

Gridley City Council – Regular City Council Meeting Agenda

Monday, June 21, 2021; 6:00 pm
Gridley City Hall, 685 Kentucky Street, Gridley, CA 95948

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

Notice of Temporary City Council Meeting Procedures

This meeting is being held in accordance with the Brown Act as currently in effect under the State Emergency Act, Governor Gavin Newsom’s Emergency Declaration related to COVID-19, and Governor Newsom’s Executive Order N-29-20 issued March 17, 2020 that allows attendance by City Council, City staff and the public to participate and conduct the meeting by teleconference and to participate in the meeting to the same extent as if they were present. Comments from the public on agenda items will be accepted until 4 pm on June 21, 2021, via email to jmolinari@gridley.ca.us or via the payment/document drop box at Gridley City Hall and will be conveyed to the Council for consideration. The Mayor and Council appreciate the public’s adaptation and patience during this crisis.

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CALL TO ORDER - Mayor Johnson

ROLL CALL - Recording Secretary

PLEDGE OF ALLEGIANCE - Council Member Torres

INVOCATION - None

PROCLAMATIONS - None

INTRODUCTION OF NEW OR PROMOTED EMPLOYEES – None

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

CONSENT AGENDA

1. City Council minutes dated June 7, 2021
2. Approval of Resolution No. 2021-R-010: A Resolution of The City Council of The City of Gridley Adopting the City of Gridley Bicycle Plan 2021 Update
3. Approval of Resolution No. 2021-R-011: A Resolution of The City Council of The City of Gridley Adopting A List Of Projects For Fiscal Year 2021-22 Funded By SB 1: The Road Repair And Accountability Act Of 2017
4. Request for review and approval of Administrator membership in the International City/County Management Association (ICMA)
5. Approval of Gridley Electric Security Plan

ITEMS FOR COUNCIL CONSIDERATION

6. Review of The Potential Purchase of Property to Be Added to The Existing City of Gridley Electric Utility Corporation Yard Located at 57 E Gridley Road (APN 010-210-031)

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

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

CJIS Radio Compliance Program for Police Dept	7/6/2021
Bernard Annexation/GPA/RZ/TSM/MND	7/6/2021
General Plan Amendment and Rezone – Dhami	7/19/2021

CLOSED SESSION

7. Closed Session with legal counsel pursuant to Government Code 54956.9 to discuss potential litigation and personal injury claim by Mr. Michael Miller

ADJOURNMENT – adjourning to a Regular meeting on Tuesday, July 6, 2021.

NOTE 1: POSTING OF AGENDA- This agenda was posted on the public bulletin board at City Hall at or before 6:00 p.m., June 18, 2021. This agenda along with all attachments is available for public viewing online at www.gridley.ca.us and at the Administration Counter in City Hall, 685 Kentucky Street, Gridley, CA.

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

Gridley City Council – Regular City Council Meeting Minutes

Monday, June 7, 2021; 6:00 pm

Gridley City Hall, 685 Kentucky Street, Gridley, CA 95948

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

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CALL TO ORDER

Mayor Johnson called the meeting to order at 6 pm.

ROLL CALL

Council Members

Present: Johnson, Calderon, Farr

Absent: Sanchez, Torres

Arriving after roll call: None

Staff present:

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

PLEDGE OF ALLEGIANCE

Council Member Calderon led the Pledge of Allegiance.

INVOCATION - None

PROCLAMATIONS - None

INTRODUCTION OF NEW OR PROMOTED EMPLOYEES – None

COMMUNITY PARTICIPATION FORUM

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

CONSENT AGENDA

1. City Council minutes dated May 3, May 17, and June 2, 2021

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

ROLL CALL VOTE

Ayes: Johnson, Farr, Calderon

Motion passed, 3-0

ITEMS FOR COUNCIL CONSIDERATION

2. Verbal Update on City of Gridley Bike Plan – Dave Harden, City Engineer

City Engineer Dave Harden provided a brief slide presentation outlining the need for the Bike Plan to be updated. This was informational only; no action was taken.

3. Request by Gridley Unified School District for School Resource Officer (SRO) Program

Chief Harr addressed Council and reviewed the staff report. The School District would utilize approved Extended Learning Opportunities Grant funding to reimburse the City for the costs associated with providing an SRO for the school years 2021-2022 and 2022-2023.

There were no public commenters. Motion to approve item #3 by Mayor Johnson, seconded by Vice Mayor Farr.

ROLL CALL VOTE

Ayes: Johnson, Farr, Calderon

Motion passed, 3-0

4. Proposed Calendar – FY 21/22 Preliminary Budget Study Sessions

Finance Director Elisa Arteaga reviewed the staff report. There was little discussion and no public comment. Council agreed upon the two proposed dates for the Budget Study Sessions.

CITY STAFF AND COUNCIL COMMITTEE REPORTS

Vice Mayor Farr reported on the meeting he attended with the Butte Sutter Ground Water Advisory Board. Council member Calderon reported that he had attended the National Advisory Council on Migrant Health. Mayor Johnson reported on the meeting he attended with Lafco.

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

General Plan Amendment and Rezone – Dhami	6/21/2021
Consideration of property purchase at 57 E Gridley Road	6/21/2021
CJIS Radio Compliance Program for Police Dept	6/21/2021
Bernard Annexation/GPA/RZ/TSM/MND	7/6/2021

CLOSED SESSION

5. Closed Session with legal counsel pursuant to Government Code 54956.9 to discuss potential litigation and personal injury claim by Mr. Michael Miller

Council went in to closed session at 6:32 pm and came out with no reportable action at 6:47 pm.

ADJOURNMENT

With no items for further discussion, Council adjourned at 6:47 pm to the next regularly scheduled meeting on June 21, 2021.

Cliff Wagner, City Clerk

City Council Agenda Item #2
Staff Report

Date: June 21, 2021

To: Mayor and City Council

From: City Engineer, Dave Harden

Subject: Approval of Resolution No. 2021-R-010: A Resolution of The City Council of The City of Gridley Adopting the City of Gridley Bicycle Plan 2021 Update

X	Regular
	Special
	Closed
	Emergency

Recommendation

City staff respectfully recommends that the City Council adopt Resolution No. 2021-R-010: “A Resolution of The City Council of The City Of Gridley Adopting The City Of Gridley Bicycle Plan 2021 Update”.

Background

In 2003, the City of Gridley prepared a Bicycle Plan in accordance with the requirements of the California Bicycle Transportation Act. To remain eligible for grants, the Plan must be updated every five years.

In 2011, the Gridley Bicycle Plan updated the existing Plan to allow the City of Gridley to continue to meet the requirements of the California Bicycle Transportation Act as described in Section 891.2 of the Streets and Highway Code.

In response to recent developments and Caltrans plan worked on State Route 99, the Gridley Bicycle Plan 2021 updates the existing Plan to illustrate and align with the City’s bicycle and pedestrian planning goals and be eligible for potential funding.

The Plan will help the City meet its primary planning goals of providing a safe, healthy living environment and is consistent with the 2030 Gridley General Plan.

Financial Impact

None at this time. Any specific projects listed in the plan would need to be approved by City Council prior to implementation.

Compliance with City Council Strategic Plan or Budget Goals

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

Attachments

- Resolution No. 2021-R-010
- Gridley Bicycle Plan 2021 Update

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GRIDLEY ADOPTING THE
CITY OF GRIDLEY BICYCLE PLAN 2021 UPDATE**

WHEREAS, the City of Gridley completed and adopted a Bicycle Plan in 2003; and

WHEREAS, the City of Gridley completed and adopted a Bicycle Plan Update in 2011; and

WHEREAS, in order to be eligible to receive State and Federal funding, the City must update the Bike Plan in compliance with Streets and Highways Code Section 891.2 and forward the Plan to BCAG for review and compliance; and

WHEREAS, an updated Bicycle Plan will help the City meet its primary planning goals of providing a safe, healthy living environment; and

WHEREAS, the City of Gridley Staff has reviewed the 2021 updates to the Gridley Bicycle Plan and recommends its adoption; and

WHEREAS, the proposed Gridley Bicycle Plan 2021 Update is consistent with the City of Gridley General Plan and General Plan environmental impact report; and

WHEREAS, the Legislature of the State of California has established a Bicycle Transportation Account to fund the construction of bikeway projects and has required an adopted Bicycle Plan as a minimum requirement for eligibility.

NOW, THEREFORE, BE IT RESOLVED by the Gridley City Council, that the City Council approves and adopts the Gridley Bicycle Plan 2021 Update.

I HEREBY CERTIFY that the foregoing resolution was duly introduced and passed at a regular meeting of the City Council of the City of Gridley held on the 21st day of June 2021, by the following vote:

AYES: COUNCIL MEMBERS

NOES: COUNCIL MEMBERS

ABSENT: COUNCIL MEMBERS

ABSTAIN: COUNCIL MEMBERS

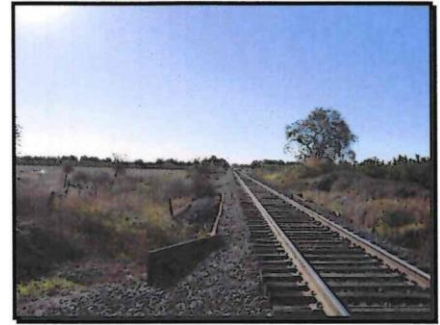
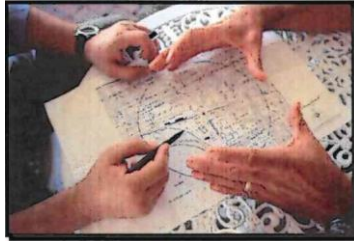
ATTEST:

APPROVE:

Cliff Wagner, City Clerk

Bruce Johnson, Mayor

BICYCLE PLAN



CITY OF GRIDLEY

Community Development Department • Updated and Adopted June 2021

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APPENDICES

Appendix A - Bicycle Facilities Design Guidelines
Appendix B - Bicycle Parking Facilities

LEGAL REQUIREMENTS

LEGAL REQUIREMENTS

The City of Gridley Bicycle Transportation Plan has been prepared pursuant to the California Bicycle Transportation Act (BTA) and is directed towards meeting the provisions of the Act and the California Street and Highways Code Chapter 517, Article 3, Sections 890 - 894.2. The City of Gridley Bicycle Transportation Plan addresses these requirements through narrative, tables, and maps.

Streets and Highways Code 89 1.2:

A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from the implementation of the plan.

See Chapter 2. Existing Conditions

A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

See Figure 2. Land Use Considerations

A map and description of existing and proposed bikeways.

See Chapter 5. Gridley Areas Bikeways

The BTA places high importance on the promotion of bicycle commuting.

A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

See Chapter 2. Existing Conditions and Figure 4. Existing & Proposed Bicycle Parking Facilities.

A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

See Chapter 2. Existing Conditions (description only)

A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

See Chapter 2. Existing Conditions

LEGAL REQUIREMENTS

A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

See Chapters. Participation

A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

See Chapter 2. Existing Conditions

A description of the projects proposed in the plan and a listing of their priorities for implementation.

See Chapter 5. Gridley Area Bikeways

A description of past expenditures for bicycle facilities and future needs for projects that improve safety and convenience for bicycle commuters in the plan area.

See Chapter 2. Existing Conditions and Chapter 5. Gridley Area Bikeways

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Background

Bicycles have become a significant mode of transport in towns and cities that have provided facilities, programs, and education for them. The growth and popularity of bicycling can be attributed to an increased recognition that bicycling is a viable alternative mode of transportation, particularly for short trips. Bicycling has the benefit of providing transportation opportunities for segments of the population underserved by existing transportation services; namely children, seniors, and those who cannot afford car ownership.

