

Gridley Planning Commission – Regular Meeting Agenda

Wednesday, June 16, 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 Planning Commission 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 Planning Commission, 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 2pm on June 16, 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 Commission for consideration. The Commission appreciate the public’s adaptation and patience during this time.

You may attend via teleconference:

- Dial 1-888-204-5987
- Enter the Access Code 5767603#

PLEASE NOTE: Public Notices for this meeting were created prior to the City implementing the use of Zoom. Therefore, attendance at this meeting will be in person or by teleconference as stated on the public notice. Zoom will be available beginning with the July 21, 2021, Planning Commission Meeting.

CALL TO ORDER

ROLL CALL

COMMUNITY PARTICIPATION FORUM - Members of the public may address the Planning Commission on matters not listed on the agenda. The Planning Commission may not discuss nor act 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. Commission minutes dated May 19, 2021
2. **Conditional Use Permit 2-21;** Danielle Jones; Application for a conditional use permit to allow a therapy pony to be kept at 1555 Locust Street, a 0.92-acre property located in the R-S Residential Suburban Zoning District. The General Plan land use designation is Residential, Very Low Density. (010-360-095)

3. **Variance No. 2-21;** Application for a variance from Title 17 zoning code development standards to increase the allowable lot coverage from 40% to 45% located at 2041 Spruce Street containing 0.14-acre (6,300 sf) in the Single-Family Residential District/Planned Development (R-1/PD) and Residential, Low Density (RLD) General Plan land use designation. (APN: 009-300-079)
4. **Variance No. 3-21;** Application for a variance from Title 17 zoning code development standards to increase the allowable lot coverage from 40% to 48% located at 1915 Cinnamon Teal Court containing 0.17-acre (7,405 sf) in the Single-Family Residential District (R-1) and Residential, Low Density (RLD) General Plan land use designation. (APN: 009-240-002)

PUBLIC HEARING

5. **General Plan Amendment GPA 2-20, Pre-zone RZ 2-20, and Tentative Parcel Map 2-20; Annexation 2-20; Mitigated Negative Declaration 2-20;** Darryl & Sue Bernard, Applicant; Application for a proposed General Plan Amendment, Pre-zone, Tentative Map, Annexation and Mitigated Negative Declaration of approximately 40.0 acres. The applicant proposes to develop the site into 201 single-family residential lots, annex the property into the City of Gridley, amend the General Plan land use designation of Residential, Low Density, to General Plan Medium Density, pre-zone to Single-Family Residential District(R-1) The property is located on the east side of West Biggs Gridley Road, north and contiguous to the Heron Landing Subdivision. (022-210-092)
 - a. Receive Staff Report
 - b. Open Public Hearing
 - c. Close Public Hearing
 - d. Commission Discussion

CITY STAFF AND COMMISSION INFORMATIONAL UPDATES

ADJOURNMENT - to the regular meeting of the Planning Commission dated July 21, 2021.

This agenda was posted on the public bulletin board at City Hall at or before 6:00 p.m. on June 11, 2021. This agenda along with all attachments, if any, is available for public viewing online at www.gridley.ca.us and at the Administration Counter in City Hall, 685 Kentucky Street, Gridley, CA. This is a public meeting, and anyone may address the Planning Commission. Any documents that were provided to the Planning Commission after the Agenda packet was distributed are also available for public review during normal business hours.

Meeting facilities are accessible to persons with disabilities. By request, alternative agenda document formats are available to persons with disabilities. To arrange an alternative agenda document format or to arrange aid or services to modify or accommodate persons with a disability to participate in a public meeting, contact the City Clerk by calling 846-3631 (voice). This request should be received at least three working days prior to the meeting to accommodate your request.

Gridley Planning Commission – Regular Meeting Minutes

Wednesday, May 19, 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 Planning Commission 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 Planning Commission, 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 2pm on May 19, 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 Commission for consideration. The Commission appreciates the public’s adaptation and patience during this crisis.

You may attend via teleconference:

- Dial 1-888-204-5987
 - Enter the Access Code 5767603#
-

CALL TO ORDER

Chair Espino called the meeting to order at 6 pm.

ROLL CALL

Commissioners

Present:	Espino, R. Khan, Dewsnap, Wolfe, S. Khan
Absent:	None
Arriving after roll call:	None

Staff present:	Donna Decker, Planner Cliff Wagner, City Administrator
-----------------------	---

Planner Donna Decker introduced the new City Administrator, Cliff Wagner, to the Commission. Mr. Wagner addressed the Commission briefly expressing his appreciation for their service to the community.

COMMUNITY PARTICIPATION FORUM

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

CONSENT AGENDA

1. Commission minutes dated April 21, 2021

Chair Espino read an email submission from Patrick Coghlan requesting changes for various reasons to the minutes from April 21, 2021 prior to approval. Chair Espino shared her own concerns with wording and requested changes to be made to the draft minutes.

Motion made by Vice Chair Wolfe to approve the minutes with changes recommended by Chair Espino, seconded by Commissioner Dewsnap

ROLL CALL VOTE

Ayes: Espino, S. Khan, Wolfe, Dewsnap, R. Khan

Motion passed, 5-0

PUBLIC HEARINGS

2. **Variance No. 1-21;** Application for a variance from Title 17 of the zoning code development standards to reduce the corner side yard setback from 20 to 18 feet located at 1900 Northern Pintail Ct in the Single-Family Residential District (R-1) and Residential, Low Density (RLD) General Plan land use designation. (APN: 009-240-055)

Planner Donna Decker reviewed the staff report and the reason for the variance request.

Applicant Sunny Dhami, 824 Santi Court, Yuba City, spoke stating his appreciation for allowing the variance as it saves them money by being able to build the same house plan. There were no other public comments.

Motion to approve item #2 as recommended by Vice Chair Wolfe, seconded by R. Khan.

ROLL CALL VOTE

Ayes: S. Khan, R. Khan, Espino, Wolfe, Dewsnap

Motion passed, 5-0

3. **Site Development Plan Review 3-21;** SavMor; Proposed development of 2 parcels consisting of 1.83 and 0.5 acres totaling 2.33 acres to develop a single story 32,351 sf grocery store consisting of approximately 958 square feet per unit; the site will provide 108 parking spaces. The General Plan land use designation is Commercial and zoned General Commercial (C-2) located on Fairview Drive. (010-210-063, 010-210-052)

Planner Donna Decker addressed the Commission providing a thorough review of the project including traffic flow, ingress and egress and loading and unloading areas. She stated the project is consistent with the City's General Plan land use designation and the landscape and parking plans were reviewed.

Chair Espino had concerns with foot traffic traveling safely from Highway 99 to SavMor. Pedestrian traffic in the area was a shared concern among the Commission and the public. The

Commission also expressed concern over increased vehicle traffic in the area being near the High School.

Scott Gibson, project architect, addressed some of the comments related to pedestrian/vehicle traffic flow. Besides traffic, comments from the public varied. Some stated the location and zoning make sense; it will be a good location. Patrick Coghlan provided a handout which he read expressing his concern that alcohol will be sold near the High School. It was suggested that SavMor find a more suitable location.

Motion to approve item #3 with added conditions related to hours of delivery and pedestrian traffic review was made by Vice Chair Wolfe, seconded by Commissioner Dewsnap.

ROLL CALL VOTE

Ayes: S. Khan, Dewsnap, R. Khan, Wolfe, Espino

Motion passed, 5-0

CITY STAFF AND COMMISSION INFORMATIONAL UPDATES

Donna Decker informed the Commission that at a future meeting she will be presenting information for their review regarding lot coverage and possible changes to GMC.

ADJOURNMENT

With no items for further discussion, the Commission adjourned to the next regularly scheduled meeting on June 16, 2021.

Donna Decker, Planner

Planning Commission Item #2
Staff Report

Date: June 16, 2021

To: Chair and Planning Commissioners

From: Donna Decker, Planning Department

X	Regular
	Special
	Closed
	Emergency

Subject: **Conditional Use Permit 2-21;** Danielle Jones; Application for a conditional use permit to allow a therapy pony to be kept at 1555 Locust Street, a 0.92-acre property located in the R-S Residential Suburban Zoning District. The General Plan land use designation is Residential, Very Low Density. (010-360-095)

Recommendation

City staff respectfully recommends the Planning Commission:

1. Determine the project is categorically exempt per the California Environmental Quality Act, California Environmental Quality Act, Section 15303, New Construction or Conversion of Small Structures, Class 3 (e); and,
2. Make the required conditional use permit findings as described within Exhibit A; and,
3. Approve Conditional Use Permit 2-21 subject to the conditions attached to the staff report as Exhibit B.

Summary

The applicant is requesting a conditional use permit to allow the keeping of a small therapeutic pony for her daughter. The Gridley Municipal Code allows small animals to be kept on property zoned as Residential-Suburban.

Site Description

The subject site is located between Locust Street and extends to Yew Street, one parcel east of Oregon Street. It is a large corner lot with access from Ban Drive.



Subject site
0.92-acre

Figure 1: Aerial Location Map

Discussion

The property is developed with an existing 1,994 square foot home. The home is setback from the roadway approximately 43 feet with a ditch located along the frontage of the lot. The site plan depicts the site developed with fencing to separate the living area for the small pony

approximately 46 feet south of the home.

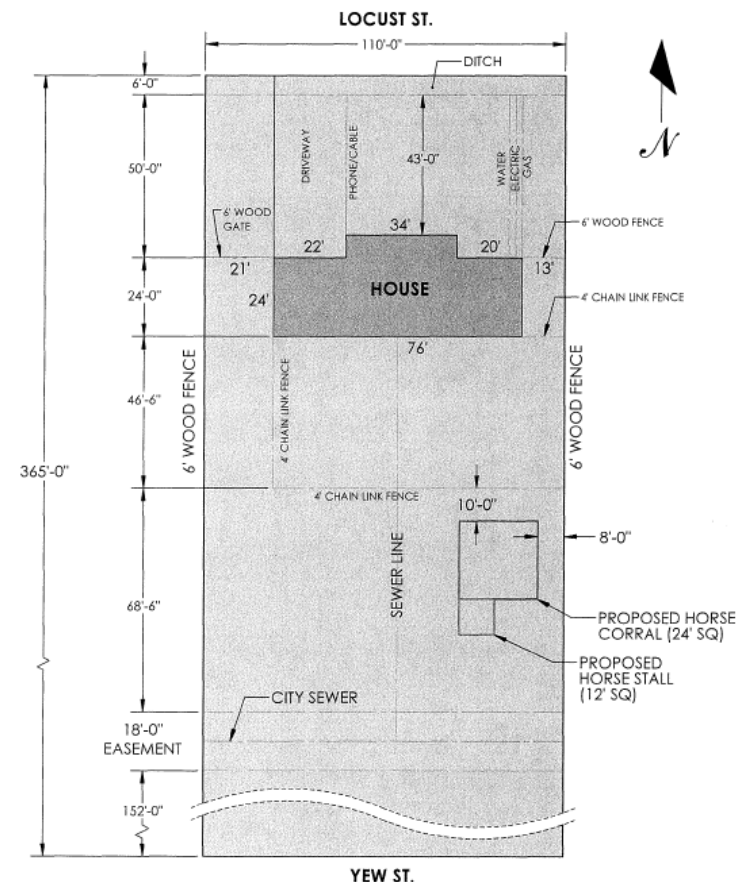


Figure 2: Site Plan

The intent of the Residential Suburban land use designation is as an interface between large agricultural tracts adjacent to the city in the unincorporated area of Butte County. The sites are generally large and can sustain an urban agricultural use, and supported by the code as such.

The pony would be housed in a 12 ft. x 12 ft. horse stall with a 24 ft x 24 ft paddock area to move around.

Staff believes that the code description of small animal when grouped with sheep, goats, and etc could also include a miniature horse or small welsh pony. Either of these equine sizes would be able to be kept comfortable in the proposed shelter area.

Concerns related to the size of animal consist of cleanliness of the housing area and disposal of excrement and left over feed products.

A pony generally weighs around 500 pounds.

This size of animal will produce approximately 10-15 pounds of manure per day along with 1-1.5 gallons of urine. The applicant will need to ensure that waste management and disposal, composting of material, mitigation of flies and pests, and ensure with cleanliness and good animal husbandry practices, odors are kept at a minimum. Stewardship and good care of the pony will mitigate these kinds of concerns. Manure, when composted with feed debris, creates a rich compost that supplements and amends soils. When the product is broken down, there is no appreciable odor.

Due to the request, staff believes that it would be appropriate to support the conditional use permit for a limited period of 2 years at which time the conditional use permit could be extended should it be requested by the applicant. This would allow the applicant to have the pony for therapeutic use, yet allow the city to evaluate the success of the program. If an extension is not applied for, which would be processed by the Planning Department, the conditional use permit would sunset and become invalid.

The Planning Commission must make the following conditional use permit findings prior to granting an approval:

Conditional Use Permit Findings:

1. The proposed use is in accordance with the objectives of the Residential Very Low Density General Plan land use designation and R-S, Residential Suburban zoning district.
2. That the establishment, maintenance, or operations of the use applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, comfort and general welfare of persons residing or working in the neighborhood of such proposed use.
3. That the use will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city or substantially impede enactment of the comprehensive plan.

Public Notice

A notice was posted in the Gridley Herald 10 days in advance of the Planning Commission meeting, mailed to residences within 300 feet of the site, posted at City Hall, made available at the Administration public counter, and placed on the City website for review. At the time this report was prepared no comments had been received.

Environmental Review

The proposed project is categorically exempt from environmental review pursuant to the California Environmental Quality Act, Section 15303, New Construction or Conversion of Small Structures, Class 3 (e); construction of accessory structures.

Attachments –

- | | |
|--------------|---------------------------------|
| 1. Exhibit A | Conditional Use Permit Findings |
| 2. Exhibit B | Conditions of Approval |
| 3. Exhibit C | Site Plan |

Exhibit A
Conditional Use Permit 2-21

Conditional Use Permit Findings:

- 1. The proposed use is in accordance with the objectives of the Residential Very Low Density General Plan land use designation and R-1, Residential Low Density zoning district.**

The proposed use is compatible with the intent of the General Plan and zoning land use designations provided a conditional use permit is granted. Therefore, this finding can be made.

- 2. That the establishment, maintenance, or operations of the use applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, comfort and general welfare of persons residing or working in the neighborhood of such proposed use.**

This use would not be detrimental to the general welfare of the surrounding residents. Therefore, this finding can be made.

- 3. That the use will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city or substantially impede enactment of the comprehensive plan.**

The proposal will not be detrimental to the general welfare of the city. Therefore, this finding can be made.

Exhibit B
Conditional Use Permit 2-21
Draft Conditions of Approval

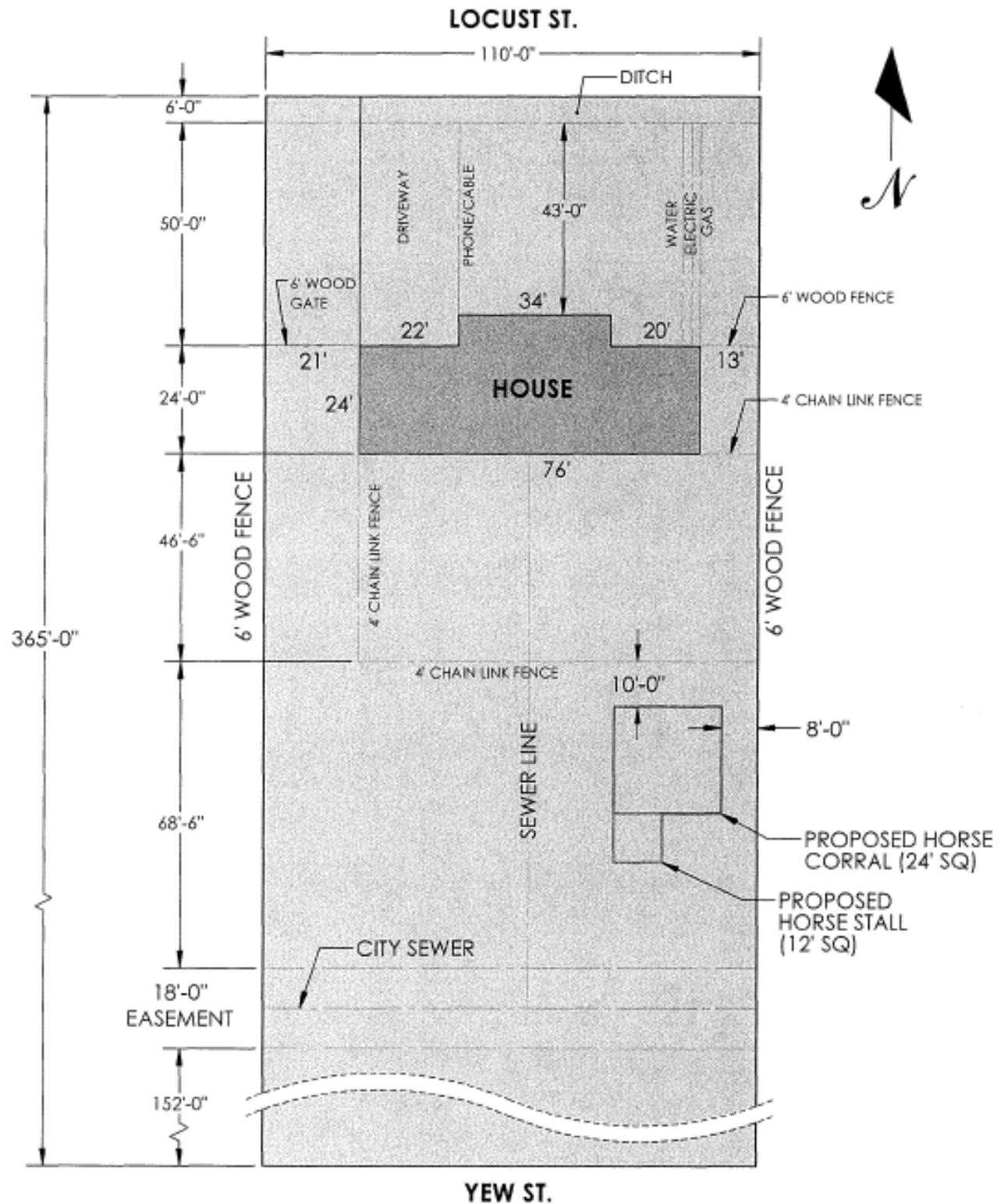
Approved Use:

A conditional use permit (CUP) to allow a therapy pony to be kept at 1555 Locust Street, a 0.92-acre property located in the R-S Residential Suburban Zoning District. The General Plan land use designation is Residential, Very Low Density. (010-360-095)

1. The approved use for CUP 1-21 shall be substantially as described within this staff report, submitted site plans, narratives, and applications on file in City Hall except as modified by the following conditions. Minor changes to the approved operation may be allowed subject to the review and approval by the City Administrator or designee, if the request is in substantial conformance to this approval.
2. The applicant/property owner shall file a Declaration of Acceptance of the Final Conditions of Approval within 30 days of Planning Commission approval.
3. The conditional use permit will be active for a period of 2 years; an application to extend the use permit would need to be submitted to the Planning Department 30 days before the date of expiration. The extension would be a staff level review and approval. The fee for the application for extension shall be the same as if a new application were being submitted and calculated from the currently adopted fee schedule.
4. The applicant shall ensure good housekeeping practices and remove/dispose of manure and unused feed matter by composting or off-haul from the property.
5. The applicant shall ensure fly and pest control be in place.
6. The pony shall have all management and care on a schedule such as farriery, grooming, and feeding.
7. This conditional use permit approval will be in effect for a period of two years from the date of the Planning Commission approval and may be extended by submitting an application to the City a minimum of 30 days prior to the expiration date. The application to extend the conditional use permit shall be determined by a staff level review and approval. If no extension is applied for, the conditional use permit will sunset and the use will no longer be valid. The fee for the application for extension shall be the same as if a new application were being submitted and calculated from the currently adopted fee schedule.

