets; perhaps where lots 146 and 170 are located?

5. Other questions and concerns:

Air Quality:

- During the Chandler Park development will provision be made to dampen down the ground to control/prevent fine air born dust particulate from affecting residents south of Chandler Park?

many seniors and those with respiratory ailments could be negatively affected by such dust especially on windy days.

- What are the projected start dates for the project site: excavation, infrastructure, foundation slabs, houses, etc.?

Items of concern regarding the Chandler Park housing development include the following:

1.) The use of Vermont and Nevada Streets as entrance and egress to Chandler Park.

- The increased traffic flow would negatively affect the residents of Heron Landing as well as those living south of Heron Landing on Indiana, Vermont, Ohio, and Virginia Streets. In addition to an increase in more traffic there is also the safety concern for pedestrians and for children playing or riding bicycles.
- This could be avoided if the entrance and egress to Chandler Park was limited to the access streets off of West Biggs-Gridley Road.

2.) The development of a soccer field over a detention pond.

- Inflowing water to a detention pond is untreated. Various pollutants and contaminants have the potential of affecting the health of both players and spectators.
- A separate soccer field, not built over a detention pond, would obviate this concern.

3.) The location of the park and soccer field in the southeast corner of Chandler Park.

- The current proposed location requires any vehicles travelling to the park or soccer field from West Biggs-Gridley Road to drive past several blocks of houses to arrive at the park.
- By locating the soccer field and park in the northwest corner of Chandler Park the incoming vehicles from West Biggs-Gridley Road would have immediate access to this location without adding to the traffic concerns of the residents, pedestrians, and bicyclers in Chandler Park.

4.) Parking at the soccer field and the proposed park.

- Currently there are only nine planned vehicle parking places adjacent to the park. Doubling that number or more would preclude the necessity of visitors from having to park in front of the houses in the vicinity of the soccer field and park which would negatively affect the residents there.

If the City Council and staff members implement these proposals into the Chandler Park Development Plan it will be another step toward ensuring the quality of life of all Gridley residents.