In order to encourage the use of bicycles as a transportation mode, the City of Gridley should consider the four E's of bicycle planning: engineering, education, encouragement, and enforcement. Engineering refers to roadway design, bike parking facilities, and other infrastructure available to better support bicycle use. Education should be provided, especially to children, on the safe use of bicycles in traffic. Encouragement refers to programs, policies or events that can be implemented to encourage the use of bicycles as a transportation choice. Finally, enforcement refers to the responsibility of the police to enforce existing rules of the road, from automobile speed limits to bicycle helmet laws. Using these techniques, this Plan is intended to provide the

framework for the City to improve and encourage bicycle transportation.

City of Gridley Bicycle Plan

The City of Gridley received a Community Based Transportation Grant from the California Department of Transportation (Caltrans) to develop a bicycle plan. This bicycle plan was prepared in accordance to the California Streets and Highways Code 891. 2, which allows the City to pursue State funding for projects identified herein.

Developing the City of Gridley Bicycle Plan consisted of three major tasks: data collection, developing goals and objectives (through a public outreach program), and designing a bikeways network. This Plan specifically proposes infrastructure improvements, namely building bike lanes and trails, and providing more secure bike parking. Several programs and policy improvements have also been identified in Chapter 4. Goals and Objectives. Project implementation and funding will likely be focused on priority projects identified in Chapter 5. However, programmatic and educational improvements (Implementation Measures) should be given equal consideration for project funding and implementation.

Summary of Recommendations

- Build 2.1 miles of Caltrans Class II bike lanes identified as "high priority".
- Purchase and place bike racks at key public place

EXECUTIVE SUMMARY

- Promote bicycling and publicize bike safety issues using a variety of methods.
- Work with school districts to train school children on safe use of bicycles.
- Continue to explore the feasibility of creating regional trailways by coordinating with Butte County, Caltrans, Union Pacific Railroad, and officials of the City of Biggs.
- Improve all City projects' "bicycle friendliness" by training staff on bicycle planning techniques and suggesting bike parking for some projects.
- Build 0.60 miles of Class I bike paths identified as "medium priority".
- Build 2.40 miles of Class II bike lanes identified as "low priority".
- Build 4.30 miles of Class II bike lanes identified as "medium priority".
- Build 2.10 miles of Class II bike paths identified as "high priority".
- Build 0.70 miles of Class I or IV bike paths identified as "high priority".

INTRODUCTION

CHAPTER 1. INTRODUCTION

1.1 PURPOSE

Background

Bicycles have become a significant mode of transport in towns and cities that have provided facilities, programs, and education for them. The growth and popularity of bicycling can be attributed to an increased recognition that bicycling is a viable alternative mode of transportation, particularly for short trips. Bicycling has the benefit of providing transportation opportunities for segments of the population underserved by existing transportation services; namely children, seniors, and those who can not afford car ownership.

Bicycle touring and recreational riding have shown an increase in popularity due to health benefits and general well being bicycling provides. It is often difficult to distinguish recreational riders from those who bicycle as a means of transportation. Bicycling, for whatever purposes, offers fitness and enjoyment.

Bicycling can also contribute to quality of life improvements. By encouraging bicycling, communities can help reduce air and noise pollution, traffic congestion, and generally make towns more desirable and livable.

The City of Gridley is committed to improving the quality of daily life as well as the vitality of local businesses. Economic, environmental, aesthetic, and health benefits are known to reward communities that have the foresight and

political will to foster the use of the full range of transportation alternatives.

There are many activities the City of Gridley and private agencies are doing to improve non-motorized transportation and promote "smart growth" pedestrian-friendly development such as improving sidewalks and installing street furniture in the downtown area. Recently, a major redesign of Highway 99 was approved that is intended to transform the corridor into a human-scaled, walkable, and aesthetically pleasing environment. The Bicycle Plan helps to meet the City's planning goals of providing a

This plan is intended to provide the framework to improve and encourage bicycle transportation in Gridley.

safe, healthy living environment.

Bicycle facilities is a general term denoting improvements and provisions made to accommodate or encourage bicycling such as bike routes, bike lanes, and bike trails, as well as bicycle parking structures. Bicycle facilities are designed to improve access, safety, and convenience for bicyclists. On-road bicycling improvements are essential if bicyclists are to access popular destinations such as schools, the post office, stores, work, parks, and

recreational destinations. Typically, bicycling has been one of the least supported modes of transportation. This Plan is intended to provide the framework to improve and encourage bicycle transportation in Gridley.

1.2 GEOGRAPHICAL SETTING

Location and Character

The City of Gridley is located approximately 60 miles north of the

The City is characterized by its compact form, composed primarily of low-to medium density single family residences. A traditional downtown with various services and government uses is located north central in the City. Highway 99, the major auto transportation corridor in Butte County, transects Gridley on its eastern edge. The Union Pacific Railroad bisects the City running adjacent to downtown.

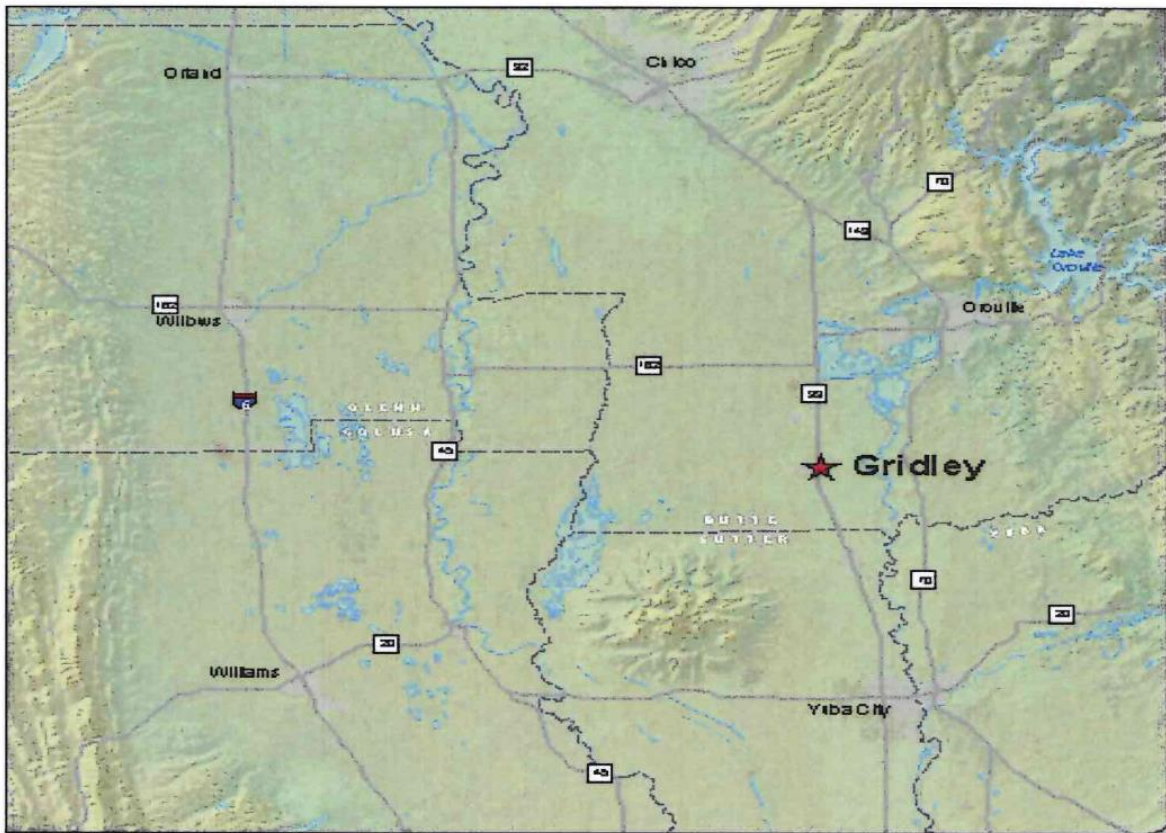


Figure 1 - Regional Location Map

state capital, Sacramento, and 30 miles south of Chico in the North Sacramento Valley. The population of Gridley, about 8,000 people, is steadily growing at about 2 percent a year.

Gridley is located in the agricultural heart of the Northern Sacramento Valley. Sweeping valleys views are interrupted by the Sierra Nevada foothills to the east and the Sutter Buttes, a geologic oddity, to the southwest. Gridley is a self-contained,

INTRODUCTION

contiguous city that is surrounded by a variety of agriculture and open space uses. Gray Lodge Wildlife Area, a premiere wildlife preserve (and tourist destination), is located three miles to the southwest. The small town of Biggs (pop. 2,000) is located just three miles to the north and shares many similar attributes as well as the police force with the City of Gridley (see **Figure 1. Regional Location Map**).

Climate

Warm, dry summers, and cool, wet winters characterize the climate in Gridley. Most precipitation occurs from November through April. During the summer months the average maximum temperature is 95 degrees. Average annual rainfall in Gridley is 19 inches. With its location on the valley floor, near irrigated fields, Gridley typically experiences tule fog during the winter .

1.3 KEY TERMS

Bicycle Facility: A general term denoting improvements and provisions made to accommodate or encourage bicycling including bikeways, bike parking facilities, lockers, etc.

Bicycle Transportation Account (BTAJ Formerly Bicycle Lane Account (BLA): A statewide (California) program that funds bicycle facility projects including bike paths, bike lanes, bike routes, bike racks on buses, bicyclist-sensitive traffic signals, planning and maintenance of bikeways, and bicycle parking facilities.

Bikeway: Any road, path, or route provided for bicycle travel.

Class I Bicycle Path: A bike facility that, provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized. In addition to the transportation benefits, bike paths often can provide recreational opportunities. Bike paths are excellent options for inexperienced riders.



Vine Trail, Napa Valley

Class I Bike Path (Caltrans Bike Lane Classification)

Class II Bicycle Lane: A bicycle facility that provides a striped lane for one-way bicycle travel on a street or highway. Bike lanes (usually 5 feet wide) are recommended on roads that are popular with cyclists due to their proximity to popular destinations. Bike lanes provide higher levels of riding comfort for cyclists. They also have numerous additional benefits such as calming traffic, increasing sight distance for automobiles, and increasing the distance between cars and pedestrians.



State Route 12, the Springs Region of Sonoma

Class 2 Bike Lane (Caltrans Bike Lane Classification)

INTRODUCTION

Class III Bicycle Route: A bicycle facility that provides for shared use with pedestrian or motor vehicle traffic. Class III routes are used where roadway volume or design does not allow bike lanes. Marked routes serve as connectors between other bike facilities, or provide direction to destinations.

Route signage also has the effect of heightening drivers' awareness of the presence of bicycles.



2nd St, Oakland

Class 3 Bike Route (Caltrans Bike Lane Classification)

Class IV Bikeway: A bicycle facility that provides a separated bikeway for exclusive use of bicycles, physically separated from motor traffic with a vertical feature. Class IV routes can reduce the level of stress, and improve comfort of bicyclists on high volume

routes.



Fulton St, Berkeley

Class 4 Bikeway (Caltrans Bike Lane Classification)

Commuter cyclist: An individual who repetitively cycles over the same or similar route and uses a bicycle primarily for travel to and from work, school, or shopping.

Destination: Places where commuters travel such as schools, shopping areas, and workplaces.