{end}

Exhibit C
Conditional Use Permit 2-21
Site Plan



Planning Commission Item #3
Staff Report

Date: June 16, 2021

To: Chair and Planning Commissioners

From: Donna Decker, Planning Department

X	Regular
	Special
	Closed
	Emergency

Subject: **Variance No. 2-21;** Application for a variance from Title 17 zoning code development standards to increase the allowable lot coverage from 40% to 45% located at 2041 Spruce Street containing 0.14-acre (6,300 sf) in the Single-Family Residential District/Planned Development (R-1/PD) and Residential, Low Density (RLD) General Plan land use designation. (APN: 009-300-079)

Recommendation

City staff respectfully recommends the Planning Commission:

1. Determine the project is Categorically Exempt per the California Environmental Quality Act, Section 15305 (a), Class 5, Minor Alterations in Land Use Limitations; and,
2. Make the required variance findings as described within Exhibit A allowing the increased lot coverage from 40% to 45%; and,
3. Approve Variance No. 2-21 with Conditions of Approval as shown in Exhibit B.

Summary

The applicant is requesting a variance from the development standards to increase the lot coverage from 40-45%. The site is located in the Eagle Meadows subdivision; the owners would like to construct a patio cover at the rear of their home.

Location

The subject site is located in the Eagle Meadows Subdivision. It is an interior lot located approximately three lots east of Jay Drive fronting on Spruce Street. The lot is approximately 6,300 square feet in size (0.14 acre).

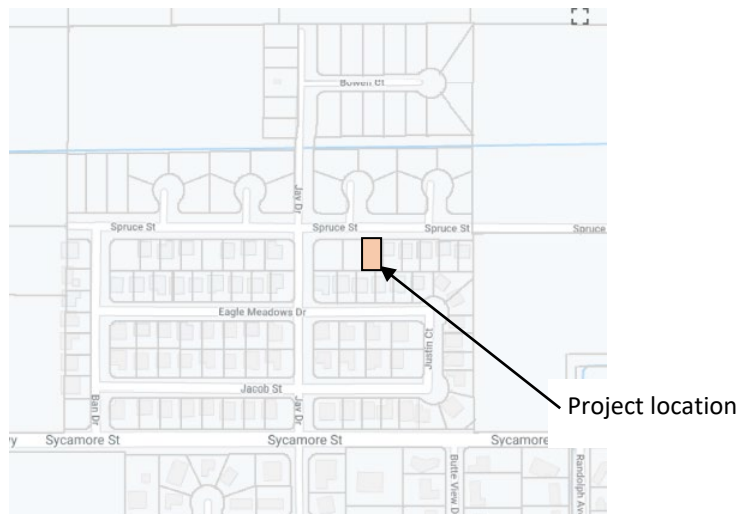


Figure 1: Location Map (nts)

Discussion

Land Use

The project site is zoned R-1/PD, Single Family Residential District/Planned Development with a General Plan land use designation of Residential, Low Density. The single-family residential district now has four (4) designations:

1. R-1A Parcels sized from 1,700 – 3,500 square feet
2. R-1B Parcels sized from 3,501 – 5,999 square feet
3. R1-C Parcels sized from 6,000 – 7,499 square feet
4. R-1 Parcels sized from 7,500 and greater

The parcel is considered R-1C.

Setback Requirements

The Gridley Municipal Code establishes the building setback distances required:

Front Yard:	20'
Interior Side Yard:	5' min. 20% of the lot frontage is required
Rear Yard:	5'
Street Side:	20'

The side yard setback is 20% of the lot frontage of 63 feet resulting in 12.6 total feet with a minimum of 5 feet on one side that is required. The property has provided a 7 ft side yard setback on each side. The required front yard setback is twenty feet. The rear yard setback is 5 feet; the structure is located 22 feet from the rear yard property line.

The development of the lot conforms to setback requirements including the placement of the requested patio cover.

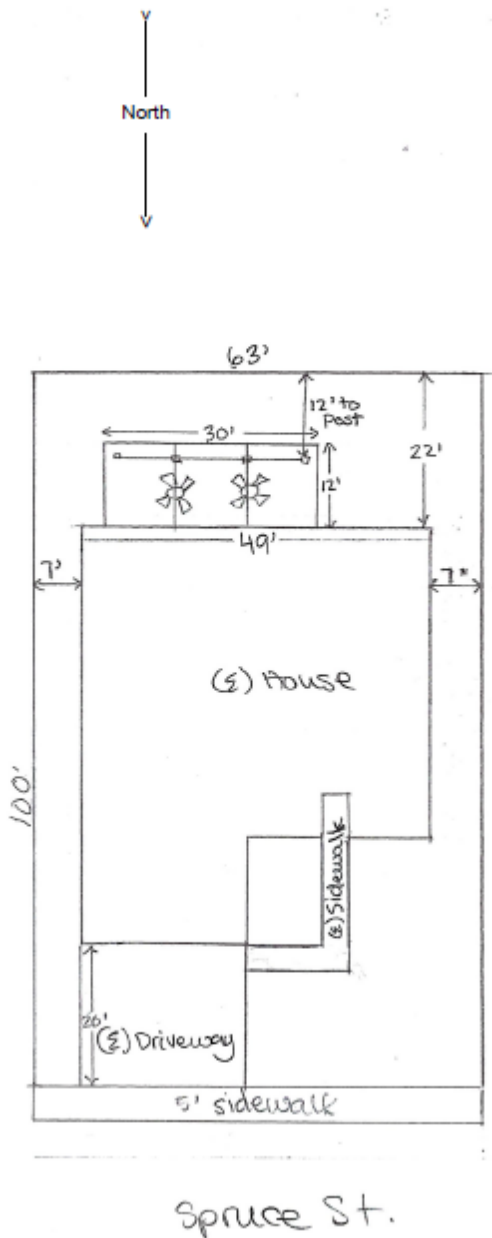
Proposed Project

The parcel has been developed with a single-family, single-story home with a garage. The total area developed with building, concrete, and sidewalks is:

- Existing building: 1,976 sf
- Existing garage/flatwork: 619 sf
- Proposed patio cover: 240 sf
- Total: 2,825 sf

The applicant proposes to construct a patio cover that is 10 feet wide from the house and 26 feet long parallel to the house (Figure 2). The site plan indicates a 2 foot overhang from the posts.

The lot coverage exceeds the allowable of 40%; therefore, the applicant is requesting a variance to allow the lot coverage to be increased to 45%.



Findings:

Variances are entitlements that are supported when there are site constraints that preclude any other solution to meet the code. The site is approximately 1,200 square feet smaller than a standard R-1 lot (7,500 sf). Should the commission believe that the variance can be supported it will need to make the Variance Findings as shown on Exhibit A.

Conclusion

The applicant wishes to enhance the use of their rear yard. The request is not an unusual one in that, other properties have had similar requests; it does not impact neighbors.

Figure 2: Lot Layout (nts)

Public Notice

A notice was posted in the Gridley Herald 10 days in advance of the Planning Commission meeting, mailed to residences within 300 feet of the site, posted at City Hall, made available at the Administration public counter, and placed on the City website for review. Staff received one telephone inquiry requesting clarification. No concerns were noted. At the time this report was prepared no other comments had been received.

Environmental Review

The project to be categorically exempt in accordance with Section 15305, Class 5, of the California Environmental Quality Act (CEQA):

Class 5 consists of minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density, including but not limited to:

- (a) Minor lot line adjustments, side yard, and set back variances not resulting in the creation of any new parcel.

Attachments –

- 1. Exhibit A Variance Findings
- 2. Exhibit B Conditions of Approval
- 3. Exhibit C Site Plan

Exhibit A

Variance Findings

- A. That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to lands, structures or buildings in the same district;**

Special conditions exist that support the increased lot coverage. The lot is smaller (6,300 sf) than a standard lot (7,500 sf) size. Other lots with similar configurations have experienced difficulty in being able to improve their home and quality of life.

- B. That literal application of the provisions of this title would deprive, the applicant of rights commonly enjoyed by other properties in the same district under the terms of this title;**

The literal application of the development standards would deprive this property of the same rights that others enjoy with similar conditions of their property. Other similar variances have been supported to allow an increase in lot coverage.

- C. That the granting of such application will not, under the circumstances of the particular case materially affect adversely the health or safety of persons residing or working in the neighborhood of the property of the applicant, and will not under the circumstances of the particular case, be materially detrimental to the public welfare or injurious to property or improvements in said neighborhood.**

Allowing the property owner the planning entitlement to increase the lot coverage will not adversely impact the health or safety of persons residing adjacent to and proximate to the site and will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.

Exhibit B

DRAFT CONDITIONS OF APPROVAL

Variance No. 2-21
2041 Spruce Street
APN 009-300-079

Approved use:

Variance from Title 17 zoning code development standards to increase the allowable lot coverage from 40% to 45% located at 2041 Spruce Street containing 0.14-acre (6,300 sf) in the Single-Family Residential District/Planned Development (R-1/PD) and Residential, Low Density (RLD) General Plan land use designation. (APN: 009-300-079)

1. The approved Variance No. 2-21 shall be substantially as described within this staff report, submitted site plans, narratives, and applications on file in City Hall except as modified by the following conditions. Minor changes to the approval may be allowed subject to the review and approval by the City Administrator or designee, if the request is in substantial conformance to this approval.
2. The applicant/property owner shall file a Declaration of Acceptance of the Final Conditions of Approval within 30 days of Planning Commission approval.
3. The applicant/owner shall submit an application for a building permit with plans drawn to scale to the Building Department to determine all applicable improvement and fee requirements. Plans shall be provided for submittal to the Fire Department. The applicant shall pay the required building permit and inspection fees.
4. This variance approval will lapse within one (1) year from the date of approval unless residential unit has begun construction. The City Administrator or designee may grant an extension if no modifications to the approval are requested, otherwise, the request for extension may be forwarded to the Planning Commission for action.

Exhibit C

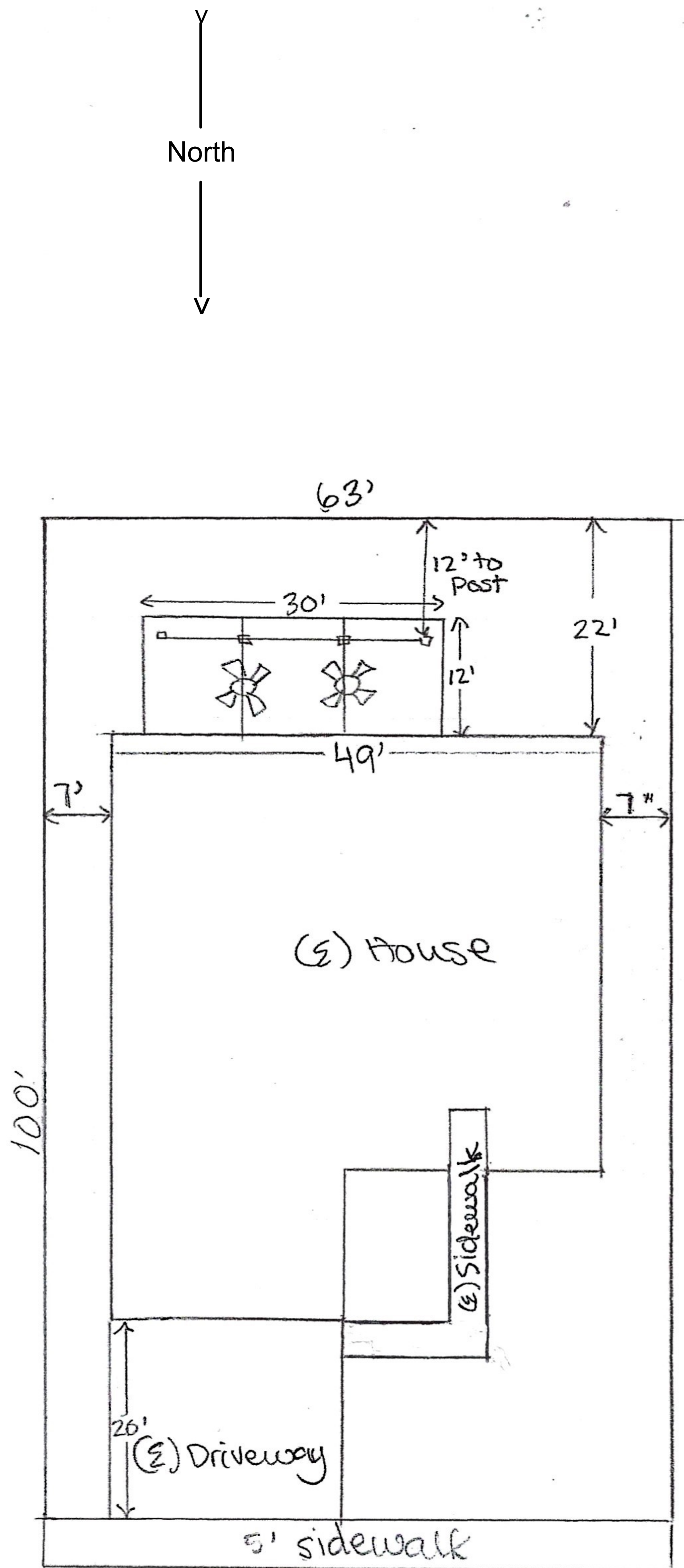
Owner:
Melissa Heath
2041 Spruce St
Gridley, CA 95948

Contractor:
California Patios
1281 Hassett Ave. Suite A
Yuba City, CA 95991
530-673-8500
sales@capatios.com
CSBL # 347818 class B

Scale 1" to 20'

Scope of work:
Install attached patio cover over
existing slab with electrical. 12'x30'
Total: 360 sq. ft.

Lot Area	=6300 sq ft
Ex. One Story House	=1976 sq ft
Ex. Garage	= 435 sq ft
Purposed Patio Cover	= 306 sq ft
Lot Coverage	= 44%



Spruce St.





Planning Commission Item #4
Staff Report

Date: June 16, 2021

To: Chair and Planning Commissioners

From: Donna Decker, Planning Department

X	Regular
	Special
	Closed
	Emergency

Subject: **Variance No. 3-21;** Application for a variance from Title 17 zoning code development standards to increase the allowable lot coverage from 40% to 48% located at 1915 Cinnamon Teal Court containing 0.17-acre (7,405 sf) in the Single-Family Residential District (R-1) and Residential, Low Density (RLD) General Plan land use designation. (APN: 009-240-002)

Recommendation

City staff respectfully recommends the Planning Commission:

1. Determine the project is Categorically Exempt per the California Environmental Quality Act, Section 15305 (a), Class 5, Minor Alterations in Land Use Limitations; and,
2. Make the required variance findings as described within Exhibit A allowing the increased lot coverage from 40% to 48%; and,
3. Approve Variance No. 3-21 with Conditions of Approval as shown in Exhibit B.

Summary

The applicant is requesting a variance from the development standards to increase the lot coverage from 40-48%. The site is located in the Heron Landing subdivision; the owners would like to construct a patio cover at the rear of their home.

Location

The subject site is located in the Heron Landing subdivision. It is an interior lot located on the west side of Cinnamon Teal Court. The lot is approximately 7,405 square feet in size (0.17 acre).

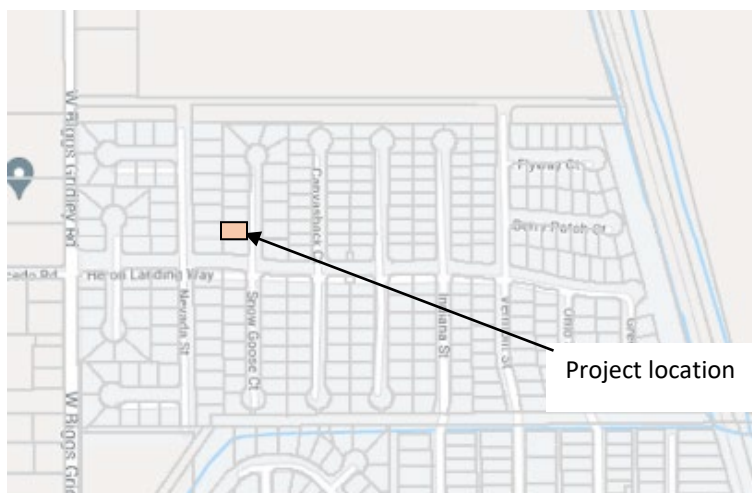


Figure 1: Location Map (nts)

Discussion

Land Use

The project site is zoned R-1, Single Family Residential District with a General Plan land use designation of Residential, Low Density. The single-family residential district now has four (4) designations:

1. R-1A Parcels sized from 1,700 – 3,500 square feet
2. R-1B Parcels sized from 3,501 – 5,999 square feet
3. R1-C Parcels sized from 6,000 – 7,499 square feet
4. R-1 Parcels sized from 7,500 and greater

The parcel is considered R-1C.

Setback Requirements

The Gridley Municipal Code establishes the building setback distances required:

Front Yard:	20'
Interior Side Yard:	5' min. 20% of the lot frontage is required
Rear Yard:	5'
Street Side:	20'

The side yard setback is 20% of the lot frontage of 67 feet resulting in 13.4 total feet with a minimum of 5 feet on one side that is required. The property has provided a 7.39 ft on the north side and 10 feet on the south side. The required front yard setback is twenty feet. The rear yard setback is 5 feet; the structure is located 24± feet from the rear yard property line.

Proposed Project

The parcel has been developed with a single-family, single-story home with a garage. The total area developed with building, concrete, and sidewalks is:

- Existing building: 2,530 sf
- Existing flatwork: 714 sf
- Proposed patio cover: 225 sf
- Total: 3,469 sf (46.8%)

The applicant proposes to construct a patio cover that is 9 feet wide from the house and 25 feet long parallel to the house (Figure 2). The site plan indicates a 2 foot overhang from the posts.

The lot coverage exceeds the allowable of 40%; therefore, the applicant is requesting a variance to allow the lot coverage to be increased to 48%.

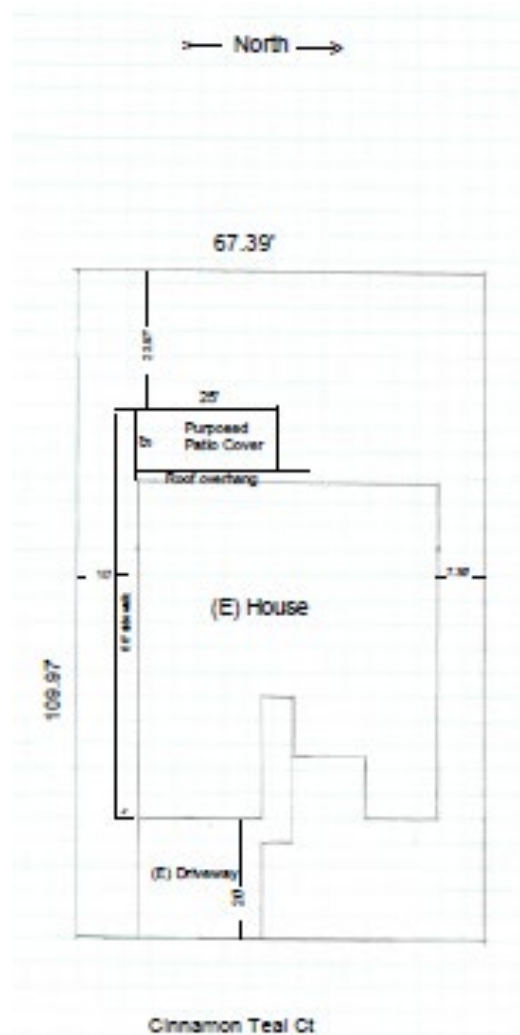


Figure 2: Lot Layout (nts)

Public Notice

A notice was posted in the Gridley Herald 10 days in advance of the Planning Commission meeting, mailed to residences within 300 feet of the site, posted at City Hall, made available at the Administration public counter, and placed on the City website for review. At the time this report was prepared no other comments had been received.

Findings:

Variances are entitlements that are supported when there are site constraints that preclude any other solution to meet the code. The site is approximately somewhat smaller than a standard R-1 lot (7,500 sf). Should the commission believe that the variance can be supported it will need to make the Variance Findings as shown on Exhibit A.

Conclusion

The applicant wishes to enhance the use of their rear yard. The request is not an unusual one in that, other properties have had similar requests; it does not impact neighbors.

Environmental Review

The project to be categorically exempt in accordance with Section 15305, Class 5, of the California Environmental Quality Act (CEQA):

Class 5 consists of minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density, including but not limited to:

- (a) Minor lot line adjustments, side yard, and set back variances not resulting in the creation of any new parcel.

Attachments –

- 1. Exhibit A Variance Findings
- 2. Exhibit B Conditions of Approval
- 3. Exhibit C Site Plan

Exhibit A

Variance Findings

- A. That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to lands, structures or buildings in the same district;**

Special conditions exist that support the increased lot coverage. The lot is smaller (7,405 sf) than a standard lot (7,500 sf) size. Other lots with similar configurations have experienced difficulty in being able to improve their home and quality of life.

- B. That literal application of the provisions of this title would deprive, the applicant of rights commonly enjoyed by other properties in the same district under the terms of this title;**

The literal application of the development standards would deprive this property of the same rights that others enjoy with similar conditions of their property. Other similar variances have been supported to allow an increase in lot coverage.

- C. That the granting of such application will not, under the circumstances of the particular case materially affect adversely the health or safety of persons residing or working in the neighborhood of the property of the applicant, and will not under the circumstances of the particular case, be materially detrimental to the public welfare or injurious to property or improvements in said neighborhood.**

Allowing the property owner the planning entitlement to the lot coverage will not adversely impact the health or safety of persons residing adjacent to and proximate to the site and will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.

Exhibit B

DRAFT CONDITIONS OF APPROVAL

Variance No. 3-21
1915 Cinnamon Teal Court
APN : 009-240-002

Approved use:

Variance from Title 17 zoning code development standards to increase the allowable lot coverage from 40% to 48% located at 1915 Cinnamon Teal Court containing 0.17-acre (7,405 sf) in the Single-Family Residential District (R-1) and Residential, Low Density (RLD) General Plan land use designation. (APN: 009-240-002)

1. The approved Variance No. 3-21 shall be substantially as described within this staff report, submitted site plans, narratives, and applications on file in City Hall except as modified by the following conditions. Minor changes to the approval may be allowed subject to the review and approval by the City Administrator or designee, if the request is in substantial conformance to this approval.
2. The applicant/property owner shall file a Declaration of Acceptance of the Final Conditions of Approval within 30 days of Planning Commission approval.
3. The applicant/owner shall submit an application for a building permit with plans drawn to scale to the Building Department to determine all applicable improvement and fee requirements. Plans shall be provided for submittal to the Fire Department. The applicant shall pay the required building permit and inspection fees.
4. This variance approval will lapse within one (1) year from the date of approval unless residential unit has begun construction. The City Administrator or designee may grant an extension if no modifications to the approval are requested, otherwise, the request for extension may be forwarded to the Planning Commission for action.

Exhibit C

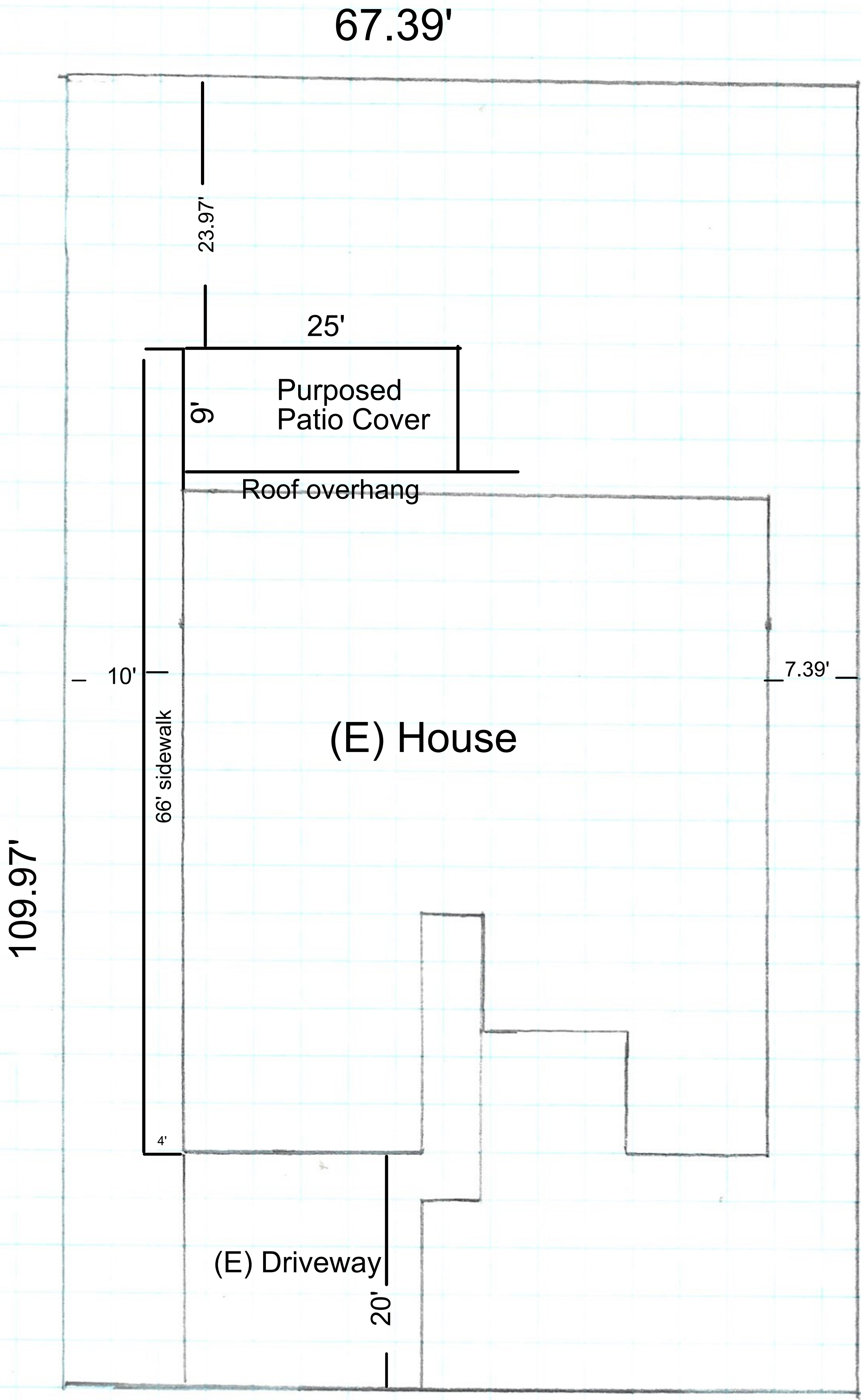
Amelia Wakefield
1915 Cinnamon Teal Ct
Gridley, CA 95948

Scale 1" to 20'

North

Lot Coverage:	
Lot size:	7411 sq ft
Existing House	2530 sq ft
Driveway and sidewalk	460 sq ft
Backyard sidewalk	264 sq ft
Purposed Patio Cover	225 sq ft
Lot Coverage:	47 %

Scope of work:
Install 9'x25' alumn roof
attached patio cover over
existing slab.







Planning Commission Item #5
Staff Report

Date: June 16, 2021

To: Chair and Planning Commissioners

From: Donna Decker, Planning Department

X	Regular
	Special
	Closed
	Emergency

Subject: **General Plan Amendment GPA 2-20, Pre-zone RZ 2-20, and Tentative Parcel Map 2-20; Annexation 2-20; Mitigated Negative Declaration 2-20;** Darryl & Sue Bernard, Applicant; Application for a proposed General Plan Amendment, Pre-zone, Tentative Map, Annexation and Mitigated Negative Declaration of approximately 40.0 acres. The applicant proposes to develop the site into 201 single-family residential lots, annex the property into the City of Gridley, amend the General Plan land use designation of Residential, Low Density, to General Plan Medium Density, pre-zone to Single-Family Residential District(R-1) The property is located on the east side of West Biggs Gridley Road, north and contiguous to the Heron Landing Subdivision. (022-210-092)

Recommendation

City staff respectfully recommends the Planning Commission:

1. Recommend the City Council adopt the resolution to amend the General Plan land use designation 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,
2. Recommend the City Council approve an ordinance to pre-rezone the property Single-Family Residential District (R-1); and,
3. Recommend the City Council approve a Tentative Subdivision Map 2-20;
4. Recommend the City Council adopt a resolution to forward the proposed project to LAFCo for Annexation; and,
5. Recommend the City Council adopt a Mitigated Negative Declaration meeting the requirements of CEQA.

Summary

On September 16, 2020, the Planning Commission received the staff report and 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 uses to create a medium density single family development, 2) Pre-zone the project to reflect the proposed layout, 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.

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. This hearing constitutes the third public review before the Planning Commission; staff has continued to coordinate with the applicant to provide additional information. The project is before the Planning Commission to make a recommendation to the City Council.

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.

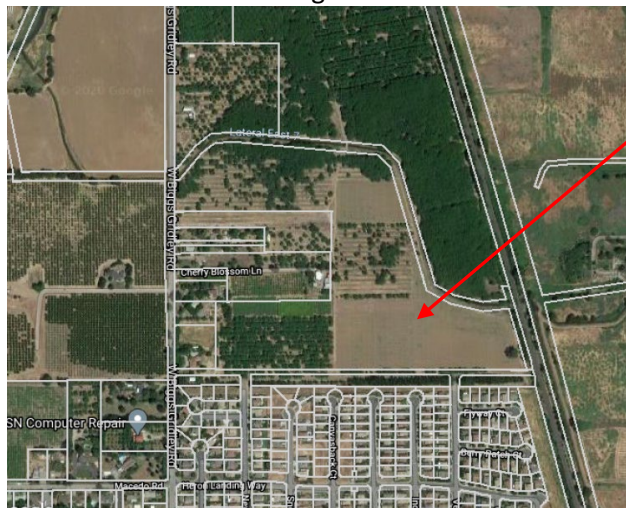
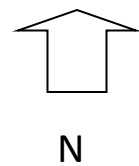


Figure 1: Location Map

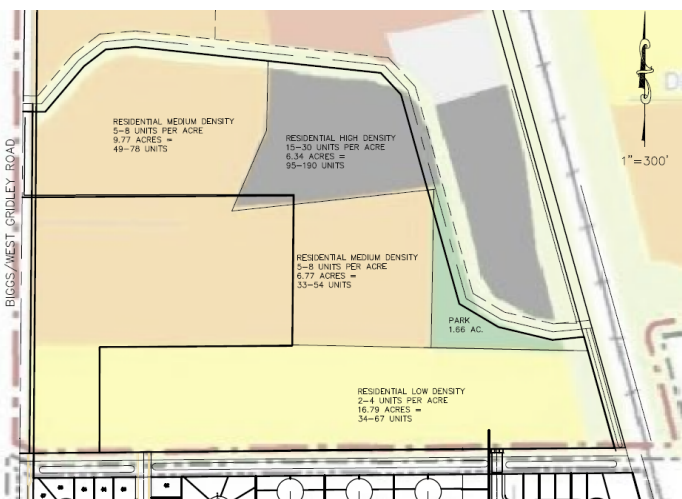
Subject Site



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.

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:



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)

Figure 2: Existing General Plan Land Use Designations

The current General Plan land use designations as shown in Figure 2 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. This does not include the park area. 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 park area will have a portion developed as a shallow detention basin for use as a sports field during periods of dry weather. The proposed amendment to the General Plan will result in the change of land use designation to Residential, Low Density.

Zoning:

The proposed project will subdivide the approximately 40-acre site into 202 parcels; one parcel will be reserved for utility purposes. The density would be 5.0du/ac. The proposed project would be pre-zoned and ultimately zoned as R-1, Single-Family Residential District and Park/Open Space.