Multi-use Path: A facility that allows shared use by bicycles, pedestrians, skating, in-line skaters, joggers, and the non-motorized vehicle transportation and is not a sidewalk.

Roadway: The portion of the street, including shoulders, designed for vehicle use.

CHAPTER 2. EXISTING CONDITIONS

2.1 BICYCLE COMMUTING IN GRIDLEY

General Commuting Characteristics

Gridley is a compact rural community located along major transportation corridors - Highway 99 and the Union Pacific Railroad. The Town of Biggs, population 2,000, is the closest town at three miles away. The cities of Oroville, Chico, and Live Oak are nearby cities located 17, 10, and 7 miles away respectively.

The terrain in Gridley is flat and well suited for traveling by bicycle. Roadway conditions are generally good throughout the City, with only a few areas of degraded pavement and a handful of drainage grates unsafe for bicycles. Bicycling destinations are located downtown, along Highway 99, and clustered along Spruce, Hazel, Sycamore, and Magnolia Streets. While automobile traffic is distributed over the grid network of streets, east to west arterials such as Spruce, Sycamore, and Magnolia Streets have been identified as having higher levels of traffic and higher speeds. Traffic congestion typically occurs in the form of school related trips, at the beginning and end of each school day.

Heavy vehicular traffic and limited pedestrian amenities make Highway



Schools - a primary destination in Gridley

99 a significant barrier to east-west non-automotive travel. While the vast majority of Gridley residents live west of Highway 99, destinations including Gridley High School, the Heritage Oaks Shopping Center, and the Butte County Fairgrounds are located on the eastern side. A major redesign of Highway 99 has recently been approved by the City. This Bike Plan has taken into account

The Bike Plan can lead to increased benefits such as increased safety and health, and a reduction of noise, congestion and hazards.

the design considerations of the Highway redesign plan to provide better access across the Highway.

Estimated and Projected Number of Bicycle Commuters

Table 1 shows the estimated number of bicycle commuters in Gridley (from the 2000 Census). A separate survey was conducted for school children making

EXISTING CONDITIONS

trips. Field observations in Gridley show school children as the most numerous bicycle "users" in the County. Other non-automotive transportation modes observed in Gridley include wheelchairs and motorized scooters.

A field study was conducted in Gridley to determine the number of school children who bicycle. The field study was conducted on a mild-weathered day in September, 2003. The number of bicycles at local schools was 32.

Combining the census data, school bike commuter data, and using the Department of Finance (DOF) 2003 population estimates, it is estimated that the number of bicycle commuters in Gridley in the year 2003 is 71.

Using an increase of 15 percent for bicycle commuting, assuming major implementation of this plan, the estimated total bicycle commuters in Gridley in the year 2010 will be 82.

Table 1
Bicycle Commuters
(2000 Census)

City of Gridley	39
Student Cyclists	32
Estimated # of Bicycle Commuters	71

In 2010 Gridley schools reported a lower number of student cyclist. According to school authorities, the current number of student cyclists is as follows:

McKinley School: 2
Wilson School: 20
Sycamore School: 10

Gridley High School: 8
Esperanza School: 5
Total: 45

2.2 PAST EXPENDITURES FOR BICYCLE FACILITIES

City of Gridley

The City of Gridley has made previous expenditures for bicycle facilities. During 2004-2007 the City invested in striping bicycle facilities, installation of bicycle racks and replacement of old drainage gates according to the City's previously adopted Bicycle Plan . Proposed bikeways and improvements are described in Chapter 5 and located on Figure 5 . Gridley Area Bikeways .

2 .3 EXISTING BICYCLE TRANSPORT AND PARKING



Old drainage grates that were replaced due to hazards to cyclists.

EXISTING CONDITIONS

Facilities

Public transportation in Gridley is provided by Butte County Transit (BCT). All BCT buses are equipped with bicycle racks to accommodate two bicycles, and drivers are available for loading assistance. Gridley is served by BCT's Route 32 and 30, which connects directly with the towns of Oroville, Biggs, and Paradise, and indirectly (via changing buses) to Magalia, Paradise Pines, and Chico (see **Figure 2. Land Use Considerations**).

There are no bicycle parking facilities at the BCT bus stops in the City of Gridley. Caltrans bicycle plan requirements emphasize (see Table of Contents - Legal Requirements) the development of multi-modal transportation opportunities, such as providing bicycle parking at transit points. Some transit providers have found that they can extend their service area by 400 percent by including a radius of 2-3 miles from each stop. Bicyclists are typically willing to ride 2- 5 miles to get to transit that is welcoming, comfortable, efficient, and convenient. Bicycle parking facilities have been recommended in the downtown area to serve these bus stops (see **Figure 4. Existing and Proposed Bicycle Parking Facilities**).

Secure bicycle parking exists throughout the City. Most of the bicycle parking "racks" are located at local

schools and other destination points, such as shopping centers.

Many prime destinations however, have no secure bicycle parking. In some cases the bike parking exists but it provides little value due to improper design and aging . New bicycle parking facilities have been proposed for key destinations throughout the City (see **Figure 4. Existing and Proposed Bicycle Parking Facilities**). Please see **Appendix B. Bicycle Parking Facilities** for a detailed discussion of bicycle parking design and implementation considerations .

2.4 EXISTING AND PROPOSED FACILITIES FOR CHANGING AND STORING CLOTHES AND EQUIPMENT

Besides Gridley High School there are no existing facilities for changing and storing clothes and equipment.

Due to the population levels of the City, and the infancy of the bikeway planning process, no such facilities have been proposed.

2.5 BICYCLE SAFETY AND EDUCATION PROGRAMS

California Highway Patrol

The California Highway Patrol in Butte County has no formal bicycle education program. However, they do provide safety presentations to schools or community groups as requested. The bicycle safety presentations are geared

EXISTING CONDITIONS

toward bicyclists 14 years and younger and are usually in the form of a "bicycle rodeo". Bicycle Rodeos typically involve bicycle exhibits, setting up 6 to 10 skill stations testing riders' handling skills, and guidance from law enforcement representatives to teach in-traffic riding behavior.

A State mandatory bicycle helmet enforcement program (for children under 18) went into effect in January of 1995. Citations or verbal warnings are issued as needed.

City of Gridley Police Department

The City of Gridley Police Department has no formal bicycle safety education program; however, there is a school resource officer available to give presentations as requested. Citations or verbal warnings are issued as needed.

Gridley Unified School District

The school district offers no formal bicycle education programs, however it does work in conjunction with the Gridley Police Department at schools' requests, to educate young bicyclists.

2.6 RELATIONSHIP TO OTHER LAND USE PLANS

Bicycle transportation planning, as with all transportation planning, is a regional effort. County and Municipal General Plans in the region each have circulation elements pursuant to California Government Code Sections 65103 (f) and 65080 and are mandated

to have no conflict with applicable State and regional transportation plans. The following section is an overview of the transportation goals set forth in relevant state, county, and municipal plans.

City of Gridley General Plan

The City 's General Plan contains goals and policies which encourage the development of bicycle related facilities. The Land Use Element contains overall planning goals. One of the overall goals of the City is to "provide a safe, healthy living environment, free of litter, excessive noise, congestion and safety hazards, for all residents". By adopting and implementing the goals, policies, and programs of the Bicycle Plan, the City has a greater likelihood of attaining this goal.

The *Circulation Element* of the General Plan contains specific goals that both support and dictate the development of the Bicycle Plan. The goals are:

1. To coordinate elements of the City circulation system with County, State and Federal transportation systems.
2. To minimize circulation and transportation costs to the City while providing reasonable access to and from the City as well as to facilitate efficient internal movement.
3. To provide a circulation system in and adjoining commercial areas which promote safety and minimizes traffic congestion.

EXISTING CONDITIONS

4. To provide a safe and practical circulation system.
5. To provide circulation throughout the City so that it is the least disruptive to existing residential areas while assuring that all of the City has a level of access consistent with the need for public safety and general welfare.
6. To provide a circulation system that utilizes a broad range of transportation modes.

Specifically, Policy 8 of the Circulation Element encourages "the use of alternative modes of transportation, including bus, bicycle and walking, to reduce demands upon the street system." Information contained in the 2003 Bicycle Plan was incorporated into the adopted 2030 General Plan update.

Butte County

Countywide Bikeways Master Plan

The Countywide Bikeways Master Plan (1998) for Butte County was developed by the Butte County Association of Governments. The Countywide Bikeways Plan contains baseline information relating to bicycle parking and other supporting facilities, including maps depicting existing and planned bikeways in all incorporated cities.

There is an extensive list of goals, objectives, and policies which support the development of a safe, convenient, continuous, efficient, intermodal, and adequately funded bikeways system throughout the county.

The Countywide Bikeways Plan is intended to provide direction to local governments who are ultimately responsible for the planning and development of bikeways within their incorporated limits. It also delineates planned facilities in unincorporated areas, which serves to identify connectivity between incorporated cities, and the development of a regional bikeways system. The regional routes identified in the Plan (see **Figure 3. Regional Considerations**) have been incorporated, into the Gridley Bicycle Plan.

Butte County General Plan

The Butte County General Plan contains several goals, objectives, and policies which promote bicycle planning. The County's Circulation Element encourages decision makers to "Provide for a safe and convenient bicycle transportation system which is integrated with other transportation modes". Supporting objectives and policies encourage local jurisdictions to coordinate with the county and provide a bicycle system that is integrated with other transportation modes.

Other Plans

Streetscape Design Plan- Highway 99

A major redesign of Highway 99, creating a more attractive, pedestrian-friendly environment, has been recently approved. The Design Plan calls for seven-foot bike lanes to be striped along Highway 99 from Ford Street to Archer Street. While these bike lanes have been

EXISTING CONDITIONS

incorporated into the Bike Plan, their construction should be pursued and implemented only during the comprehensive reconstruction of Highway 99 that contains the recommendations of the Streetscape Design Plan.

2.7 FEDERAL AND STATE POLICIES

Accommodating Bicycle and Pedestrian Travel Statement

"Accommodating Bicycle and Pedestrian Travel: A Recommended Approach" is a policy statement that was adopted by the U.S. Department of Transportation (USDOT) in response to TEA-21. USDOT encourages public agencies, professional organizations, advocacy groups, and any other groups involved in transportation issues to adopt this policy to further promote bicycling and walking as viable components of the transportation system. The four directives issued in this policy statement address measures to improve bicycle and pedestrian access, convenience, and safety in transportation projects. The policy statement notes that, "The challenge for transportation planners, highway engineers and bicycle and pedestrian user groups, therefore, is to balance their competing interests in a limited amount of right-of-way, and to develop a transportation infrastructure that provides access for all, a real choice of modes, and safety in equal measure for each mode of travel."