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%

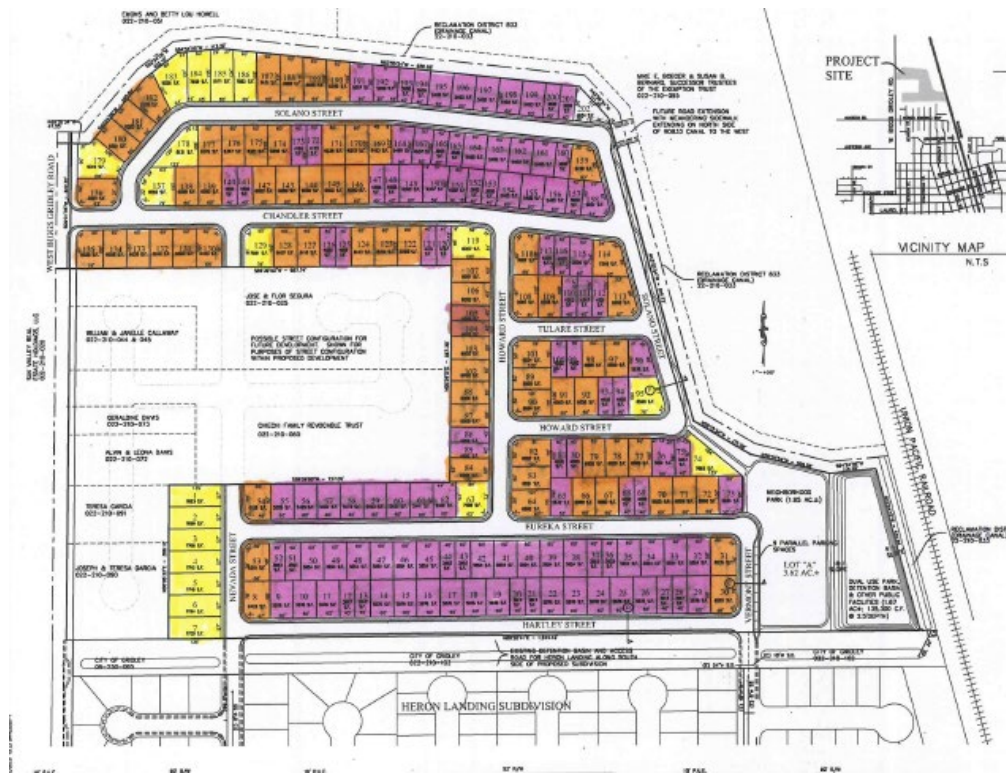
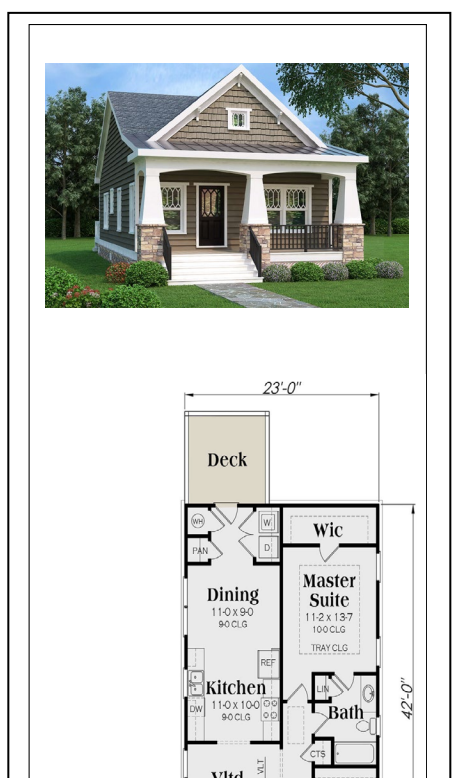
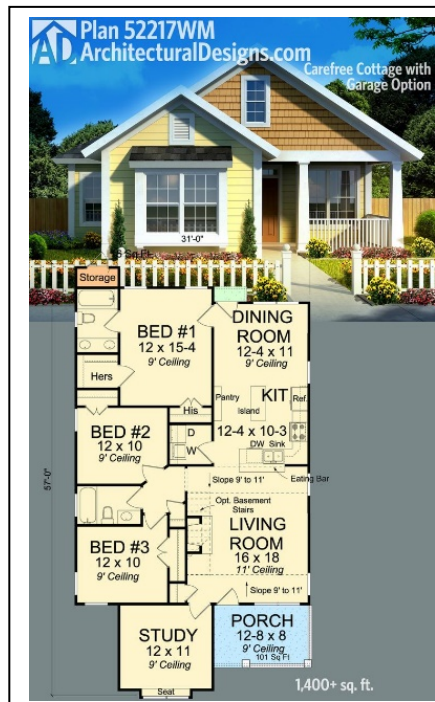


Figure 3: Proposed subdivision – lot types

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 subdivisions.

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.



Unit width = 30 ft



Unit width = 30 ft

Unit width = 30 ft

Unit width = 30 ft

Figure 4: Housing types for narrow lot frontages

The styles of homes are provided as an example of home types that are attractive and will serve a segment of the buyers 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 is only to provide a 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.

Housing is also 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.

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. The canal crossing has also been revised as shown.



Figure 6: Parks, Open Space and Street Tree planting

Traffic concerns:

The concerns expressed related to traffic moving through Heron Landing by residents in Heron Landing are understandable. 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, streets were stubbed out to accommodate the future development of this site.

Concerns were also relayed as to only having one other alternate entry into the development from West Biggs Gridley Road. It has been relayed to Planning that prior to developing the plans that have been presented, 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 meet this consideration.

A traffic Impact Study was completed by KD Anderson. The scope of the analysis reviewed levels of service as well as SB 743 vehicle miles traveled. The study is attached as Exhibit E 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.

The analysis of VMT outlines the increased traffic may cause conflict with pedestrians and bicycle travel. A mitigation measure is proposed to provide sidewalks along project site roadways. These are already anticipated and provided.

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.

Public comment/letters:

The city received and addressed public comments at the previous meetings. Those letters and flyers and staff responses are attached herein as Exhibit C. 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 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.

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 has sole ownership and not requesting to bring other contiguous properties into the city. A tax exchange agreement will need to be agreed upon; a condition of approval has been added.

Conclusion:

The purpose of the review by the Planning Commission is to consider 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 and to allow ample time for the community to respond with comments prior to a recommendation being made by the Planning Commission and forwarded to the City Council.

Staff supports the proposed project and recommends the Planning Commission forward the project to the City Council for consideration.

Public Notice

A notice was posted in the Gridley Herald 10 days in advance of the Planning Commission 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 which are attached as Exhibit C.

Attachments –

1. Exhibit A- Draft Conditions of Approval
2. Exhibit B - Tentative Subdivision Map
3. Exhibit C- Public Comments
4. Exhibit D- Wastewater Technical Memo
Prepared by Bennett Engineering
5. Exhibit E – KD Anderson Traffic Analysis

Exhibit A
Draft Conditions of Approval
APN: 022-210-092

Project: General Plan Amendment GPA 2-20, Pre-zone RZ 2-20, and Tentative Parcel Map 2-20; Annexation 2-20; Mitigated Negative Declaration 2-20.

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 five years. No further extensions are allowed under the Subdivision Map Act unless it is extended by the California State Legislature. A new application to develop the site would be required and all current conditions would need to be met at that time.
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 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:

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-ways 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 effected 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, eg. 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)

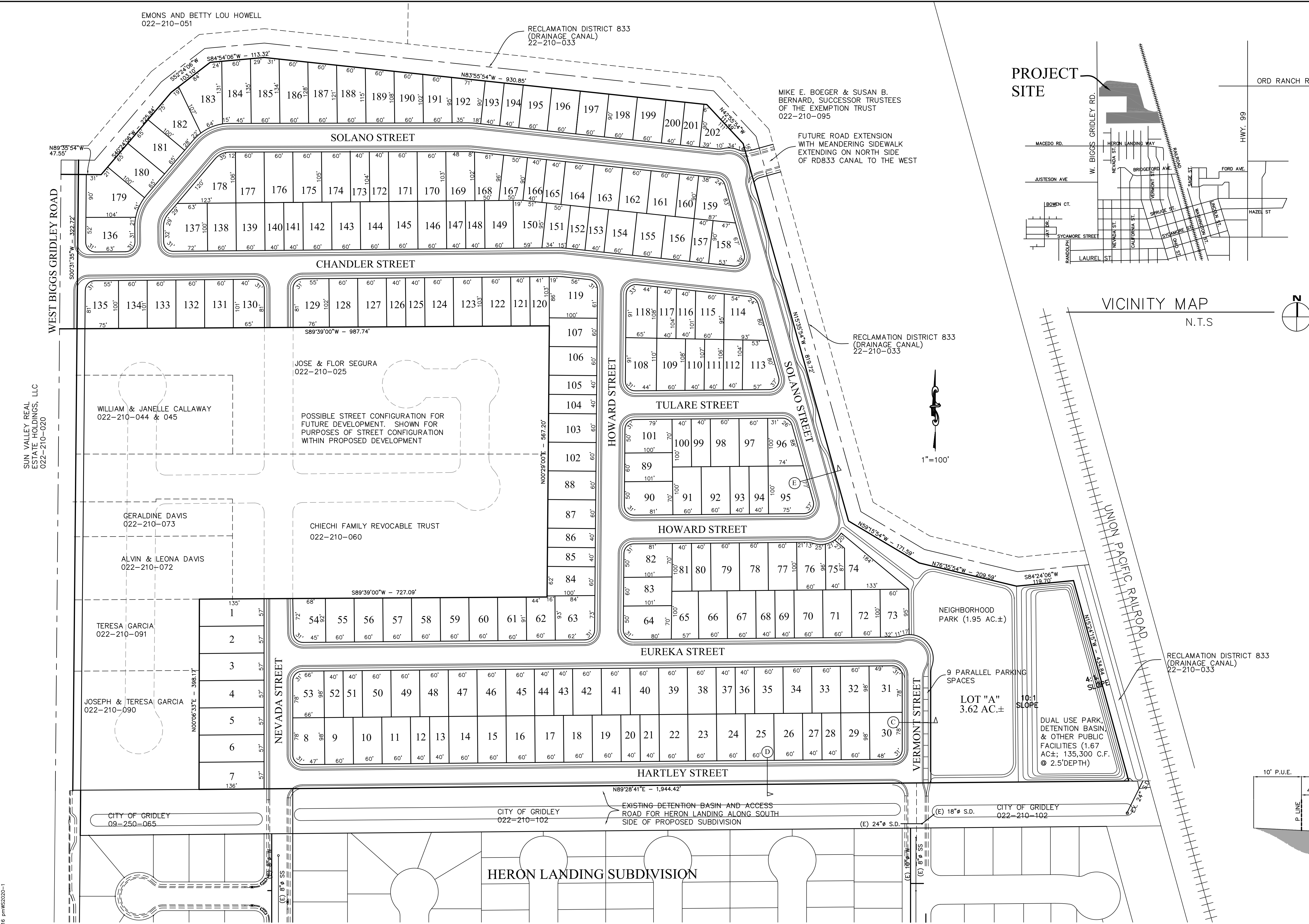
1. Existing topo 50 feet beyond boundary and proposed finish grade contour lines both at 1 foot contour intervals shall be provided.
2. Provide Conceptual Water Plan, proposed sizes, and tie in locations.
3. Provide proposed fire hydrant locations.
4. Provide Conceptual Sewer Plan, proposed sizes, slopes, 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.
14. Show standard proposed building setback details for interior lots and corner lots.
15. Provide additional information for street section "A" as proposed.

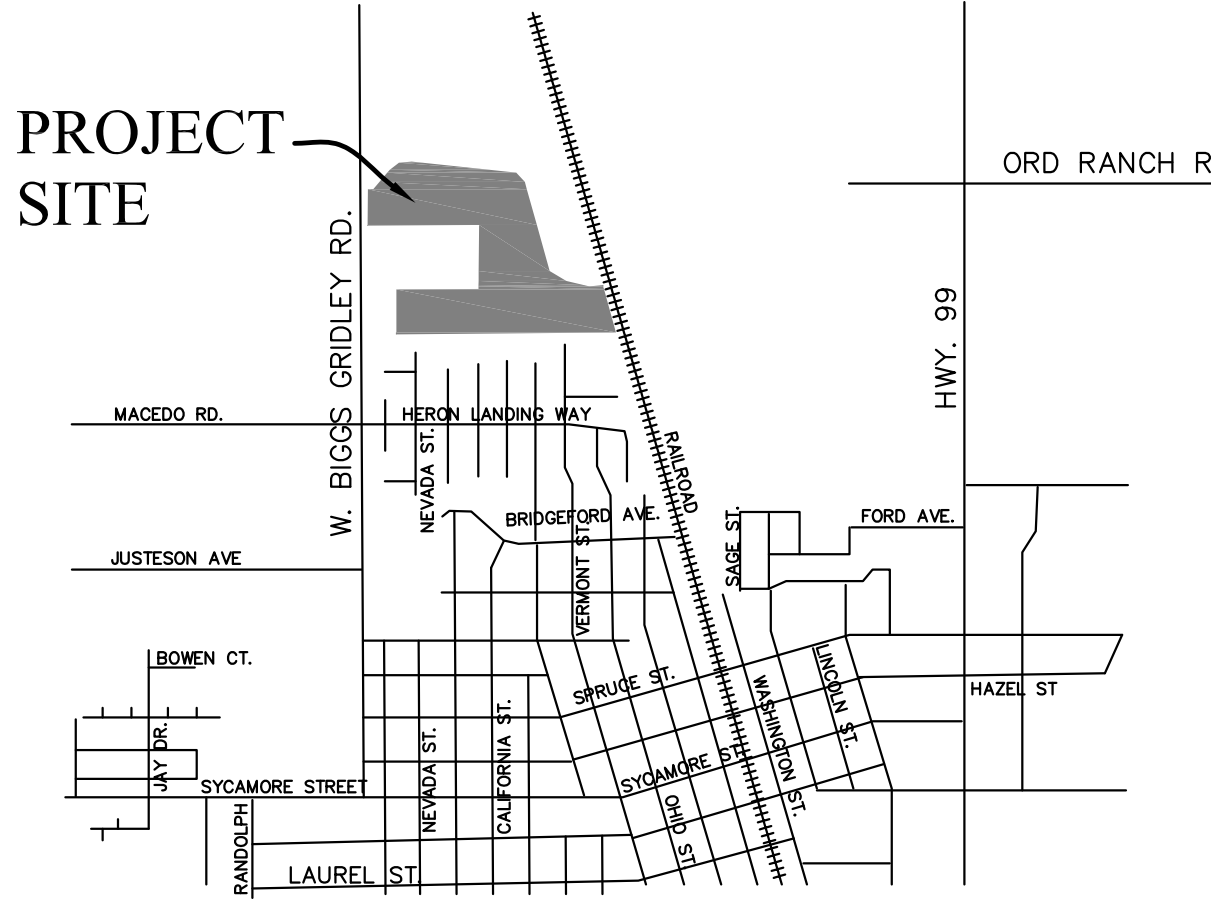
N. OTHER REQUIREMENTS:

1. Fencing of the rear yards for the project shall occur at the time of housing 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.

Exhibit B
APN: 022-210-092



PROJECT SITE



VICINITY MAP

N.T.S.

GENERAL INFORMATION

OWNER/APPLICANT :DARRYL & SUSAN BERNARD FAMILY TRUST
2060 WEST BIGGS GRIDLEY ROAD, GRIDLEY, CA 95948

ENGINEER: LAUGHLIN AND SPENCE;
JEFF SPENCE
1008 LIVE OAK BLVD.; YUBA CITY, CA 95991
530-671-1008

APN: 022-210-092

ACREAGE: 41.92 ± (ASSESSED)

EXISTING USE: AGRICULTURAL

PROPOSED USE: RESIDENTIAL - 202 LOTS
(INCLUDES 52 "ZERO LOT LINE" PARCELS)
3.62 ACRES "LOT A" PARK AND DETENTION POND

EXISTING ZONING: AG-40 (BUTTE COUNTY)

PROPOSED ZONING: TO BE ANNEXED INTO THE CITY
AND DETERMINED WITH CITY STAFF

WATER/SEWER: CITY OF GRIDLEY

STORM DRAIN: CITY OF GRIDLEY / REC. DIST. 833

FIRE PROTECTION: CITY OF GRIDLEY

UTILITIES: CITY OF GRIDLEY, AT&T, P.G.&E.

SCHOOL DISTRICT: GRIDLEY UNIFIED SCHOOL DISTRICT

PROPOSED IMPROVEMENTS: STREETS, CURB, GUTTER, SIDEWALK, GAS,
ELECTRICITY, SEWER, STORMDRAIN,
WATER,

SLOPE: < 0.5% NORTHERLY & EASTERLY

EASEMENTS: EXISTING/PROPOSED AS SHOWN

STREET IMPROVEMENTS: AS SHOWN

COMMUNICATIONS: OWNER AND ENGINEER

NOTES:

- ALL DIMENSIONS ARE PLUS OR MINUS.
- SUBDIVISION WILL BE PHASED DEPENDANT ON MARKET CONDITIONS
- 40' WIDE LOTS SHALL BE ZONED R1-B AND WILL HAVE A 0' SIDE YARD SETBACK ON COMMON SIZE YARDS.

DATE: 2-22-21
L&S JOB No.: 199058



CHANDLER PARK SUBDIVISION

BEING A SUBDIVISION OF A PORTION OF THE
NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF
SECTION 36, TOWNSHIP 18 NORTH, RANGE 2 EAST,
M.D.B.&M., IN BUTTE COUNTY, CALIFORNIA.

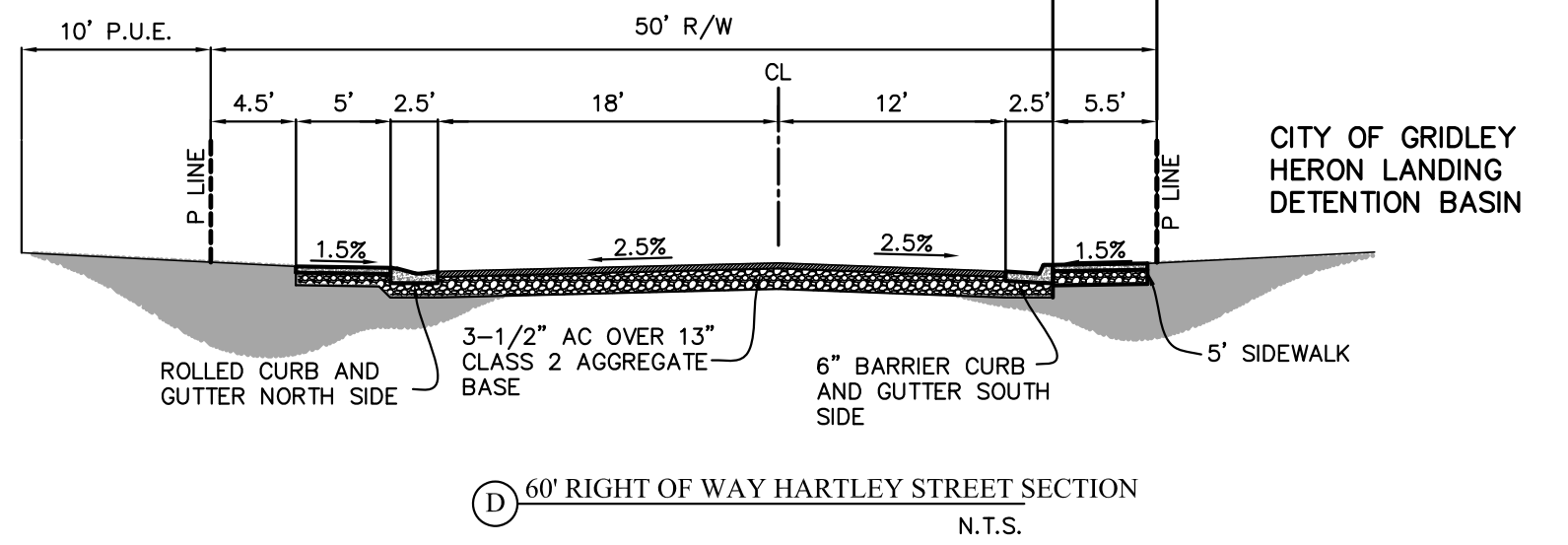
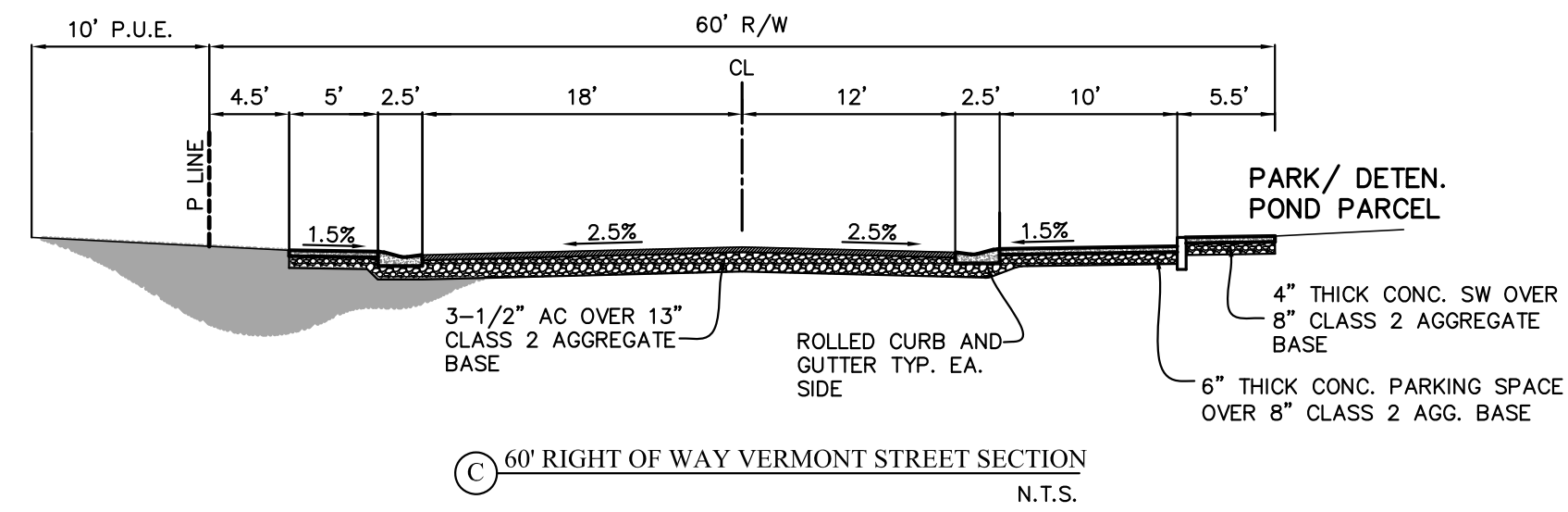
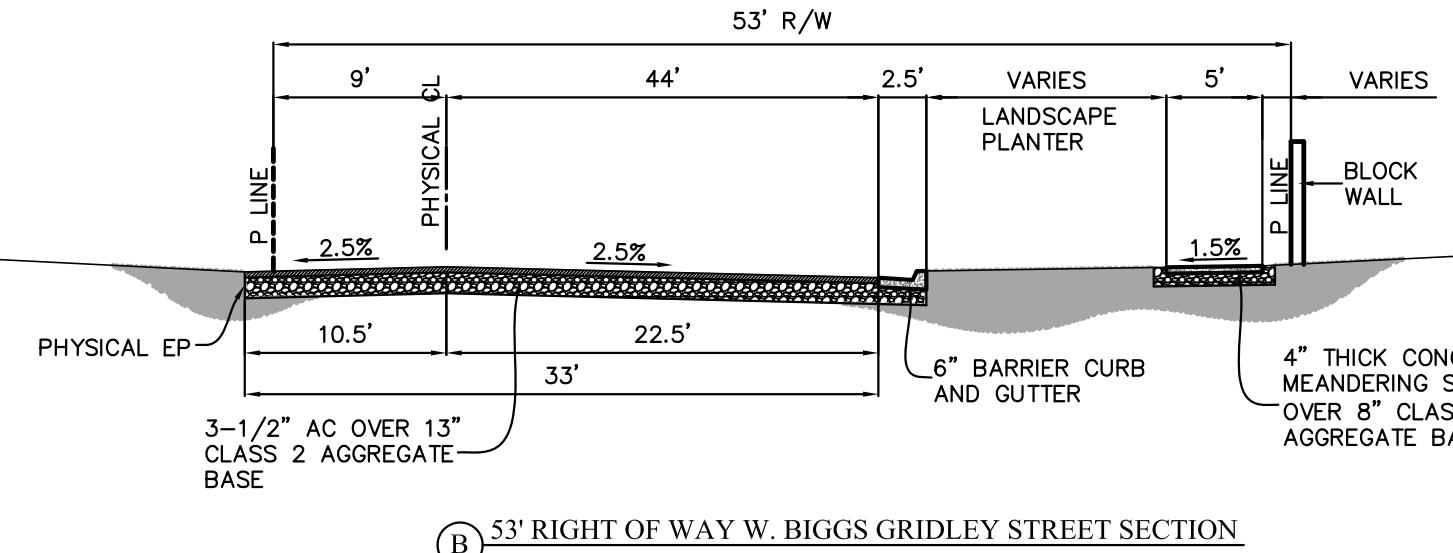
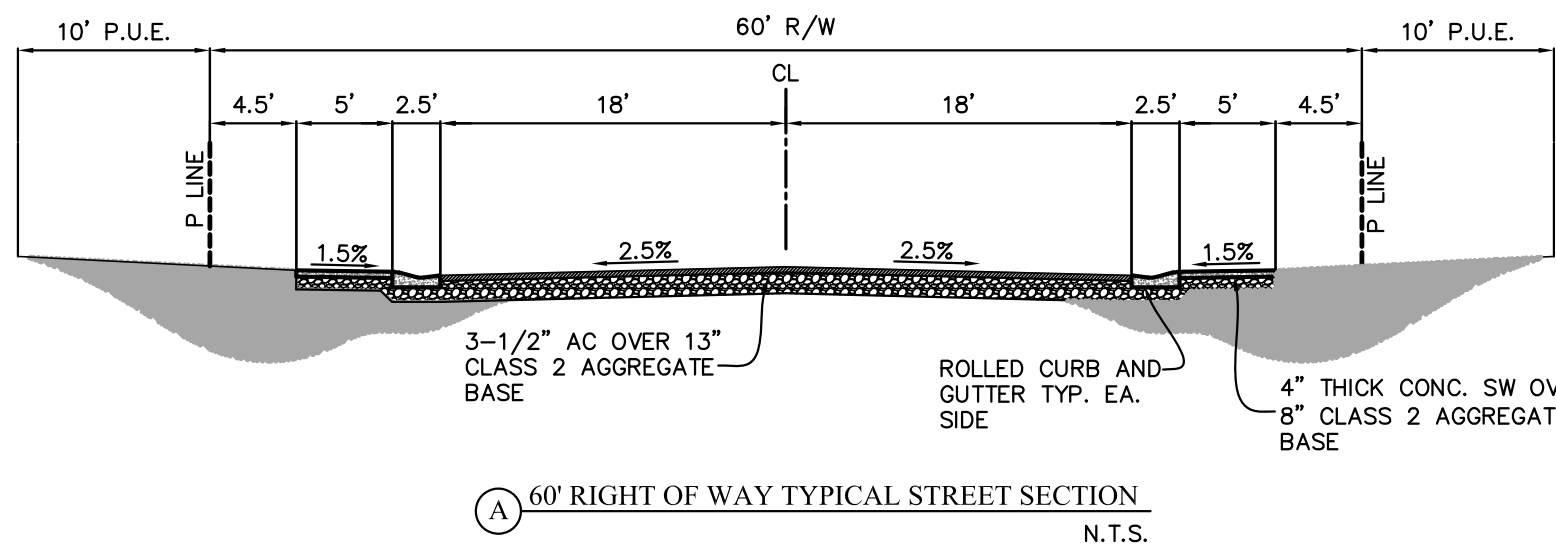
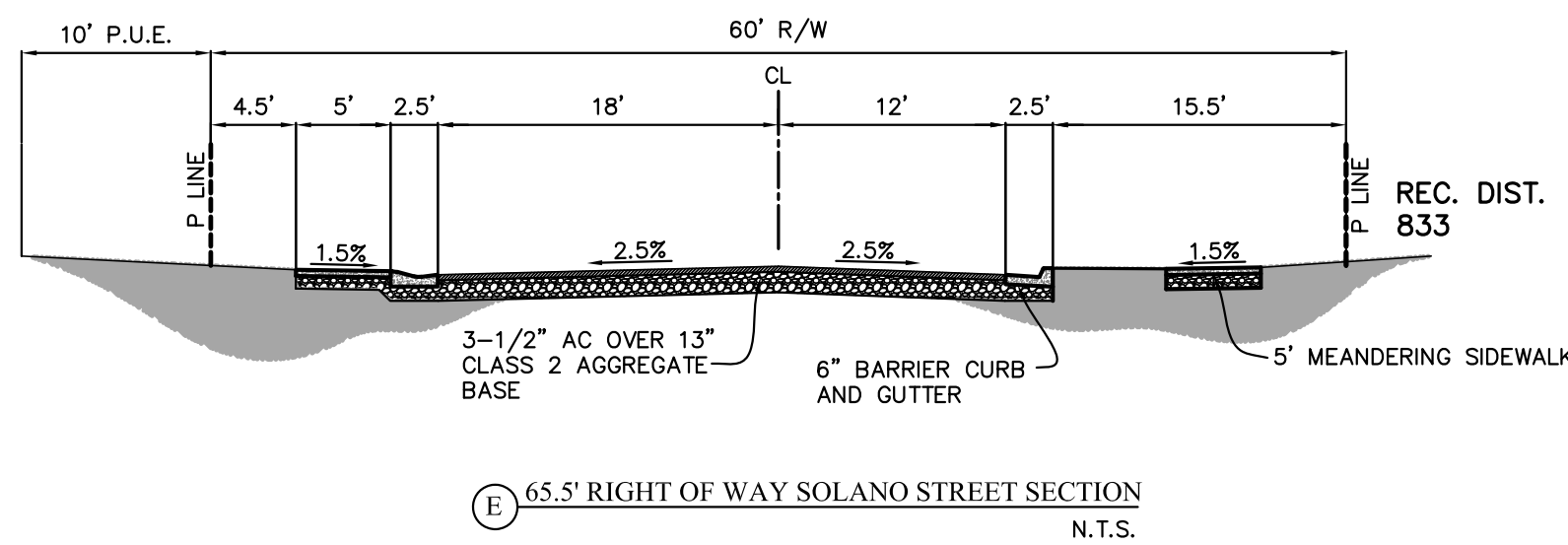


Exhibit C
APN: 022-210-092

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.?

Exhibit D
APN: 022-210-092

MEMORANDUM

TO: City of Gridley

FROM: Dave Harden, PE, Ali Holladay, EIT

DATE: January 20, 2021

SUBJECT: Wastewater Treatment Plant Capacity Analysis

PROJECT: City of Gridley: City Engineering



I. Executive Summary

The City of Gridley (City) owns and operates the Wastewater Treatment Plant (WWTP), built in 1967 and upgraded in 2011. The City anticipates developments within and beyond the sphere of influence and needs to determine the available remaining capacity of the WWTP in terms of Equivalent Dwelling Units (EDUs) to support the plan for growth.

The City's sanitary sewer system services low density residential, commercial, industrial and agricultural areas. Upcoming developments are expected to be residential, public and mixed use. Butte County Association of Governments (BCAG) expects Gridley will see an increase of 1,050 residential sanitary sewer connections or EDUs by 2040 under a medium growth scenario.

The WWTP is permitted for an Average Dry Weather Flow (ADWF) of 1.7 million gallons per day and currently receives 0.60 million gallons per day on average. Seasonally the WWTP experiences higher flows in summer due to perched groundwater from surrounding agricultural irrigation and the highest flows in winter due to inflow and infiltration into the system. The ADWF is calculated using flow data from the months of September, October, and November.

Using monthly flow averages for 2019 and 2020, the remaining capacity was calculated using 80% of the permitted average dry weather flow minus the average flow from the dry weather months. The average remaining capacity is 872,478 GPD. The industry standard for low density residential is 250 GPD/EDU. Based on the existing flows and existing connections each EDU within the City uses approximately 231.58 GPD, for the purpose of this report the industry standard of 250 GPD/EDU will be used to calculate the number of EDUs that the system can withstand.

The WWTP can accommodate approximately 3,490 additional EDUs based on 250 GPD/EDU and a remaining capacity of 872,478 GPD.

References

Provisional Long-Term Regional Growth Forecasts 2018 - 2040.

www.bcag.org/documents/demographics/pop_emp_projections/Growth_Forecasts_2018-2040_draft_v2.pdf.

II. Introduction

A. Background and Purpose

The City of Gridley is located in the southern portion of Butte County, approximately 60 miles north of Sacramento. The existing WWTP was built in 1967 and was most recently expanded in 2011. The flows are conveyed through the force main to the headworks, then to aeration pond #1 and polishing pond #2. The treated effluent is then disposed of in four percolation ponds for land disposal by percolation or evaporation.

The City's population is expected to increase due to anticipated development within and beyond the current sphere of influence. The purpose of this technical memorandum is to determine the available remaining capacity of the WWTP for future developments in terms of Equivalent Dwelling Units EDUs.

B. Vicinity and Service Area

The City provides sanitary sewer service to nearly all residents within City limits; the service area can be seen in Figure 1.

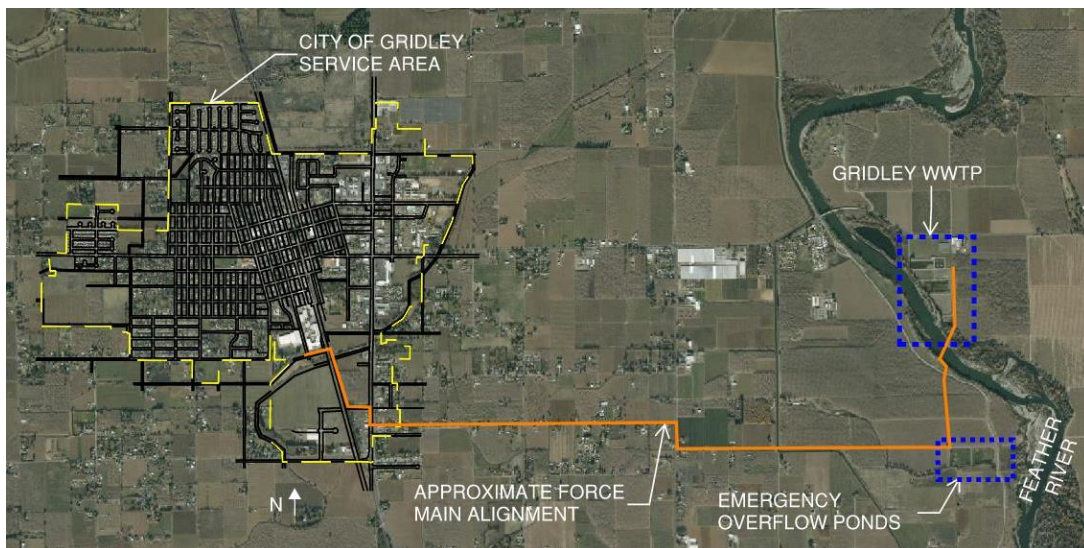


Figure 1: City of Gridley Sewer Service Area

C. Land Use and Land Use Trends

Land use within City limits is primarily low density residential, with some industrial and commercial sites primarily located along Highway 99 and the Union Pacific Railroad. Planned expansion includes medium density residential, with public and mixed-use spaces. Land outside the City is mainly used for agricultural purposes.