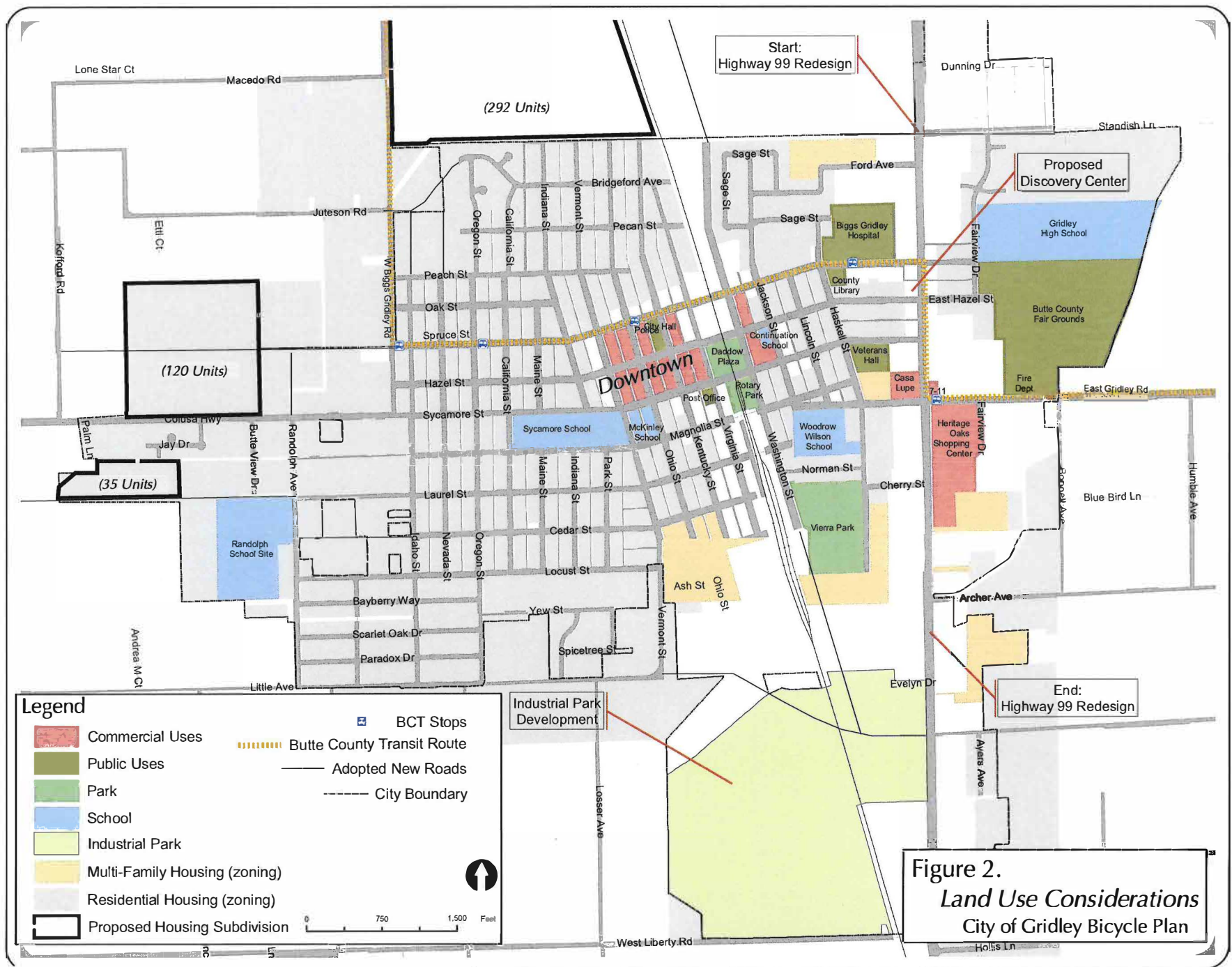
Caltrans Deputy Directive-64

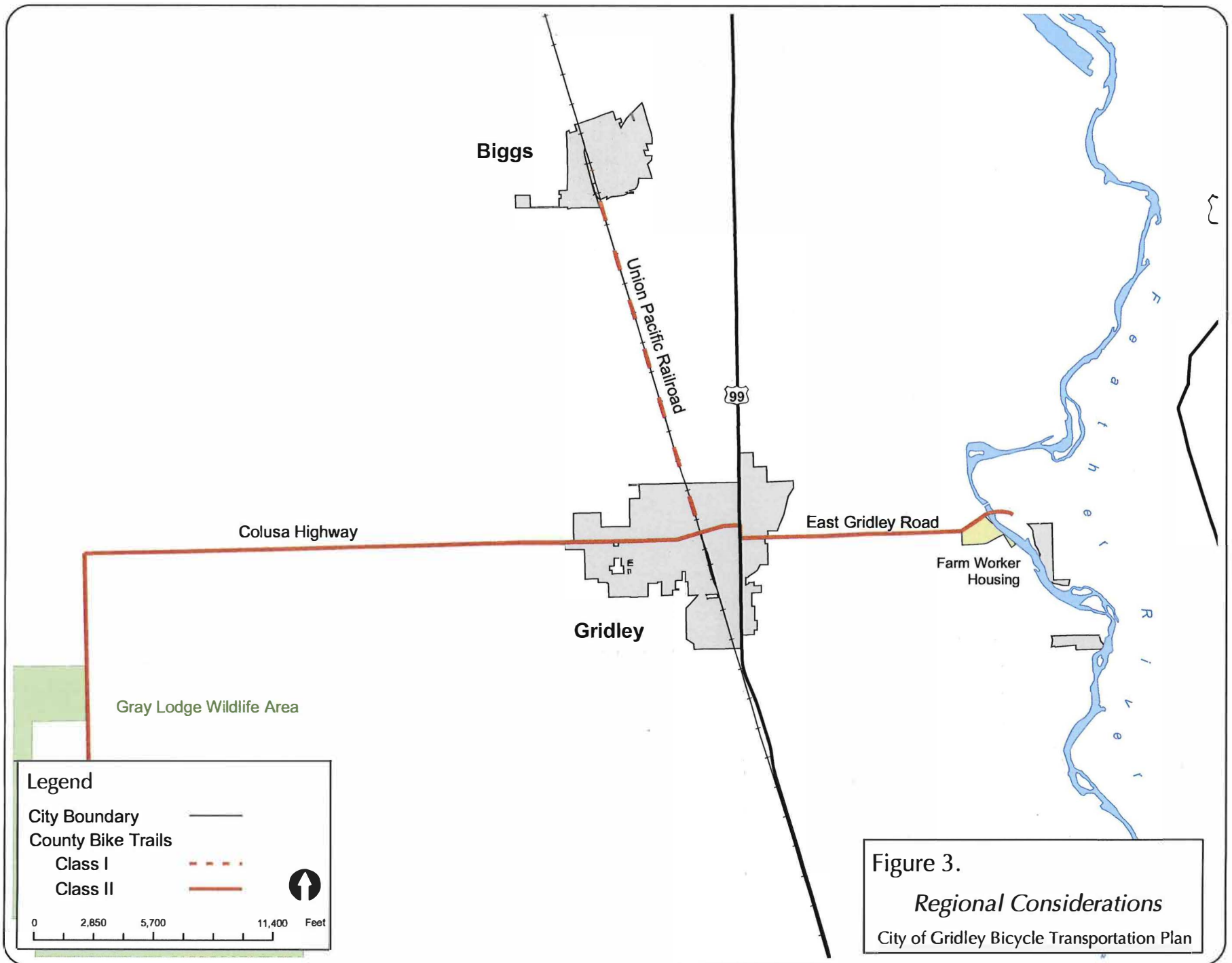
Caltrans has adopted a policy directive related to non-motorized travel that the City could follow by issuing a similar statement. The Caltrans Deputy Directive 64 (DD-64) reads:

"The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all the Department's practices. The Department adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

Assembly Concurrent Resolution No. 21 1 (ACR 21 1)

California's cities and counties have even more reason to pay attention to the two aforementioned policies. ACR 21 1 (Nation) "Integrating walking and biking into transportation infrastructure" became effective in August 2002, and encourages all cities and counties to implement the policies of DD-64 and the USDOT design guidance document when building local transportation infrastructure.





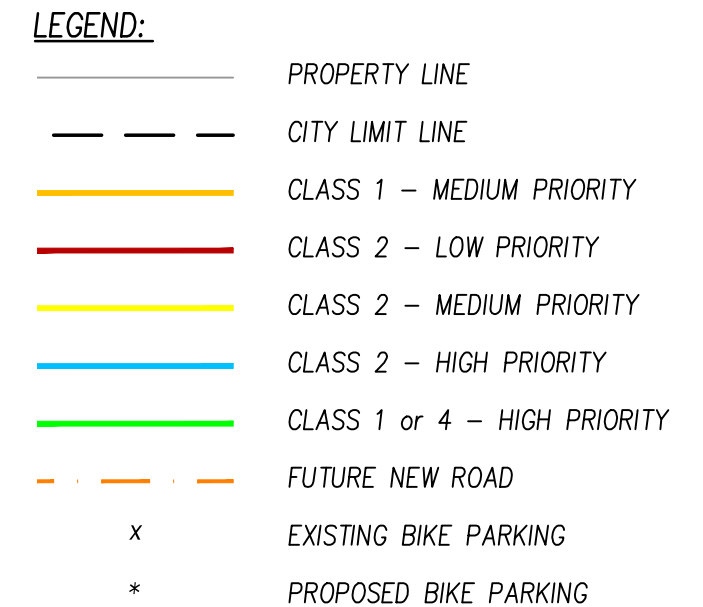
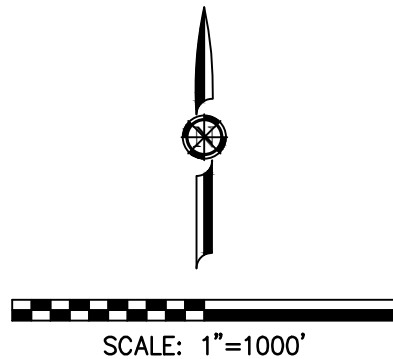


FIGURE 4

*CITY OF GRIDLEY
BICYCLE PLAN*



BEN|EN

GOALS AND OBJECTIVES

CHAPTER 4. GOALS AND OBJECTIVES

Goal: A safe, effective, and efficient bicycle circulation system

Objective 1.0: A continuous bicycle system that is part of the multi-modal transportation network in Gridley.

Implementation Measure 1.1: Develop, approve, and update the bicycle transportation plan that identifies local bikeway routes in Gridley, every five years.

Implementation Measure 1.2: Coordinate with local and regional transit providers to integrate bicycle facilities with their services.

Objective 2.0: Promote bicycling and information about bicycle safety programs.

Implementation Measure 2.1: Work with local schools and businesses to encourage participation in statewide bike to work and bike to school days.

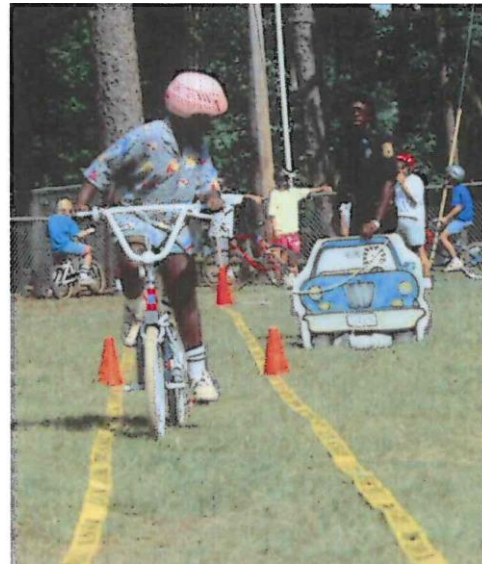
Implementation Measure 2.2: Develop a feature on the City's web site to compile information on bicycling events and safety.

Implementation Measure 2.3: Develop a notification method through the City web site to inform the City about new bicycle hazards.

Implementation Measure 2.4: Place advertisements in the newspaper to

promote bicycling and bicycle safety (education programs, helmet laws, share-the-road).

Implementation Measure 2.5: As requested by the school district and other public groups, coordinate the training of children aged 5- 12 on the safe use of bicycles.