D. System Users, Population and Trends

The population of the City of Gridley is 7,246 as estimated in 2019. This is an increase from a population of 6,608 in 2017. This increase can be attributed to the development of the FEMA Housing site for Camp Fire survivors, which was constructed last summer and is temporarily housing approximately 400 households displaced by the fire. The housing site is temporary, so it is not expected that the City retains that population growth over a longer period of time. The City's population and number of system users has remained constant since approximately 2008, but this may change in the next few years as the region recovers from the Camp Fire and development increases in and around the City. Butte County Association of Governments (BCAG) expects the population to grow to 9,810 by 2040, with an increase in number of households to 3,567 by 2040, per the medium growth scenario. This is an estimated increase of 1,050 permanent residential sewer connections to the system over the next 19 year.

III. Existing Conditions

A. Permitted Capacity

The WWTP is permitted by the California Regional Water Quality Control Board under Order number R5-2006-0127 for land disposal. The expansion upgraded the design flow to 1.7 million gallons per day (MGD) Average Dry Weather Flow (ADWF), 4.2 MGD Peak Day Flow and 5.7 MGD Peak Hour Flow. The discharger's design capacity and permitted flow into WWTP to 1.7 MGD and includes the estimated 50,000 gallons per day (GPD) of septage (discontinued in 2018) and 100,000 GPD of processing wastewater from an industrial discharger under WDR Order Number 99-074.

B. Flow Averages

The most reliable WWTP flow data is from May 2019 to December 2020. Flow data prior to May 2019 is unreliable due to an uncalibrated flow meter that reported flows much higher than the City experiences. Table 1 shows the average for each month from 2019 to 2020.

Table 1 - Monthly Flow Averages

Month	Average WWTP Flow (MGD)	Average WWTP Flow (GPD)
January	0.58	578,629
February	0.89	887,500
March	0.96	956,935
April	0.65	648,903
May	0.58	581,967
June	0.58	575,790
July	0.52	517,016
August	0.49	490,810
September	0.49	487,750
October	0.49	486,468
November	0.49	488,007
December	0.51	506,145

C. Seasonal Variations

Based on the most recent inflow and infiltration study performed in winter/spring of 2020, the City experiences higher flows in summer than in fall due to perched groundwater due to large amounts of irrigation. In addition, in winter months approximately 900,000 gallons of Inflow and Infiltration flow into the sanitary sewer collection system. Seasonal Variations can be seen in Figure 2.

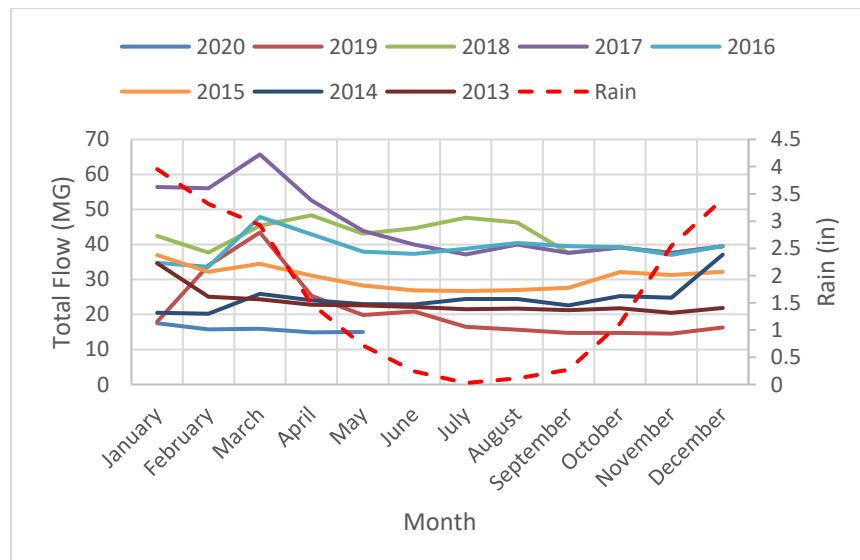


Figure 2 – Seasonal Flow Variations

IV. Future Conditions

A. Remaining Capacity

The allowed capacity that the WWTP can receive is up to 80% of its ADWF. Once the WWTP reaches 80% of its ADWF the City must plan for future expansion. 80% of the ADWF is 1.36 MGD. The remaining capacity can be calculated by subtracting the average WWTP Flow for the average of driest months from 80% of the ADWF. Table 2 shows the remaining capacity for each month.

Table 2- Monthly Remaining Capacity

Month	Average WWTP Flow (GPD)	Remaining Capacity (GPD)
January	578,629	781,371
February	887,500	472,065
March	956,935	403,065
April	648,903	711,097
May	581,967	778,033
June	575,790	784,210
July	517,016	842,984
August	490,810	869,190
September	487,750	872,250
October	486,468	873,250
November	488,007	871,993
December	506,145	853,855

Based on the monthly averages above the average driest month of September, October, and November. The remaining capacity for the ADWF of 872,478 gpd will be used to calculate how many sanitary service connections or EDUs can be added to the system.

B. 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.

Exhibit E
APN: 022-210-092

TRAFFIC IMPACT STUDY
FOR THE
CHANDLER PARK SUBDIVISION
Gridley, California

Prepared For:

Darryl and Susan Bernard
P.O. Box 54
Gridley, CA 95948

Prepared By:

KD Anderson & Associates, Inc.
3853 Taylor Road, Suite G
Loomis, CA 95650
(916) 660-1555

May 28, 2021

0910-01
Chandler Park TIS 5-28-21.doc

KD Anderson & Associates, Inc.

Transportation Engineers

**TRAFFIC IMPACT STUDY FOR THE
CHANDLER PARK SUBDIVISION**
Gridley, California

TABLE OF CONTENTS

INTRODUCTION.....	1
Project Description.....	1
Scope of Analysis	5
EXISTING SETTING	6
Existing Roadways.....	6
Pedestrian and Bicycle Facilities	7
Existing Transit Facilities	7
Existing Traffic Conditions.....	7
Level of Service Methodologies	8
Thresholds for Local Streets	12
Current Levels of Service	12
Level of Service and Vehicle Miles Traveled.....	12
Vehicle Miles Traveled Significance Threshold.....	15
PROJECT IMPACTS	16
Project Characteristics	16
Existing Plus Project Traffic Conditions	19
Impacts on Alternative Transportation Modes.....	23
Impacts on Local Streets	24
Impacts on Sight Distance	25
Impacts on Vehicle Miles Traveled	25
CITATIONS	28
TECHNICAL APPENDICES	29

KDA

TABLE OF CONTENTS

TABLES

1. Intersection Level of Service Definitions	10
2. Daily Traffic Volumes on Roadway Segments - Level of Service Thresholds	11
3. Intersection Level of Service - Existing Conditions.....	13
4. Roadway Segment Level of Service - Existing Conditions	14
5. Chandler Park Project Trip Generation Rates	17
6. Chandler Park Project Trip Generation Estimate	17
7. Project Trip Distribution Percentages	18
8. Intersection Level of Service - Existing Plus Project Conditions	22
9. Roadway Segment Level of Service - Existing Plus Project Conditions	23

FIGURES

1. Regional Location	2
2. Vicinity Map.....	3
3. Site Plan	4
4. Existing Traffic Volumes and Lane Configurations	9
5. Project Only Traffic Volumes.....	20
6. Existing Plus Project Traffic Volumes and Lane Configurations.....	21

TRAFFIC IMPACT STUDY FOR THE CHANDLER PARK SUBDIVISION

This study documents KD Anderson & Associates' analysis of the traffic impacts associated with development of the Chandler Park Subdivision project (proposed project).

INTRODUCTION

This *Introduction* section of the traffic impact study describes the proposed project and the scope of analysis presented in this study.

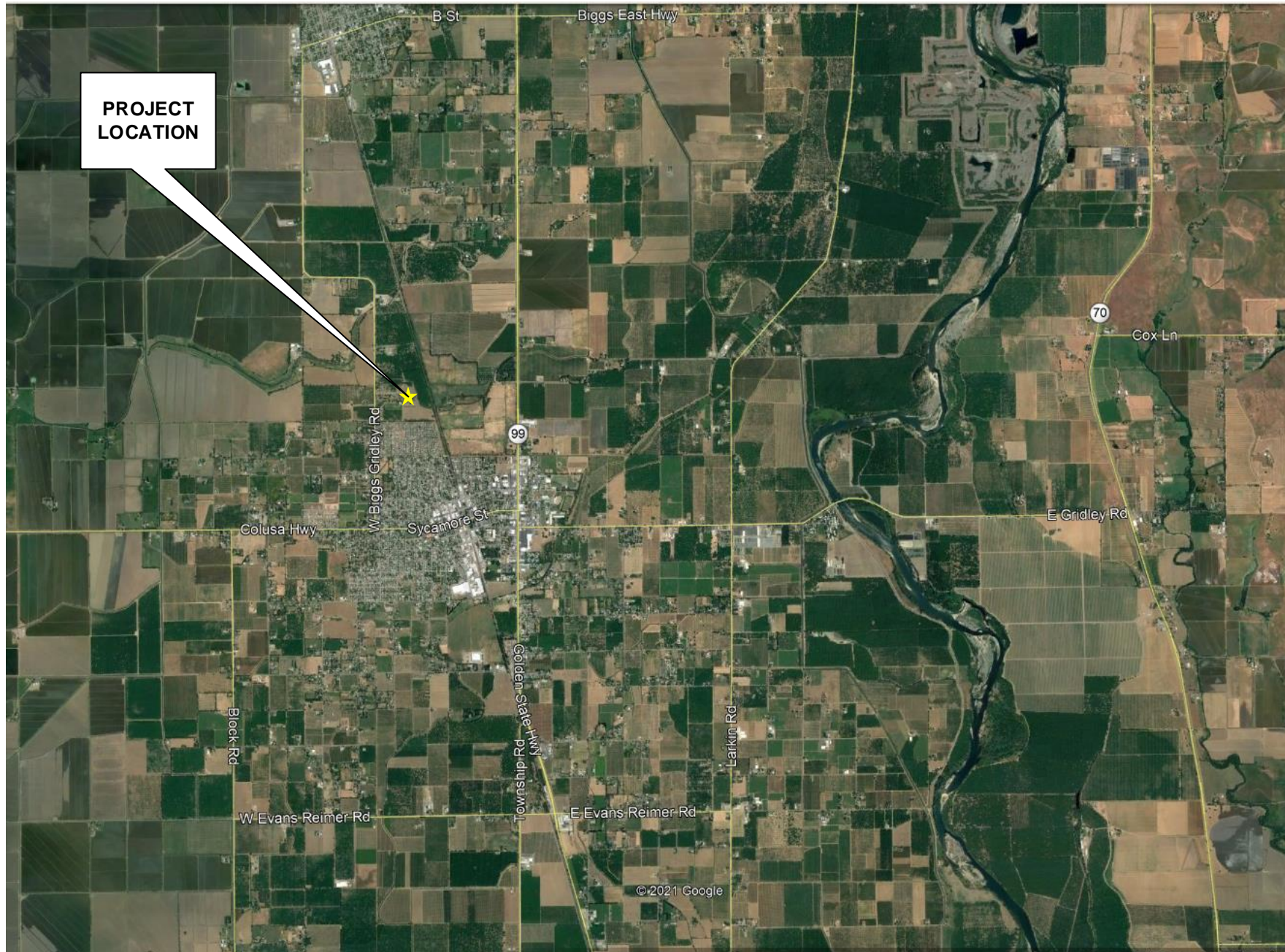
Project Description

The Chandler Park Subdivision project site is located in unincorporated Butte County, adjacent to and immediately north of the City of Gridley. **Figure 1** shows the regional location of the project site. **Figure 2** shows the location of the project site in the vicinity of the northern portion of the Gridley area and the roadway network that would serve the project site.

The project site is bounded on the north by the Reclamation District 833 drainage canal, on the east by the Union Pacific Railroad tracks, on the south by existing single-family residential development referred to as the Heron Landing Subdivision, and on the west by W. Biggs Gridley Road. Southwest of the project site are several parcels of land which include single-family dwelling units.

Currently, the site is zoned by the County of Butte as AG-40 and existing land uses are comprised of orchards and fields. The City of Gridley General Plan land use designations for the project site include a mix of Residential, Low Density; Residential, Medium Density; and Residential, High Density 2 (City of Gridley 2021). Based on the currently-approved General Plan land use designations, up to 389 residential units could be developed on the project site (Spence pers. comm.).

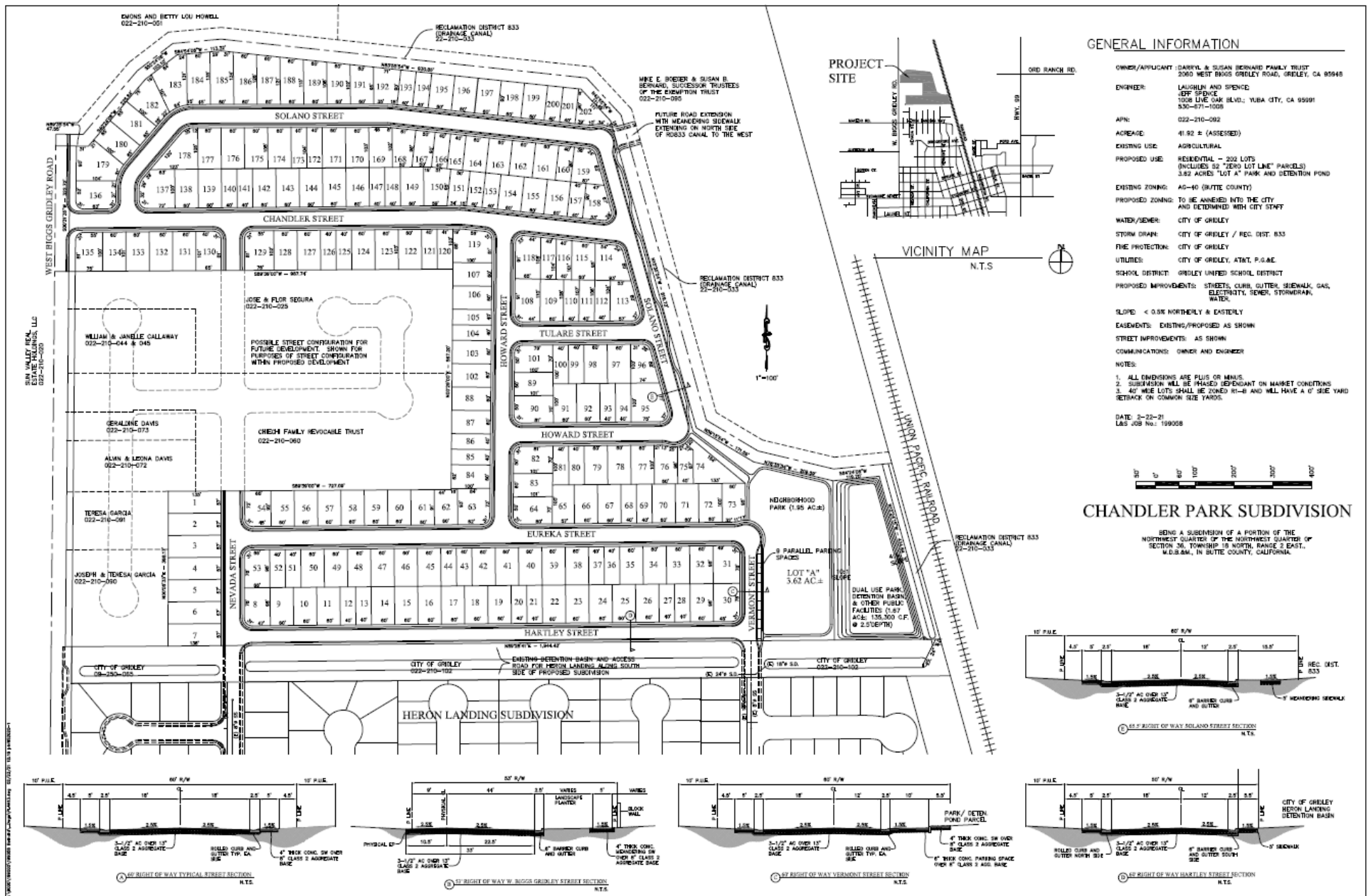
The project applicant has proposed to annex the property into the City of Gridley and to subdivide the project site to include 202 single-family residential lots. **Figure 3** shows the project site plan.



REGIONAL LOCATION



VICINITY MAP



Scope of Analysis

The analyses presented in this traffic impact study describe the effects of the proposed project and identifies improvements, if needed, for roadways and intersections in the vicinity of the project. The analyses follow direction provided by the City of Gridley.

Existing traffic conditions have been evaluated through observation of current weekday daily, a.m. peak hour, and p.m. peak hour traffic volumes. These volumes have been used to calculate operating levels of service (LOS) at key intersections and roadway segments that could be affected by the proposed project. To assess project impacts, probable project-related trip generation has been estimated by applying appropriate trip generation rates to the proposed project land use quantity. The geographic distribution of project-related trips was estimating using a travel demand forecasting simulation model. Using the expected trip distribution, project generated traffic was assigned to the study area street system based on logical travel paths. Resulting “Existing Plus Project” traffic volumes were used to calculate LOS to determine the anticipated effects of proposed development on existing traffic conditions.

The resulting LOS were compared to adopted standards. The City of Gridley General Plan identifies LOS C as the minimum on local designated arterials streets, with LOS D being considered acceptable at the intersections of those streets.

In consultation with City of Gridley staff, this traffic impact study presents LOS analysis of two scenarios:

- Existing traffic conditions and
- Existing traffic conditions plus trips generated by the Chandler Park Subdivision project.

The latter scenario is referred to in this traffic impact study as the “Existing Plus Project” scenario.

The impacts of the proposed project on alternative modes of transportation were assessed for this traffic impact study. The assessment included pedestrian, bicycle and public transit modes of travel.

Senate Bill (SB) 743 resulted in changes to changes in how California Environmental Quality Act (CEQA) documents address transportation impacts. In response to SB 743, this traffic impact study analyzes the impacts of the proposed project on vehicle miles traveled (VMT).

EXISTING SETTING

The following is a description of existing transportation conditions in the vicinity of the project site.

Existing Roadways

Traffic conditions on the street and highway system in Gridley are influenced by local and regional commuter travel patterns, access to adjacent businesses, and agricultural traffic. Physical features of roadways providing circulation through the area, and access to the project site, are presented below.

State Route 99. State Route 99 (SR 99) is a rural arterial providing major circulation through Gridley and Butte County. SR 99 is primarily a five-lane facility (2 lanes per direction and a center two-way left-turn lane) in the Gridley area. SR 99 narrows to a two-lane rural highway north of the City limits. The most recent traffic count data available for SR 99 from Caltrans for the year 2019 indicate the highway carries an Annual Average Daily Traffic (AADT) volume of 15,800 vehicles per day north of the Spruce Street intersection. The volume south of Spruce Street is noticeably higher, with a volume of 23,900 AADT.

Vermont Street. Vermont Street is primarily a two-lane north/south collector. On-street parking on both sides of the street is provided in addition to two travel lanes (one in each direction). Vermont Street provides access between the downtown area and adjacent residential developments. One of the project site access locations would be at the current northern terminus of Vermont Street north of Heron Landing Way. The intersection of Vermont Street with Heron Landing Way is stop-controlled with stop signs facing the Vermont Street approaches. The intersection of Vermont Street with Spruce Street is stop-controlled with stop signs facing the Vermont Street approaches.

Heron Landing Way. Heron Landing Way is primarily a two-lane east/west collector. On-street parking on both sides of the street is provided in addition to two travel lanes (one in each direction). Heron Landing Way provides access between W. Biggs Gridley Road and adjacent residential developments. The roadway extends west of W. Biggs Gridley Road as Macedo Road. The intersection of Heron Landing Way and W Biggs Gridley Road is stop-controlled with stop signs facing the east and west approaches.

Nevada Street. Nevada Street is primarily a two-lane north/south collector. The roadway is discontinuous with one portion on both sides of Heron Landing Way and another portion in the downtown area. One of the project site access locations would be at the current northern terminus of Nevada Street north of Heron Landing Way. The intersection of Nevada Street with Heron Landing Way is stop-controlled with stop signs facing the Nevada Street approaches.

W. Biggs Gridley Road. W. Biggs Gridley Road is classified as a two-lane arterial. This roadway is also designated as a truck route in the Gridley General Plan. W. Biggs Gridley Road originates at Sycamore Street to the south of the proposed project. Extending northward, W. Biggs Gridley Road passes along the western border of the project site before terminating in Biggs to the north. The speed limit on the roadway in the vicinity of the project site is 35 miles per hour (mph). The project site would have direct access to W. Biggs Gridley Road via construction of Chandler Street – a new roadway constructed as part of the Chandler Park Subdivision project.

Spruce Street provides east/west circulation north of the downtown Gridley area, and would connect the project site with schools and businesses in central Gridley and with SR 99. Spruce Street is a wide two-lane arterial extending from W. Biggs-Gridley Road in the west, eastward past SR 99 to East Hazel Avenue. The posted speed limit is 30 mph with the posted speed dropping to 25 mph east of SR 99.

Pedestrian and Bicycle Facilities

Today sidewalks are present along both sides of Heron Landing Way, and along Vermont Street and Nevada Street for several hundred feet north and south of Heron Landing Way. Further to the south, Nevada Street terminates. Beyond several hundred feet south of Heron Landing Way, sidewalks along Nevada Street are intermittent.

A bicycle lane is present along both sides of Heron Landing Way. Bicycles mix with automobiles on streets in other parts of Gridley.

Existing Transit Facilities

The City of Gridley has two transit services: the Gridley Feather Flyer and Butte Regional Transit.

The Gridley Feather Flyer provides a Dial-a-Ride taxi service to Gridley area residents. Tickets are purchased at Gridley City Hall. Services are provided from 8:00 am until 4:00 p.m. Monday through Friday.

The Butte Regional Transit system is the primary transit provider in the County. The “B-Line” operates Route 30 and Route 32 in the Gridley area. Both routes provide service along W. Biggs Gridley Road, with a stop at the intersection of W. Biggs Gridley Road and Heron Landing Way (Butte Regional Transit 2021).

Existing Traffic Conditions

To assess existing traffic conditions, **KD Anderson & Associates** collected traffic volume count data on Tuesday April 13, 2021. Turning movement count data were collected during the a.m. peak hour and p.m. peak hour at the following three existing study intersections:

1. Spruce Street & Vermont Street
2. W. Biggs Gridley Road & Heron Landing Way
3. W. Biggs Gridley Road & Spruce Street

Roadway segment traffic volumes were collected for a 24-hour period at the following four study roadway segments:

- Nevada Street north of Heron Landing Way
- Vermont Street north of Heron Landing Way

- Vermont Street north of Spruce Street
- Heron Landing Way east of W. Biggs Gridley Road

Figure 4 presents existing peak hour traffic volumes and the lane configurations at each existing study intersection, and 24-hour traffic volumes at each study roadway segment. Traffic volume data collection worksheets are presented in the technical appendix.

Level of Service Methodologies

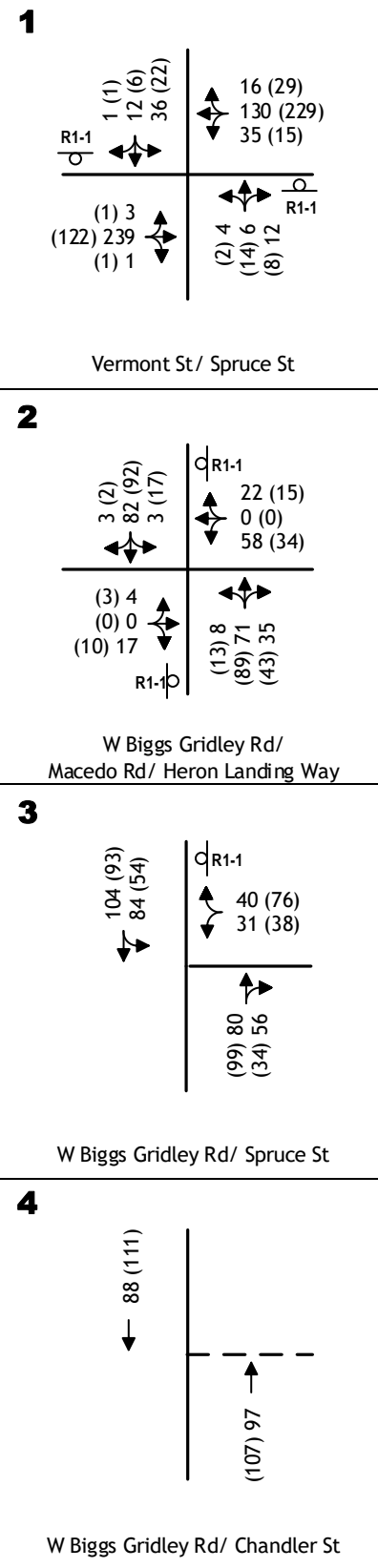
To assess the quality of existing traffic conditions, LOS were calculated at study area intersections and roadway segments. Level of Service is a quantitative measure of traffic operating conditions. A letter grade A through F, corresponding to progressively worsening traffic operating conditions, is assigned to an intersection or roadway segment. The letters correspond to vehicle delay at intersections, and to traffic volumes along roadway segments.

Level of Service at Intersections. Intersection LOS were calculated using methods presented in the *Highway Capacity Manual 6th Edition* (Transportation Research Board 2016). Intersection LOS calculation worksheets are presented in the technical appendix.

Table 1 presents the characteristics associated with each LOS grade. As shown in **Table 1**, LOS A, B and C are considered satisfactory to most motorists, while LOS D is marginally acceptable. LOS E and F are associated with severe congestion and delay, and are unacceptable to most motorists. The City of Gridley General Plan identifies LOS C as the minimum standard on most streets and designated arterials. LOS D is the minimum at designated arterial intersections.

Level of Service on Roadway Segments. For this traffic impact study, LOS were calculated for roadway segments that could be affected by trips generated by the proposed project. Roadway segment LOS can suggest probable peak hour conditions based on application of typical peak hour/daily traffic relationships. **Table 2** presents LOS thresholds for rural, arterial and freeway roadway classifications that have been previously applied in traffic analyses conducted for the City of Gridley.

Roadway segment LOS thresholds previously applied in City of Gridley traffic analyses did not include data for residential local or collector roadway classifications. The Chandler Park Subdivision project would generate traffic that would use residential roadways (e.g., Vermont Street, Nevada Street, and Heron Landing Way). As a result, data for residential roadways was included in **Table 2**. The County of Sacramento uses a method for calculating roadway segment LOS which is similar to the method previously applied in the City of Gridley. The residential roadway data shown in **Table 2** are from the County of Sacramento *Traffic Impact Analysis Guidelines* (County of Sacramento 2004).



EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

Table 1 Intersection Level of Service Definitions

Level of Service	Description and Delay
A	Little or no delay. Delay \leq 10 seconds/vehicle
B	Short traffic delays. Delay $>$ 10 seconds/vehicle and \leq 15 seconds/vehicle
C	Average traffic delays. Delay $>$ 15 seconds/vehicle and \leq 25 seconds/vehicle
D	Long traffic delays. Delay $>$ 25 seconds/vehicle and \leq 35 seconds/vehicle
E	Very long traffic delays, failure, extreme congestion. Delay $>$ 35 seconds/vehicle and \leq 50 seconds/vehicle
F	Intersection blocked by external causes. Delay $>$ 50 seconds/vehicle
Source: Transportation Research Board 2016.	

Table 2. Daily Traffic Volumes on Roadway Segments - Level of Service Thresholds

Roadway	Number of Lanes*	Maximum Volume for Given Service Level				
		A	B	C	D	E
Residential (Local)	2	600	1,200	2,000	3,000	4,500
Residential Collector with Frontage	2	1,600	3,200	4,800	6,400	8,000
Residential Collector without Frontage	2	6,000	7,000	8,000	9,000	10,000
Rural, 2- Lane Highway	2	2,400	4,800	7,900	13,500	22,900
Arterial - Undivided (Low Access Control)	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial - Divided (Moderate Access Control)	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial - Expressway (High Access Control)	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	42,000	48,000	54,000	60,000
Freeway	2	14,000	21,600	30,800	37,200	40,000
	4	28,000	43,200	61,600	74,400	80,000
	6	42,000	64,800	92,400	111,600	120,000
	8	56,000	86,400	123,200	148,800	160,000
* Total number of lanes in both directions.						

<u>Arterial Type (Access Control)</u>	<u>Stops per Mile</u>	<u>Driveways</u>	<u>Speed</u>
Arterial, Low Access Control	4 +	Frequent	25 - 35 mph
Arterial, Moderate Access Control	2 - 4	Limited	35 - 45 mph
Arterial, High Access Control	1 - 2	None	45 - 55 mph
Sources: Butte County Association of Governments and County of Sacramento 2004.			

Thresholds for Local Streets

The LOS on roadway segments, described in the previous paragraph, are based on the capacity of the roadway. On local residential streets, the volume of traffic that might be considered acceptable to adjacent residents is lower than the overall capacity of the road itself. Residents often perceive the impacts of increased neighborhood traffic with regard to such factors as ease of driveway access, noise, air quality impacts and pedestrian conflicts. Some communities have attempted to identify applicable traffic volume levels for residential streets with direct residential access. For planning purposes, an average daily traffic (ADT) volume of about 2,000 to 2,500 is typically recognized as an appropriate maximum volume threshold for residential streets with direct residential access.

Current Levels of Service

Intersections. **Table 3** presents existing LOS at the three study existing intersections. In addition, **Table 3** also indicates whether any of the study intersections satisfy peak hour warrants for signalization.

As **Table 3** indicates, the overall intersection average at the three study intersections is LOS A. All of the individual approaches operate at LOS B or better. As a result, all three study intersections operate at LOS consistent with City of Gridley General Plan policies, and no improvements are recommended. None of the study intersections meet peak hour signal warrants.

Roadway Segments. The current daily traffic volumes on study roadway segments indicate these facilities provide good LOS. As shown in **Table 4**, all four study roadway segments operate at LOS B or better. As a result, all four roadway segments operate at LOS consistent with City of Gridley General Plan policies, and no improvements are recommended.

Level of Service and Vehicle Miles Traveled

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).)”

Table 3. Intersection Level of Service - Existing Conditions

Study Intersections and Approaches	Intersection Control	Signal Warrant Met?	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
1 Spruce Street & Vermont Street	Unsignalized NB & SB Stop Sign	No				
Overall Intersection			A	2.5	A	1.7
NB Approach			B	11.4	B	11.4
EB Left-Turn			A	7.5	A	7.8
WB Left-Turn			A	7.8	A	7.5
SB Approach			B	13.9	B	12.5
2 W. Biggs Gridley Road & Heron Landing Way	Unsignalized WB & EB Stop Sign	No				
Overall Intersection			A	3.6	A	2.7
NB Left-Turn			A	7.4	A	7.4
EB Approach			A	9.1	A	9.3
WB Approach			B	10.3	B	10.5
SB Left-Turn			A	7.4	A	7.5
3 W. Biggs Gridley Road & Spruce Street	Unsignalized WB Stop Sign	No				
Overall Intersection			A	3.5	A	4.1
WB Approach			B	10.6	B	10.4
SB Left-Turn			A	7.7	A	7.6
4 W. Biggs Gridley Road & Chandler Street	--	--				
Overall Intersection			--	--	--	--
WB Approach			--	--	--	--
SB Left-Turn			--	--	--	--
Notes: "LOS" = Level of Service. Delay is measured in seconds per vehicle. "NB" = Northbound. "WB" = Westbound. "SB" = Southbound. "EB" = Eastbound. Dashes (--) indicate the intersection would not be present under this scenario.						

Table 4. Roadway Segment Level of Service - Existing Conditions

Roadway Segment	Roadway Characteristics			Daily Volume	Level of Service
	Lanes	Type	Capacity		
Nevada Street north of Heron Landing Way	2	Residential (Local)	4,500	201	A
Vermont Street north of Heron Landing Way	2	Residential (Local)	4,500	211	A
Vermont Street north of Spruce Street	2	Residential (Local)	4,500	823	B
Heron Landing Way east of W. Biggs Gridley Road	2	Residential (Local)	4,500	1,160	B

Consistent with the approach described in the OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA*, LOS is not used in this traffic impact study as a basis for identifying significant impacts. Rather, the project-related effect on LOS is used to determine whether the project is consistent or inconsistent with General Plan policies on LOS, and whether the magnitude of inconsistency should be considered significant or less than significant. In this traffic impact study then, LOS is not used to identify a significant impact under CEQA; LOS is used to identify consistency with General Plan policies

Vehicle Miles Traveled Significance Threshold

The OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* provides recommended thresholds for determining the significance of VMT impacts associated with land use development projects. Specific thresholds are provided for residential, office, and retail commercial types of development. For residential projects, the technical advisory generally recommends establishing a 15 percent reduction in VMT, compared to a baseline, as a significance threshold. That is, if a project would result in a reduction of at least 15 percent in VMT, compared to a baseline, the project can be considered to have a less than significant impact. The significance threshold may be thought of as 85 percent of baseline conditions (100 percent less 15 percent equals 85 percent). A project that would not result in a reduction of at least 15 percent is considered to have a significant impact. The technical advisory notes,

“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.”

For this traffic impact study, the percent change in vehicle travel is determined by comparing the amount of travel associated with the project as proposed to travel associated with development potential of the project site without approval of the proposed project using a city VMT rate.