Especially school-aged children should be trained in the safe use of bicycles in traffic.

Objective 3.0: Continuous regional routes surrounding the City of Gridley.

Implementation Measure 3.1: Participate and comment on the Butte County Bicycle Plan update as it relates to Gridley-area routes, namely access to Feather River along East Gridley Road, and bikeways to Biggs and Gray Lodge Wildlife Area.

Implementation Measure 3.2: Work with Butte County representatives to maintain the Union Pacific Railroad

PARTICIPATION

CHAPTER 3. PARTICIPATION

3.1 COMMUNITY INVOLVEMENT

A public outreach and planning effort was designed to facilitate community involvement in the preparation of this plan. A feature on the City's web site was created to publicize the bike planning process, and to inform citizens of the upcoming public meeting events. Two public meetings were held, in September and October 2008, at City Hall. Newspaper ads were also published and flyers were distributed to promote the events.

The public meetings were designed to address the community's needs and concerns. The public meetings consisted of a background slide show on bicycle planning and design concepts. Participants were then asked to help identify different bicycle users in their area, barriers to bicycle use, and

opportunities for bicycle facility and program improvement.

3.2 RESULTS

The public meeting was modestly attended and was held during a regular planning commission meeting. The meeting consisted of a background slide show on bicycle planning and design concepts. Participants were then asked to help identify different bicycle users in their area, barriers to bicycle use, and opportunities for bicycle facility and program improvement.

The following is a summary list of the comments provided by participants at the meeting:



PARTICIPATION

Bike Users in Gridley

- Students to school
- Recreational users
- Errands
- Seniors on three wheel bikes and motorized scooters
- Explore bike trail opportunities to and along Feather River
- Use wide roads in Gridley to accommodate painted lanes

Obstacles/Barriers

- Crossing Highway 99
- Using Highway 99 as a north-south route
- Automobile congestion around schools
- East Gridley Road lacks shoulders
- West Biggs Gridley Road lacks shoulders
- Pavement conditions
- Automobile speeding problems
- Lack of shoulders
- Poor image of cycling; not "cool" to take bikes to school
- Lack of bicycle parking at destinations
- No easy way to get to Biggs
- Lack of safe routes to Gray Lodge Wildlife Area

Participants helped identify different bicycle users in their area, barriers to bicycle use, and opportunities for bicycle facility and program improvement.

Solutions/Opportunities

- Make provisions for bicyclists in new projects
- Explore railroad right-of-way
- Explore alternative east-west routes
- Explore alternative north-south routes
- Need path to Biggs
- Work with schools to increase bicycle ridership
- Use cycling as a tourist attraction
- Provide access to the labor housing on East Gridley Rd.

GOALS AND OBJECTIVES

CHAPTER 4. GOALS AND OBJECTIVES

Goal: A safe, effective, and efficient bicycle circulation system

Objective 1.0: A continuous bicycle system that is part of the multi-modal transportation network in Gridley.

Implementation Measure 1.1: Develop, approve, and update the bicycle transportation plan that identifies local bikeway routes in Gridley, every five years.

Implementation Measure 1.2: Coordinate with local and regional transit providers to integrate bicycle facilities with their services.

Objective 2.0: Promote bicycling and information about bicycle safety programs.

Implementation Measure 2.1: Work with local schools and businesses to encourage participation in statewide bike to work and bike to school days.

Implementation Measure 2.2: Develop a feature on the City's web site to compile information on bicycling events and safety.

Implementation Measure 2.3: Develop a notification method through the City web site to inform the City about new bicycle hazards.

Implementation Measure 2.4: Place advertisements in the newspaper to

promote bicycling and bicycle safety (education programs, helmet laws, share-the-road).

Implementation Measure 2.5: As requested by the school district and other public groups, coordinate the training of children aged 5- 12 on the safe use of bicycles.



Especially school-aged children should be trained in the safe use of bicycles in traffic.

Objective 3.0: Continuous regional routes surrounding the City of Gridley.

Implementation Measure 3.1: Participate and comment on the Butte County Bicycle Plan update as it relates to Gridley-area routes, namely access to Feather River along East Gridley Road, and bikeways to Biggs and Gray Lodge Wildlife Area.

Implementation Measure 3.2: Work with Butte County representatives to maintain the Union Pacific Railroad

GOALS AND OBJECTIVES



Proposed route connecting the cities of Gridley and Biggs.

route between the Cities of Gridley and Biggs as identified in the Butte County Regional Bikeways Plan.

Implementation Measure 3.3: Continue the coordination and communication between relevant jurisdictions in Butte County, including the Butte County Association of Governments, City of Biggs, and Caltrans.

Implementation Measure 3.4: Hold and/or participate in regional bicycle planning meetings.

Implementation Measure 3.5: Develop a Class II bike lane between Gridley and Biggs, along the proposed new road extension of Washington Street to Sixth Street in Biggs.

Implementation Measure 3.6: Coordinate and cooperate with the City of Biggs to develop a continuous bikeway between the cities.

Implementation Measure 3.7: Explore railway easement opportunities and linear parkways during Gridley-Biggs "Area of Concern" meetings.

Objective 4.0: Increase bicycle and pedestrian safety and access to all points in the City.

Implementation Measure 4.1: Improve safety conditions on select streets in the City with Class II bicycle facilities .

Implementation Measure 4.2: Require the establishment of Class II Bike Lanes whenever roads are repaved along existing bike routes, as available funding permits.

Implementation Measure 4.3: Require that, as conditions of project approval, bicycle lanes, access points, and safety enhancement measures be integrated into new development proposals, as appropriate.



Bicycle access should be a considered during project design and approval.

Implementation Measure 4.4: Review local California Department of Transportation projects for their "bicycle friendliness". Where possible, make modifications to project plans in order to provide safe access for bicyclists

GOALS AND OBJECTIVES

Implementation Measure 4.5: Amend zoning codes for multi-family, commercial, and planned developments to require secure bicycle parking.

Implementation Measure 4.6: Purchase and place bicycle racks at public buildings, parks, and key downtown locations.

Implementation Measure 4.7: Replace hazardous grates along identified bike routes.

Implementation Measure 4.8: Ensure that new railroad crossings that intersect routes, lanes, or corridors identified in this plan are designed to accommodate pedestrian and bicycle traffic.

Implementation Measure 4.9: Develop a program to provide area destinations with discounted bicycle parking racks.

Implementation Measure 4.10: Require, as conditions of project approval, bicycle parking facilities to be integrated into new development proposals, as appropriate.

Objective 5.0: Integrate bicycling into existing recreational and tourism opportunities

Implementation Measure 5.1: Support local organized (recreational and/or competitive) bicycle rides.

Implementation Measure 5.2: Support the development of bicycle facilities that provide connections to local and regional recreational destinations .

CHAPTER 5. GRIDLEY AREA BIKEWAYS

5.1 BACKGROUND

With the established goals and objectives in hand, existing conditions were analyzed using traditional transportation demand analysis to produce a bikeway network concept (see **Figure 5. Gridley Area Bikeways**). The Gridley Area Bikeways identify key facility improvements to help develop the bikeway network. The facility improvements listed are broken into three levels of priority: high, medium and low.

Bicycle parking has been proposed for key destination points throughout the City (see Figure 4, Existing and Proposed Bicycle Parking Facilities).

Education programs and City planning policy improvements have been recommended in Chapter 4. Goals and Policies.

5.2 NETWORK CONCEPTS DEVELOPMENT

Developing a bikeway network concept for the City of Gridley Bikeways Plan consisted of three major tasks: data collection, developing goals and objectives, and analyzing travel demand corridors with knowledge of existing conditions. Data collection included roadway inventories, existing facilities inventories, review of relevant plans and studies, and data from public meetings. Goals and objectives were developed through the public participation process (see Chapter 5). With goals and objectives identified the existing conditions were evaluated and strategies for improving the conditions

were developed into a network concept. The following is a discussion of various land uses and settlement patterns of Gridley that influenced the development of significant bikeways.

5.3 LAND USE CONSIDERATIONS

Traditional Neighborhood Form

The City of Gridley consists of a compact downtown with surrounding neighborhoods. The downtown core is a significant commercial destination and employment center. Other destinations such as schools, businesses, and parks are located proximate to the downtown. The one exception is the strip commercial development located along Highway 99 which bisects the City in a north-south direction.

The grid network of residential streets in Gridley provides safe convenient bicycle access in most neighborhoods. Because of the traditional grid pattern, traffic is dispersed throughout the neighborhoods, and is subsequently low-volume. Vehicular transportation in Gridley does get concentrated on select east-to-west streets, namely, Spruce Street, Hazel Street, and Sycamore Street, especially as they meet Highway 99. The local north-to-south streets are used primarily to provide access to these east-to-west streets, except in the case of Highway 99 and West Gridley Biggs Road, which serve as regional thoroughfares.

Major Employment Centers

Major employment centers include the Heritage Oaks Shopping Center, Biggs-Gridley Hospital, Holiday Foods, Rio Pluma Company, Signature Fruit Company, and Mitchells Building Materials Warehouse.

GRIDLEY AREA BIKEWAYS

Recreational Areas

The City of Gridley contains several prominent recreational locations; the Butte County Fairgrounds, Vierra Park, Rotary Park, and Daddo Park.

Regional Destinations

Regional bikeways, generally, fall outside the jurisdiction of the City of Gridley. During the public meetings, public comments emphasized the need for improved access to the following regional destinations: the City of Biggs, Butte County farmworker housing on East Gridley Road, and Graylodge Wildlife Area. These destinations, in fact, are already included as bikeways in the Countywide Bikeway Master Plan. These bikeways have been considered and incorporated into the proposed bikeways network (see **Figure 3. Regional Considerations**).

Highway 99

Highway 99 provides the most direct north-south route through Gridley; however it is largely inhospitable to bicyclists. The arterial is a four lane facility characterized by higher speed traffic, large trucks, little or no shoulder area, and numerous driveways to businesses fronting the highway. These factors combine to make the road unwelcoming for bicycle traffic. The Streetscape Design Plan for Highway 99 calls for a major redesign of Highway 99 to include bike lanes. These bike lanes have been included in the bikeways network.

Gridley Area Bikeways

The Gridley Area Bikeways Map addresses the land use and transportation discussed above. Class II Bike Lanes have been proposed for the east to west streets that serve as

collectors or arterials: Spruce Street, Hazel Street, Sycamore Street, and Magnolia Street.

Class II Bike Lanes have been proposed for Highway 99 as designed in the recently approved Streetscape Design Plan.

A Class I Bike Trail linking Gridley to Biggs has been identified. This remains an intriguing proposal for many in Gridley as it would link the neighboring cities with a direct and scenic trail, fully separating cyclists and pedestrians from vehicular traffic. A Class II Bike Lane has also been proposed that would help to link the cities, in this case along a proposed extension of Washington Street.

As residential neighborhoods are built on the outside of town, and new roads are added and extended, it will become necessary to provide north-to -south routes from the outlying neighborhoods . Class II Bicycle Lanes have been proposed for California Street, Vermont Street, and Washington Street.

Finally, a segment of West Biggs Gridley Road has been added as a bikeway with a Class II Bike Lane. This narrow route experiences relatively heavy and fast vehicle traffic along the approach to Gridley from the north. As residential development occurs along this corridor (especially if the existing grid street pattern is not extended), all traffic including cyclists will be forced to utilize this segment.

Tables 2 through 4 describe the priority projects (also shown on **Figure 5. Gridley Area Bikeways**). Brief narrative descriptions of the projects' merits are included. The estimated costs for the projects are also included.

GRIDLEY AREA BIKEWAYS

Table 2
High Priority Projects

Project	Class	Length (Miles)	Cost*	Benefits
State Highway 99, from Dollar General to West Liberty Road, and Ford Ave to Rio Pluma	I or IV	0.7	3,850,000* *	Provides a safe, comfortable pathway for pedestrians and bicyclists along a heavily trafficked corridor. Provides accessibility to Schools, and nearby local businesses.
Spruce Street, from West Gridley Biggs Road to Highway 99	II	1.1	\$17,600	Provides better roadway sharing on this east-west arterial. Reduces automobile speeds with narrower drive lanes. Provides access to destinations downtown and to Gridley High School.
Magnolia Street, from Idaho Street to Highway 99	II	1.0	\$16,100	Provides better roadway sharing on this east-west arterial. Reduces automobile speeds with narrower drive lanes. Provides access to all elementary schools.

Table 3
Medium Priority Projects

Project	Class	Length (Miles)	Cost*	Benefits
Sycamore St., from Palm Lane to Highway 99	II	1.6	\$25,600	Provide better roadway sharing on this east-west arterial. Reduces automobile speeds with narrower drive lanes. Serves downtown location and two schools. Connects to proposed regional route along Colusa Highway.
Trailway along railroad	I	3.4	\$1,094,500	Separates cyclists from traffic to Biggs. Has recreation and economic development potential.
Highway 99, from Ford Rd. to Archer Ave.	II	1.0	\$16,100	Provides better roadway sharing for cyclists on this high volume highway. Element in major Highway 99 redesign plan. Bike lane has multiple effects such as providing breakdown lane, provides better sight distance for motorists, creates additional buffer for pedestrians.
East Hazel St, from Virginia St. to Highway 99	II	0.5	\$8,000	Provides better roadway sharing on this east-west arterial. Reduces automobile speeds with narrower drive lanes. Provides visual appeal as an entrance to downtown. Helps link downtown to East side of Highway 99.

GRIDLEY AREA BIKEWAYS

Table 3
Medium Priority Projects

Project	Class	Length (Miles)	Cost*	Benefits
W Biggs Gridley Rd., from Macedo Rd. to Sycamore Street	II	0.6	\$9,700	Provides buffer from high speed/volume roadway. Provides access to local roads from distant subdivisions. Will help to reduce vehicle speed on their approach to the City.
East Gridley Rd., from Highway 99 to East Sphere of Influence Boundary	II	0.3	\$4,500	Helps to link neighborhoods with commercial destinations. Provides connection to regional route along East Gridley Rd.

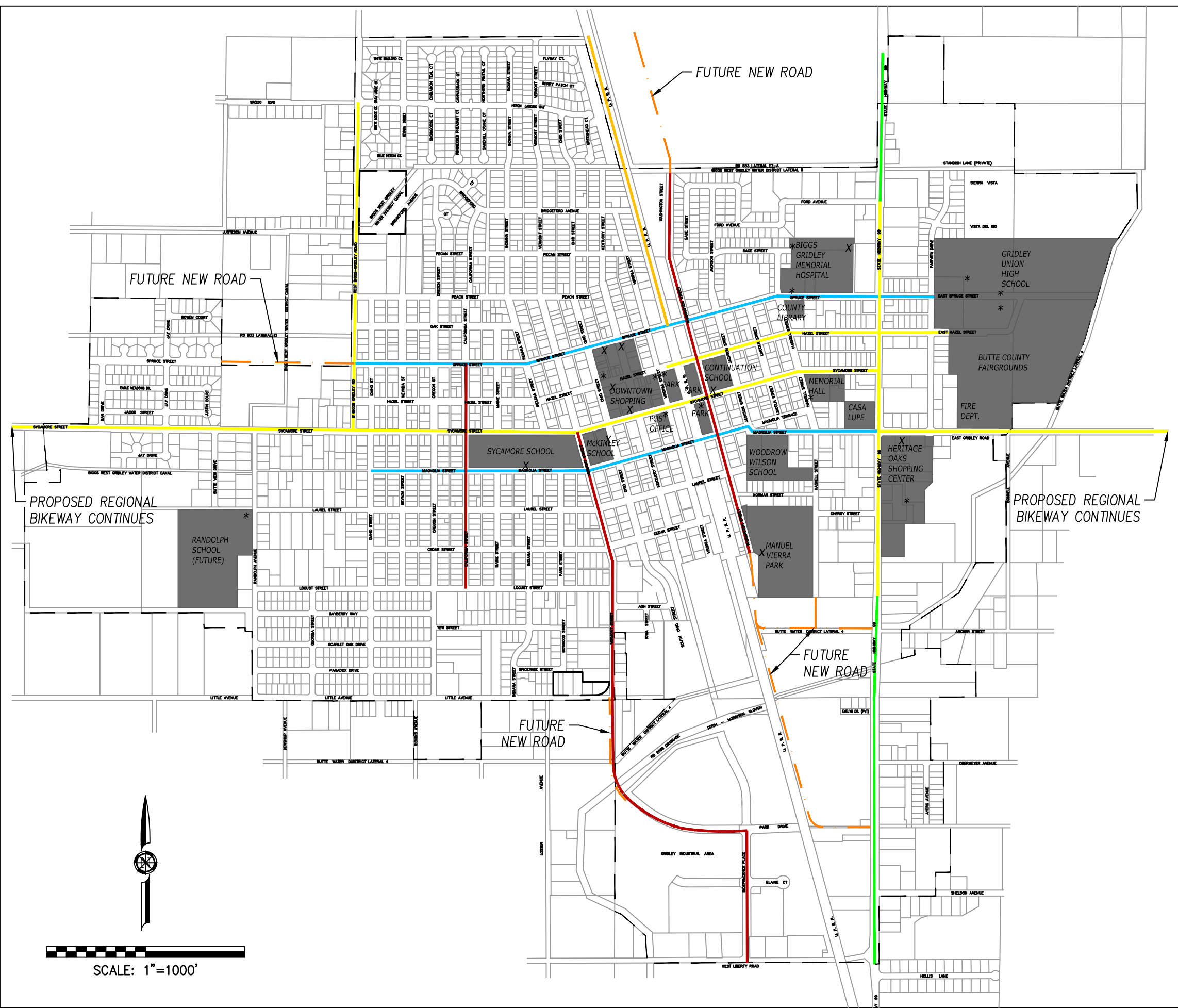
Table 4
Low Priority Projects

Project	Class	Length (Miles)	Cost*	Benefits
Extension of Little Ave from Vermont Street to Highway 99	II	0.5	\$8,300	New road may become primary City entrance for residents (high volume). Minimal cost to provide bicycle infrastructure during: new construction.
Extension of Washington St. South	II	0.4	\$6,400	New road may become primary City entrance for residents (high volume). Minimal cost to provide bicycle infrastructure during new construction.
Washington St., from current northern terminus to Vierra Park	II	0.8	\$12,900	Would provide safer north-to-south bicycle access when approved roads are built. Provides access to parks and schools.
Washington Street extended to 5th St. in Biggs	II	1.9	\$30,600	Provides safer route to Biggs. Minimal cost to provide bicycle infrastructure during new construction.

*Cost estimates are based on figures provided by Caltrans Bicycle Facilities Unit (November 1999), and a multiplier of 2.2 for inflation. Costs for building bicycle facilities vary greatly based on project requirements. The Class II cost estimation includes striping, marking, and signing only. The Class I cost estimation is for grading and paving and bikeway only. Purchasing pavement, widening, right-of-way acquisition, major drainage and ditch work, landscaping, and traffic control features are a few factors that can dramatically increase the cost of facilities. Engineering and Construction management costs are not included.

**Cost based on ATP Project Application in September 2020

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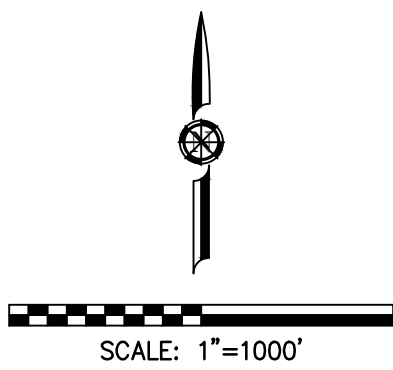
LEGEND:

- PROPERTY LINE
- CITY LIMIT LINE
- CLASS 1 - MEDIUM PRIORITY
- CLASS 2 - LOW PRIORITY
- CLASS 2 - MEDIUM PRIORITY
- CLASS 2 - HIGH PRIORITY
- CLASS 1 or 4 - HIGH PRIORITY
- FUTURE NEW ROAD
- X EXISTING BIKE PARKING
- * PROPOSED BIKE PARKING

*NOTE ALL WIDTHS
SHOWN ARE WIDTHS OF RIGHT OF WAY

FIGURE 5
CITY OF GRIDLEY
BICYCLE PLAN

JUNE 2021



APPENDIX A DESIGN GUIDELINES

The previous appendix was outdated and has been removed. For Design Guidelines the most recent document of the following list shall be used:

- California Department of Transportation. *Highway Design Manual*.
- California Department of Transportation. *California MUTCD*
- California Department of Transportation. *Project Development Procedures Manual*
- City of Gridley. *Standard Details and Specifications*

APPENDIX B BICYCLE PARKING FACILITIES

APPENDIX B . BICYCLE PARKING FACILITIES

Background

To encourage increased bicycle use, it is recommended to plan thoughtfully for convenient, secure, and plentiful bicycle parking. This section is intended to provide information to decision makers wishing to provide and enhance bicycle-parking facilities.

Many communities recognize secure bike parking as the first and most important improvement to enhance the viability of a bicycle transportation system. Lack of bicycle parking facilities and fear of theft are common deterrents for bicyclists. The basics of effective bicycle parking are a good rack and a good location. To ensure that bicycle parking will be used, it is important to locate the parking facility in places that are convenient enough to encourage cycling and secure enough to reasonably safeguard against bicycle theft. Other factors of when considering appropriate bicycle parking facilities are adequate support for the bicycle, ease of use, durability, visibility of site, shelter from weather, and cost.

Bicycle parking facilities are usually manufactured according to two broad categories depending on the frequency and duration of use, security needs, and cost; long-term parking and short-term parking. **Figure B-1** and **B-2** are examples of the basic bicycle parking design categories.

Types of Bike Parking Facilities

Long-Term Parking-Bike Lockers

High security facilities are commonly rectangular enclosures that hold one or two bicycles each (see **Figure B-1**).

Several factors determine the locker security, durability, and cost; material and finish; type of construction; hardware materials and locking mechanism; and installation features. Bicycle lockers are intended for repeated use of day-long or longer bicycle storage .



Figure B-1 Long - Term Parking Bike Lockers bike

Bicycle lockers are usually reserved or rented for an extended period of time, therefore a management program must be implemented and periodic maintenance and repair is needed. Appropriate places for these facilities are: government buildings, transit access points, and park and ride facilities.

Short-Term Parking- "Inverted U" style racks

This group of racks consists of a variety of styles including Inverted "U", "A" and "Post and Loop" designs (Figure D.2). These designs allow two points of contact, providing stability, and the ability to lock the frame and wheel(s).