PROJECT IMPACTS

This section of this traffic impact study describes the effects of development of the Chandler Park Subdivision project. Project-related effects have been quantified by estimating the number and directional distribution of project trips, and by superimposing those trips onto current traffic volumes. Levels of service were then calculated for the Existing Plus Chandler Park Subdivision project conditions.

Project Characteristics

Trip Generation. The number of automobile trips expected to be generated by the project were estimated through application of rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition. (Institute of Transportation Engineers 2017). **Table 5** presents the trip generation rates for the proposed project, and **Table 6** presents the estimated trips generated by the proposed project.

The Chandler Park Subdivision project would generate 1,907 trips per day, with 149 and 200 trips occurring during the a.m. peak hour and p.m. peak hour, respectively.

Trip Distribution. The geographic distribution of trips to and from the project site was determined by using the BCAG travel demand simulation model (Butte County Association of Governments 2020). A “select link” analysis was conducted using the BCAG model. A plot showing the results of the select link analysis is presented in the technical appendix.

The BCAG model indicates 43 percent of project-related trips would travel to and from SR 99. This is consistent with our observations of existing traffic in north Gridley neighborhoods. It is expected that during peak hours most residents will be commuters traveling between their homes in Gridley and the surrounding communities of Yuba City, Marysville, Live Oak, Oroville or Chico.

Table 7 presents the trip distribution for project generated traffic.

Trip Assignment. Having identified the overall number of trips that would be generated by the proposed project (see **Table 6**), and the geographic distribution of project trips (see **Table 7**), project-related trips were assigned to the local street system. This assignment involved a review of the project’s access to the roadway network, the internal circulation system and identification of logical travel paths between various locations on the site and regional destinations.

Table 5. Chandler Park Project Trip Generation Rates

Land Use and ITE Land Use Code	Units	Trips per Unit						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Housing (ITE Code 210)	Per Dwelling Unit	9.44	0.19	0.56	0.74	0.62	0.37	0.99
<p>Source: Institute of Transportation Engineers 2017 Note : Trip generation rates are based on average rates. Total may not equal the sum of components due to rounding.</p>								

Table 6. Chandler Park Project Trip Generation Estimate

Land Use and ITE Land Use Code	Quantity	Trips Generated						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Housing (ITE Code 210)	202 Dwelling Units	1,907	38	113	149	125	75	200
<p>Source: Institute of Transportation Engineers 2017 Total may not equal the sum of components due to rounding.</p>								

Table 7. Project Trip Distribution Percentages

Direction of Travel or Destination	Percent of Project-Related Trips
North on West Biggs Gridley Road	12.1%
East on Spruce Street	80.1%
South on Vermont Street	6.4%
South on West Biggs Gridley Road	1.2%
Land Uses on Vermont Street between Heron Landing Way and Spruce Street	0.2%
TOTAL	100.0%
<hr/> Source: Select link analysis using the Butte County Association of Governments (BCAG) Travel Demand Model.	

The site plan shown in **Figure 3** includes the following three connections to the surrounding roadway network:

- a connection to W. Biggs Gridley Road in the northwest portion of the project site,
- a connection to the northern terminus of Nevada Street in the southwest portion of the project site, and
- a connection to the northern terminus of Vermont Street in the southeast portion of the project site.

Figure 5 shows the assignment of project-related trip onto the study area street system.

Existing Plus Project Traffic Conditions

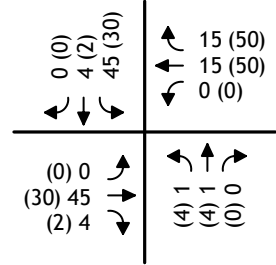
Figure 6 presents Existing Plus Project peak hour and daily traffic volumes calculated by superimposing project-related traffic onto existing background conditions. Resulting peak hour LOS at study intersections were calculated for this condition, and the results are presented in **Table 8**. **Table 9** presents daily traffic volumes and LOS on study roadway segment under Existing Plus Project conditions.

Level of Service at Intersections. The addition of trips generated by the proposed project will incrementally increase the length of delays experienced at study intersections. However, as shown in **Table 8**, the overall intersection average at all four study intersections would be LOS A. All of the individual approaches would operate at LOS C or better. As a result, all four study intersections would operate at LOS consistent with City of Gridley General Plan policies, and no improvements are recommended. None of the study intersections would meet peak hour signal warrants.

Level of Service on Roadway Segments. **Table 9** shows daily traffic volumes and LOS under Existing Plus Project conditions. As shown, the addition of project-related traffic would result in increases in traffic volumes on all four study roadway segments. However, under Existing Plus Project conditions all four study roadway segments would operate at LOS C or better. As a result, all four roadway segments would operate at LOS consistent with City of Gridley General Plan policies, and no improvements are recommended.

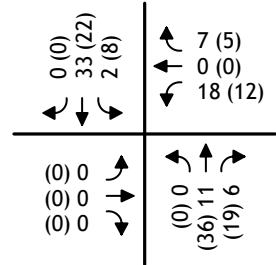


1



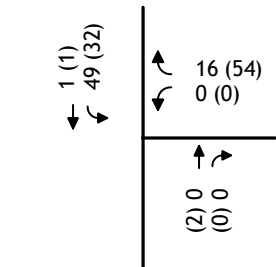
Vermont St/ Spruce St

2



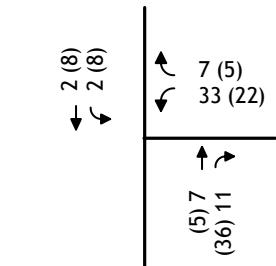
W Biggs Gridley Rd/
Macedo Rd/ Heron Landing Way

3



W Biggs Gridley Rd/ Spruce St

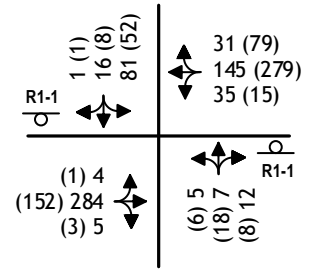
4



W Biggs Gridley Rd/ Chandler St

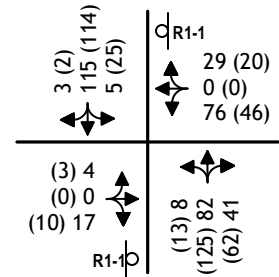


1



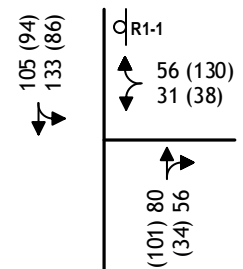
Vermont St/ Spruce St

2



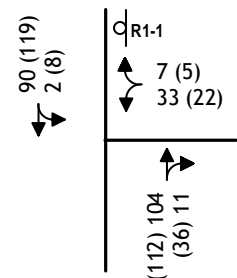
W Biggs Gridley Rd/
Macedo Rd/ Heron Landing Way

3



W Biggs Gridley Rd/ Spruce St

4



W Biggs Gridley Rd/ Project Dwy

EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

Table 8. Intersection Level of Service - Existing Plus Project Conditions

Study Intersections and Approaches	Intersection Control	Signal Warrant Met?	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
1 Spruce Street & Vermont Street	Unsignalized NB & SB Stop Sign	No				
Overall Intersection			A	3.6	A	2.4
NB Approach			B	12.3	B	13.1
EB Left-Turn			A	7.6	A	8.1
WB Left-Turn			A	8.0	A	7.6
SB Approach			C	17.1	C	15.2
2 W. Biggs Gridley Road & Heron Landing Way	Unsignalized WB & EB Stop Sign	No				
Overall Intersection			A	3.8	A	2.8
NB Left-Turn			A	7.5	A	7.5
EB Approach			A	9.3	A	9.6
WB Approach			B	11.0	B	11.5
SB Left-Turn			A	7.5	A	7.7
3 W. Biggs Gridley Road & Spruce Street	Unsignalized WB Stop Sign	No				
Overall Intersection			A	4.4	A	5.1
WB Approach			B	11.1	B	10.8
SB Left-Turn			A	7.8	A	7.7
4 W. Biggs Gridley Road & Chandler Street	Unsignalized WB Stop Sign	No				
Overall Intersection			A	1.7	A	1.1
WB Approach			A	9.8	B	10.2
SB Left-Turn			A	7.5	A	7.6
Notes: "LOS" = Level of Service. Delay is measured in seconds per vehicle. "NB" = Northbound. "WB" = Westbound. "SB" = Southbound. "EB" = Eastbound.						

Table 9. Roadway Segment Level of Service - Existing Plus Project Conditions

Roadway Segment	Roadway Characteristics			Daily Volume	Level of Service
	Lanes	Type	Capacity		
Nevada Street north of Heron Landing Way	2	Residential (Local)	4,500	831	B
Vermont Street north of Heron Landing Way	2	Residential (Local)	4,500	819	B
Vermont Street north of Spruce Street	2	Residential (Local)	4,500	1,647	C
Heron Landing Way east of W. Biggs Gridley Road	2	Residential (Local)	4,500	1,570	C

Impacts on Alternative Transportation Modes

One of the goals of the Circulation Element of the City General Plan is to provide a circulation system that uses a broad range of transportation modes. Specifically, the policies include:

- Alternative modes of transportation, including bus, bicycle and walking, should be encouraged to reduce demands upon the street system.
- Bike lanes and walkways should be fully developed in order to broaden transportation options.
- Adequate space for bus maneuvering, stopping and parking space shall be considered in conjunction with improvements to City roads with construction of roads.
- Throughout the City, sidewalks will be required in connection with new construction or development projects, with owner or applicant to pay full costs.

Public Transit. Development of the proposed project would incrementally increase the demand for public transit services and alternative transportation modes to serve the Gridley area. However, development of this project alone would not result in a significant impact that would necessitate changing current Butte Regional Transit operations. The current Butte Regional Transit bus stop at the intersection W. Biggs Gridley Road and Heron Landing Way within one-quarter mile of the southwest portion of the project site would provide project residents with access to the transit system. As a result the project impact on public transit is considered less than significant and no mitigation measures are required.

Pedestrians and Bicyclists. With development of the proposed project, additional pedestrian and bicycle traffic would be generated. Conflicts could result between automobiles and pedestrians if sidewalks are not provided. This is considered a potentially significant impact. The impact will be reduced to a less than significant level with implementation of the following mitigation measure:

Mitigation Measure: Provide Sidewalks Along Project Site Roadways. The project applicant shall provide sidewalks along all project site roadways. Implementation of this mitigation measure would reduce the impact of the project on pedestrian and bicycle travel to a less than significant level.-

Impacts on Local Streets

As noted earlier in the *Thresholds for Local Streets* section of this traffic impact study, the volume of traffic on local residential streets that might be considered acceptable to adjacent residents is lower than the overall capacity of the road itself. That is, the impacts of traffic on local residential streets is not simply the physical capacity of the roadway, and involves such factors as ease of driveway access, noise, air quality impacts and pedestrian conflicts. For this traffic impact study, a traffic volume of about 2,000 to 2,500 vehicles per day is recognized as an appropriate maximum volume threshold for residential streets with direct residential access.

As shown on **Table 9**, daily traffic volumes on local residential roadways under Existing Plus Project conditions would range between 819 and 1,647 vehicles per day. Because daily traffic volumes on study roadway segments would be less than 2,000 vehicles per day, the impact of the proposed project on local streets is considered less than significant, and no mitigation measures are required.

Impacts on Sight Distance

Vegetation, structures, and horizontal and vertical curvature can potentially impair the distance at which approaching vehicles can be seen by drivers. This distance is referred to as sight distance. Sight distance on roadways that would be used by project-related vehicles were assessed for this traffic impact study. In general, the absence of vegetation, structures, and horizontal and vertical curvature provide for adequate sight distance on study area roadways. With two exceptions, roadways in the study area are straight and flat:

- Spruce Street at Indiana Street has a horizontal curvature of approximately 15 degree, and
- Vermont at Peach Street has a horizontal curvature of approximately 15 degrees.

At both of these locations, the modest amount of horizontal curvature in the roadway and the absence of features adjacent to the roadway that could impair vision appear to allow for adequate sight distance. Based on this assessment, the impacts of the proposed project on sight distance is considered less than significant, and no mitigation measures are required.

Impacts on Vehicle Miles Traveled

As noted previously in the *Vehicle Miles Traveled Significance Threshold* section of this traffic impact study, the percent change in vehicle miles traveled is determined by comparing the amount of travel associated with the project as proposed to travel associated with development potential of the project site without approval of the proposed project using a city VMT rate.

The development potential for the Chandler Park project site is based on the number of dwelling units that could be constructed without approval of the proposed project. That is, the number of dwelling units that could be constructed under the currently-approved General Plan land use designations. Under the currently-approved General Plan land use designations, development potential on the project could result in 389 dwelling units (Spence pers. comm.). As noted earlier in the *Project Description* section of this traffic impact study, the proposed project would result in the development of 202 single family dwelling units.

The amount of vehicle travel on a per-dwelling unit basis varies by geographic location. Because of differences in travel behavior, the amount of travel due to a single unit in one location is different from travel due to a unit in a different location. The Butte County Association of Governments (BCAG.) provides an estimate of travel associated with development throughout Butte County (Lasagna pers. comm.). The BCAG data are estimated using the BCAG 2020 RTP Travel Demand Model (Butte County Association of Governments 2020). BCAG provides estimates of VMT per

household disaggregated to traffic analysis zones (TAZ), which are the geographic unit used in the travel demand model. BCAG also provides average VMT per household for each city in Butte County. Per the data from BCAG:

- the citywide average rate for Gridley is 39.9 VMT per household;
- for the TAZ that contains the Chandler Park project site the rate is 56.1 VMT per household; and
- for the TAZ adjacent to, and immediately south of, the Chandler Park project site the rate is 44.3 VMT per household.

The following describes how the BCAG data on the amounts of VMT per household were applied to estimate VMT due to development potential of the project site, VMT due to the proposed project, and a comparison of two amounts of VMT..

Development Potential VMT. Baseline development potential VMT is calculated as 389 dwelling units that could be developed under the current General Plan designation times the 39.9 VMT per household average for Gridley. The baseline development potential, then, is 15,521.1 VMT. This may be thought of as the VMT that would result from a citywide average 389 dwelling units.

As noted in the *Vehicle Miles Traveled Significance Threshold* section of this traffic impact study, the significance threshold applied in this traffic impact study is 85 percent of the development potential. For the Chandler Park project, 85 percent of the development potential of 15,521.1 VMT is 13,192.9 VMT. That is, if the Chandler Park project would result in 13,192.9 VMT or less, the project will be considered to have a less than significant impact. If the Chandler Park project would result in more than 13,192.9 VMT, the project will be considered to have a significant impact.

Proposed Project VMT. Proposed project VMT is calculated as the 202 dwelling units proposed for the project site times the 56.1 VMT per household for the TAZ that contains the project site. The project-related travel is 11,332.2 VMT. This may be thought of as the VMT that would result from the proposed project site.

The project site is located along the southern edge of a large sparsely-developed TAZ approximately 500 acres in size northwest of the City of Gridley. The site is adjacent to, and immediately north of, a TAZ approximately 75 acres in size along both sides of Heron Landing Way between Biggs Gridley Road and the railroad tracks. While the project site is located in the sparsely-developed 500-acre TAZ, the travel characteristics of the Chandler Park project is considered to be more like the 75-acre TAZ to the south. An average VMT per household for the two TAZs would be considered a realistic VMT per household for the Chandler Park project. An average VMT per household for the two TAZs would be 50.2 ($[56.1 + 44.3] / 2 = 50.2$). Applying this VMT per household to the 202 dwelling units proposed for the project site would result in 10,140.4 VMT ($202 * 50.2 = 10,140.4$).

Proposed project VMT using the VMT per household for the 500-acre TAZ would be 11,332.2 VMT. Proposed project VMT using the VMT per household for an average of the 500-acre TAZ and the 75-acre TAZ would be 10,140.4 VMT. Because both of the proposed project VMT amounts would be less than the 13,192.9 VMT significance threshold, the Chandler Park project is considered to have a less than significant impact on VMT.

CITATIONS

Documents Cited

Butte County Association of Governments. 2020. BCAG 2020 RTP Travel Demand Model - Model Development Report. Chico, CA.

Butte Regional Transit. 2021. Butte Regional Transit Internet Website. <http://www.blinetransit.com/>

California Department of Transportation. 2014. California Manual on Uniform Traffic Control Devices 2014 Edition. Sacramento CA.

California, State of. 2018. Governor's Office of Planning and Research. Technical Advisory on Evaluating Transportation Impacts in CEQA. Sacramento, CA.

Gridley, City of. 2021. Planning Services Internet Website. <http://gridley.ca.us/government-and-departments/departments/planning-services/>

Institute of Transportation Engineers. 2017. Trip Generation Manual, 10th Edition. Washington, D.C.

Sacramento, County of. 2004. Traffic Impact Analysis Guidelines. Sacramento, CA.

Trafficware. 2021. Trafficware Internet Website. <http://www.trafficware.com/>

Transportation Research Board. 2016. Highway Capacity Manual 6th Edition. Washington, D.C.

Personal Communications

Lasagna, Brian. Regional Analyst. Butte County Association of Governments. October 8, 2020 E-mail message to Ken Anderson, President, KD Anderson & Associates.

Spence, Jeff. P.E., L.S.. Laughlin and Spence Civil Engineers. April 22, 2021 E-mail message to Wayne Shijo, KD Anderson & Associates.

TECHNICAL APPENDICES
IN SEPARATE ELECTRONIC FILE