APPENDIX B

BICYCLE PARKING FACILITIES

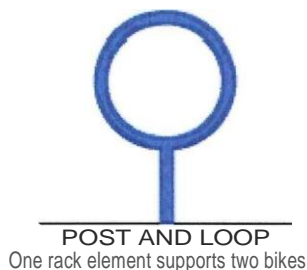
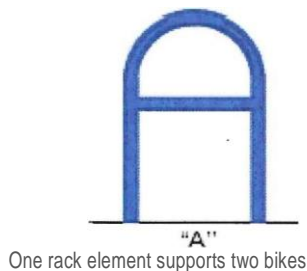


Figure B-2 Short-Term Parking Rack Styles
www.apbp.org (Association of Pedestrian and
Bicycling Professionals)

Parking facilities such as these are appropriate for places where repeated short-term to day-long use is common. This would include places of employment, schools, transit access points, and other places where there is a minimum of supervision. When combined with other amenities, such as shelter from the weather, this type of bike rack can function well for long-term bicycle parking.

Locating Bicycle Parking

As stated before, primary consideration in planning for bicycle parking is finding a good location. Bicycle facilities should be located to meet the needs of

potential users. Most bicycle end of trip destinations are schools, recreation sites, employment centers, public areas, and commercial centers. Therefore, ample bicycle parking should be made available at those places.

Choosing sites with high visibility adds security to the parking facility. The best locations are adjacent to, or close proximity to entrance doors and in line of sight of a window. Since six to eight bicycles can be parked in the space of one car, converting automobile parking spaces to bicycle parking should be considered.

General requirements of bicycle parking locations:

- Locate within 50 feet of a main entrance.
- Isolation does not work! -A bicycle rack that is visually or physically isolated will not be used and is a target for thieves.
- Distribute parking- where there is more than one building on a site, or where a building has more than one main entrance, the parking should be distributed to serve all buildings or main entrances.
- If possible, locate parking in areas where there is a high pedestrian activity - having lots of eyes and ears nearby adds to cyclists' perceptions of security.
- Locate parking in visible and prominent locations - if cyclists are unaware of the parking it won't be used.
- If parking is not immediately visible, a sign should be posted at main building entrances

APPENDIX B BICYCLE PARKING FACILITIES

indicating the location of the parking.

- A rack area should be as close *or closer* than the nearest car parking space.

Design of Bike Rack

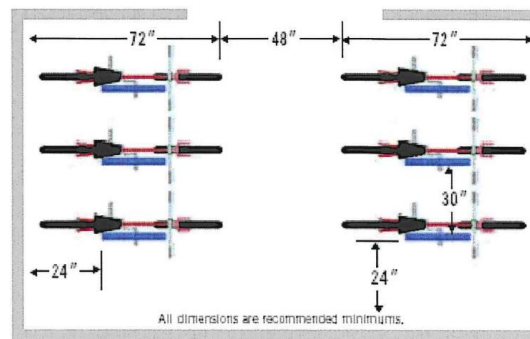
Proper design of the bicycle rack contributes to the success of the facility. Poor planning and design of bicycle parking facilities results in compromised usage, capacity and safety. The placement of each bicycle rack element (the part of the bike rack that supports one bicycle) should be reviewed to provide easy, independent access).

General Considerations of Bike Rack Design:

- Racks should attract cyclists (and be visually attractive)
- Racks should support the bicycle at two points and not pinch the front wheels
- Racks should be from heavy duty materials and securely fixed to the ground (with tamper-proof hardware)
- Racks should be designed to accommodate U-type locks

Design of the Bicycle Rack Area

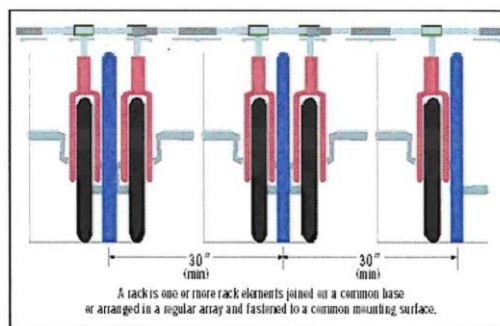
A rack area or "bicycle parking lot" is an area where more than one rack is installed and aisles separate the racks. If possible, the rack area should be protected from the elements to provide shelter for bicyclists while parking and locking the bike. A sheltered facility will also help keep the bicycle dry, especially the saddle. A typical layout and configuration of a bicycle rack area is shown in **Figure B-3**.



The rack area is a bicycle parking lot where racks are separated by aisles.

*Figure B- 3 Typical Bike Rack Configuration
(Association of Pedestrian and Bicycling Professionals)*

Generally, when bicycle rack elements are to be combined into a bike rack area, they should be placed on 50" centers (see **Figure B-4**). This allows for enough room for two bicycles to be secured to each rack element.



*Figure B-4 Bike Rack Layout
(Association of Pedestrian and Bicycling Professionals)*

Costs

The costs of bicycle parking facilities are difficult to summarize because of the variation in models. The following is an approximate range for most storage facilities:

- High security lockers that hold one to two bicycles cost

APPENDIX B BICYCLE PARKING FACILITIES

approximately \$ 400 to \$ 1300 per bike, depending on the materials used.

- Short-term, "Inverted U" style rack costs range from \$ 70 to \$ 150 per bike.

Racks Styles to Avoid

The style of bicycle rack contributes to the success or failure of the parking facility. The installation of poorly designed racks results in compromised parking capacity, security, and use . **Figure B-5** shows rack styles to avoid.

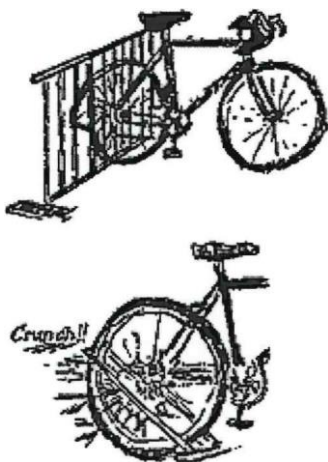


Figure B-5 Rack Styles to Avoid
(Cora Bike Rack Pty Ltd. www.cora.com.au)

Notice that these facilities do not allow for the use of a "U-Lock" to secure the frame of the bicycle to the rack. Additionally, these rack types expose the wheels of the bike to being kicked over by vandals, resulting in a bent wheel.

Some rack designs, although modern in appearance and conception, do not provide intended results. The style known as the "Wave" is intended to hold 3- 4 bikes however, the capacity is often compromised by improper

placement of the bike resulting in room for only 1-2 bikes (see **Figure B-6**). The same capacity could be attained in a smaller area at a lower cost by using "inverted U" style racks.

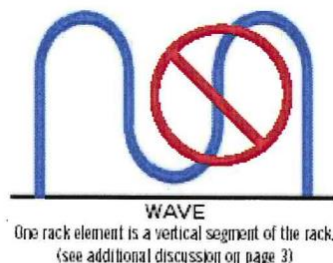


Figure B- 6 Design Allows Improper Use
(Association of Pedestrian and bicycling professionals, Cora Bike Rack Pty Ltd. www.cora.com.au)

Designs of Bike Rack Areas to Avoid

- Installing bike racks too close to a wall or too close to each other; - installing racks improperly can cut capacity as much as 90% .
- Installing bicycle racks too close to car parking- motorists will seldom leave sufficient room for bicyclists to park and maneuver of bicycle parking is not sufficiently separated from car parking .
- Old fashioned racks that hold only the wheel of the bicycle can cause damage, are not cost effective, and many cyclists will seek other alternatives for parking.
- Complicated signing schemes - if a complicated signing scheme is needed to find bicycle parking , a better location may be needed.

APPENDIX B

BICYCLE PARKING FACILITIES

- Partial cover or cover that is too high - cover is intended to protect bicycles from rain and sun as well as protect cyclists when they are locking or unlocking their bicycle.
- Signs that discourage bicycling and bicycle parking

Key Reference Documents

American Association of State Highway and Transportation Officials (AASHTO), Guide for the Development of Bicycle Facilities.

These national guidelines and minimum design criteria have been published by AASHTO to provide information on the development of new facilities to enhance and encourage safe bicycle travel.

U.S. Department of Transportation, Federal Highway Administration, Manual on Uniform Traffic Control Devices.

This manual contains unified national standards for signs, signals, and marking and devices on all streets and highways open to public travel.

U.S. Department of Transportation, Federal Highway Administration, Selecting Roadway Design Treatments to Accommodate Bicycles.

This manual was published by the FHWA in 1994 to assist transportation planners and engineers in selecting roadway design treatments to accommodate bicycles. It offers guidelines on the desirable width for various types of design treatments based on the anticipated types of bicycle users and various types of traffic operational factors.

Association of Pedestrian and Bicycle Professionals. Bicycle Parking Guidelines. LEJ Graphics., 2002

This set of guidelines contains suggestions for the proper design, configuration and placement of bicycle parking facilities.

Manufacturers of Bike Parking Facilities

Cycle-Safe, Inc.
4630 Ada Drive SE Suite B
Grande Rapids, Michigan 49546
(888) 950-6531
info@cyclesafe.com

Palmer Group
1072 Folsom #328
San Francisco, CA 94103
(888) 764-2453
info@bikeparking.com

Dero Bike Racks
221 Arthur Avenue SE
Minneapolis, MN 55454-1000
(888) 337-6729
dero@dero.com

Function First Bike Security
P.O. Box 882
Corvallis, OR 97339
(888) 245-3742
bikeribs@comcast.net

City Council Agenda Item #3

Staff Report

Date: June 21, 2021

To: Mayor and City Council

From: Dave Harden, City Engineer

Subject: Approval of Resolution No. 2021-R-011: A Resolution of The City Council of The City of Gridley Adopting a List of Projects for Fiscal Year 2021-22 Funded by SB 1: The Road Repair and Accountability Act Of 2017

X	Regular
	Special
	Closed
	Emergency

Recommendation

Staff respectfully requests that the City Council adopt a resolution authorizing the City staff to submit the SB1 Project List to California Transportation Commission (CTC) and authorizing the City Administrator to include in Fiscal Year 2021-2022 CIP Budget, the projects to be funded with SB1 - Road Maintenance and Rehabilitation Account revenues.

Background

On April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), which is known as the Road Repair and Accountability Act of 2017. To address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and road system, SB 1: increases per gallon fuel excise taxes; increases diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years. Beginning November 1, 2017, the State Controller (Controller) will deposit various portions of this new funding into the newly created Road Maintenance and Rehabilitation Account (RMRA). A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code (SHC) Section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, to be eligible for RMRA funding, statute requires cities and counties to provide basic annual RMRA project reporting to the California Transportation Commission (Commission).

Project List Flexibility:

Pursuant to SHC Section 2034(a)(1), this project list shall not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities, so long as the projects are consistent with SHC Section 2030(b). After submittal of the project list to the Commission, in the event a city or county elects to make changes to the project list pursuant to the statutory provision noted above, formal notification of the Commission is not required. However, **the Project Expenditure Report due to the Commission by December 1st each year**, will provide an opportunity for jurisdictions to annually communicate such changes to the Commission as part of the regular reporting process.

The City's Street Project List for FY 2021-22 is due to CTC by July 1, 2021.

Financial Impact

The State has created the Road Maintenance and Rehabilitation Account (RMRA) where new SB1 funds will be deposited for distribution to the City. The projected revenue for the City for FY 2021/22 is estimated at \$126,481.

Attachments:

- Resolution 2021-R-011
- City's SB1 Project List to CTC
- Estimated SB1 (RMRA) Revenues

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GRIDLEY
ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2021-22 FUNDED BY SB 1: THE ROAD REPAIR
AND ACCOUNTABILITY ACT OF 2017**

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the City must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the adopted list of projects can be revised by the City at any time to address changing priorities in the street and road maintenance and safety needs; and

WHEREAS, the City, will receive an estimated \$126,481 in RMRA funding in Fiscal Year 2021-22 from SB 1; and

WHEREAS, this is the fifth year in which the City is receiving SB 1 funding and will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

WHEREAS, the City has undergone a public process to ensure public input into our community's transportation priorities/the project list; and

WHEREAS, the City has developed the SB1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the community's priorities for transportation investment; and

WHEREAS, the 2018 California Statewide Local Streets and Roads Needs Assessment found that the City's streets and roads are in an "at-risk/poor" condition and the funding from SB 1 will help the City maintain and rehabilitate a portion of the streets throughout the City.

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets

infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide.

NOW, THEREFORE, IT IS RESOLVED:

The City Council of the City of Gridley, State of California, as follows:

1. The foregoing recitals are true and correct.
2. The attached list of newly proposed projects will be funded in-part or solely with Fiscal Year 2021-22 Road Maintenance and Rehabilitation Account revenues.
3. The attached previously proposed and adopted projects may also utilize Fiscal Year 2021-22 Road Maintenance and Rehabilitation Account revenues in their delivery. With the relisting of these projects in the adopted fiscal year resolution, the City is reaffirming to the public and the State our intent to fund these projects with Road Maintenance and Rehabilitation Account Revenues.

I HEREBY CERTIFY that the foregoing resolution was duly passed and adopted by the City Council of the City of Williams at a regular meeting thereof, held on the 21st day of June, 2021, by the following vote:

AYES: COUNCIL MEMBERS

NOES: COUNCIL MEMBERS

ABSENT: COUNCIL MEMBERS

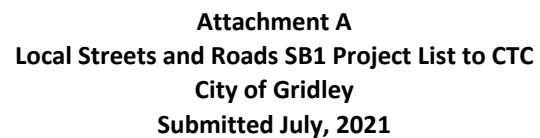
ABSTAIN: COUNCIL MEMBERS

ATTEST:

APPROVE:

Cliff Wagner, City Clerk

Bruce Johnson, Mayor

[illegible]

Local Streets and Roads - Projected FY2021-22 Revenues

Based on State Dept of Finance statewide revenue projections

Estimated May 2021

Estimated May 2021	Highway Users Tax Acct (HUTA) ⁽¹⁾ Streets & Highways Code					TOTAL HUTA	Road Mntnc Rehab Acct	TOTAL
	Sec2103 ⁽⁵⁾	Sec2105 ⁽³⁾	Sec2106 ⁽³⁾	Sec2107 ⁽³⁾	Sec2107.5 ⁽⁴⁾			
ALAMEDA COUNTY								
ALAMEDA	626,595	460,300	264,247	585,415	7,500	1,944,058	1,562,027	3,506,085
ALBANY	145,930	107,201	65,223	136,339	4,000	458,693	363,785	822,478
BERKELEY	944,609	693,914	395,924	882,529	10,000	2,926,976	2,354,798	5,281,774
DUBLIN	506,412	372,012	214,484	473,130	7,500	1,573,538	1,262,424	2,835,962
EMERYVILLE	94,769	69,618	44,040	88,541	3,000	299,968	236,248	536,216
FREMONT	1,804,914	1,325,898	752,141	1,686,294	10,000	5,579,246	4,499,435	10,078,681
HAYWARD	1,235,367	907,506	516,315	1,154,177	10,000	3,823,364	3,079,621	6,902,986
LIVERMORE	707,887	520,017	297,907	661,364	7,500	2,194,674	1,764,677	3,959,351
NEWARK	377,335	277,192	161,039	352,536	6,000	1,174,102	940,651	2,114,754
OAKLAND	3,342,096	2,455,119	1,388,625	3,122,451	10,000	10,318,291	8,331,447	18,649,738
PIEDMONT	88,258	64,834	41,344	82,457	3,000	279,893	220,015	499,908
PLEASANTON	612,355	449,838	258,351	572,110	7,500	1,900,154	1,526,527	3,426,681
SAN LEANDRO	677,594	497,764	285,364	633,062	7,500	2,101,284	1,689,161	3,790,445
UNION CITY	567,451	416,852	239,758	530,158	7,500	1,761,720	1,414,588	3,176,308
ALPINE COUNTY								
AMADOR COUNTY								
AMADOR	1,426	1,047	5,560	1,332	1,000	10,365	3,554	13,919
IONE	61,710	45,333	37,719	57,655	2,000	204,416	153,836	358,252
JACKSON	37,451	27,512	24,778	34,990	1,000	125,732	93,362	219,094
PLYMOUTH	7,745	5,689	8,931	7,236	1,000	30,601	19,306	49,907
SUTTER CREEK	19,273	14,158	15,081	18,006	1,000	67,518	48,045	115,563
BUTTE COUNTY								
BIGGS	14,272	10,484	10,512	13,334	1,000	49,601	35,577	85,178
CHICO	850,179	624,545	345,047	794,305	10,000	2,624,076	2,119,395	4,743,471
GRIDLEY	50,737	37,271	25,105	47,402	2,000	162,516	126,481	288,996
OROVILLE	149,806	110,048	64,753	139,961	4,000	468,568	373,448	842,016
PARADISE	202,038	148,418	85,657	221,175	6,000	663,287	503,655	1,166,943
CALAVERAS COUNTY								
ANGELS CAMP	31,772	23,340	27,262	29,684	1,000	113,058	79,204	192,262
COLUSA COUNTY								
COLUSA	47,585	34,956	17,702	44,458	2,000	146,700	118,624	265,324
WILLIAMS	41,813	30,716	16,137	39,065	2,000	129,731	104,235	233,966

City Council Agenda Item #4
Staff Report

Date: June 21, 2021

To: Mayor and City Council

From: Cliff Wagner, Administrator

Subject: Request for review and approval of Administrator membership in the International City/County Management Association (ICMA)

X	Regular
	Special
	Closed
	Emergency

Recommendation

Staff recommends the City Council:

1. In accordance with employment agreement, request City Council approve payment of current year membership fees for International City/County Management Association (ICMA) in the amount of \$1,040.00

Background

Employment Agreement with City Administrator requires City Council approval of payment of trade appropriate professional associations.

g). Professional Memberships: Subject to approval by the City, the City agrees to provide for membership in any trade appropriate and position appropriate associations and/or organizations. The Employee is also authorized participation in two (2) annual conferences and meetings of organizations, which provide professional information to Employee relative to his performance as City Administrator of the City of Gridley. Attendance and participation in any conference(s) or symposium(s) shall be subject to City Council approval, availability of funds and within the fiscal year's budget.

Discussion

The City of Gridley City Administrator seeks to engage continuing professional development available through International City/County Management Association (ICMA).

Fiscal Impact

The fiscal impact would be a cost of \$1040.00 for current year.

Compliance with City Council Strategic Plan or Budget Goals

The City Council and City staff are committed to provide the best practices; approval of this action will facilitate continued professional development.

Attachment

1. ICMA Invoice

ICMA MEMBERSHIP

Payment Calculation

MEMBERSHIP PACKAGE

Member Package

Full Membership

Member Dues (\$)

1,040.00

VOLUNTARY CONTRIBUTION

ICMA's Future of Professional Management (\$)

0.00

CONTINUE

Back

Cancel

[About \(https://www.icma.org/about-icma\)](https://www.icma.org/about-icma)

[Contact \(https://www.icma.org/forms/contact-us\)](https://www.icma.org/forms/contact-us)

[Join ICMA \(https://www.icma.org/join-renew-or-reinstate-your-icma-membership\)](https://www.icma.org/join-renew-or-reinstate-your-icma-membership)

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City Council Agenda Item #5
Staff Report

Date: June 21, 2021
To: Mayor and City Council
From: Daniel Howard, Electric Utility Director
Subject: Approval of Gridley Electric Utility Security Plan

X	Regular
	Special
	Closed
	Emergency

Recommendation

Staff respectfully requests the City Council approve the Gridley Electric Utility Security Plan.

Background

On January 10, 2019, the California Public Utilities commission issued Decision (D.) 19-01-018 requiring all electric utilities to develop and implement a plan that identifies electric distribution assets that require greater protection; and (2) specifies measures to reduce the identified risks and threats to those facilities.

Fiscal Impact

None

Compliance with City Council Strategic Plan or Budget Goals

This recommendation is consistent with our ongoing efforts to provide safe and reliable electrical services.

Attachment

Gridley Electric Utility Security Plan



This document was developed by the CMUA Physical Security Working Group and is intended for general information only and is not offered or intended as legal advice. This document does not reflect minimum or mandatory elements for a Utility Security Plan, nor does this document reflect industry standards or best practices. Readers should seek the advice of an attorney when confronted with legal issues and attorneys should perform an independent evaluation of the issues raised in this document.

GRIDLEY ELECTRIC UTILITY SECURITY PLAN

**PUBLIC REPORT ON GRIDLEY ELECTRIC'S UTILITY
PHYSICAL SECURITY PROGRAM FOR DISTRIBUTION-
LEVEL FACILITIES**

June 21, 2021

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I. OVERVIEW

A. GOAL OF UTILITY SECURITY PLAN

Ensuring the safety of its facilities is a top priority for the City of Gridley, the City prioritizes safety in all aspects of its design, operation, and maintenance practices. The overarching goal of this Utility Security Plan is to describe Gridley's risk management approach toward distribution system physical security, with appropriate consideration of resiliency, impact, and cost.

The Gridley Electric Utility (GEU) recognizes the importance of securing the safety and reliability of its electric system and, therefore, Gridley Electric Utility voluntarily participated in the California Public Utilities Commission's (CPUC) Physical Security proceeding and has undertaken this assessment. In the spirit of continued voluntary cooperation, GEU offers the following in response to CPUC Decision 19-01-018.

B. DESCRIPTION OF GRIDLEY ELECTRIC UTILITY

The City of Gridley Electric Utility is responsible for the operation and maintenance associated with the reliable distribution of electricity to residential and commercial customers from the City's interconnection with PG&E's 60KV Transmission line at Gridley's only electric substation. The City of Gridley population is estimated at 7,224 and is 2.1 square miles. There is an estimated 15 miles of overhead and underground distribution lines and 0 transmission lines.

C. RESULTS OF UTILITY SECURITY PLAN ASSESSMENT

The Gridley Electric Utility assessed 1 distribution facility. It was not determined to be a "Covered Distribution Facility," but was required to create a mitigation plan.

II. BACKGROUND

On April 16, 2013, one or more individuals attacked equipment located within Pacific Gas and Electric Company's (PG&E) Metcalf Transmission Substation, ultimately damaging 17 transformers. These individuals also cut nearby fiber-optic telecommunication cables owned by AT&T. In response to the attack, the Federal Energy Regulatory Commission (FERC) directed the North American Electric Reliability Corporation (NERC) to develop new physical security requirements, resulting in the creation of CIP-014.

At the state level, Senator Jerry Hill authored SB 699 (2014), directing the CPUC to "consider adopting rules to address the physical security risks to the distribution systems of electrical corporations." In response to SB 699, the CPUC's Safety and Enforcement Division, Risk Assessment and Safety Advisory Section (RASA) prepared a white paper proposing a new requirement for investor-owned utilities (IOUs) and publicly owned utilities (POUs) to develop security plans that would identify security risks to their distribution and transmission systems, and propose methods to mitigate those risks. The CPUC hosted a series of workshops to better understand the state of utility physical security protections and to seek input on refining their proposal.

In order to support a statewide improvement of how utilities address distribution level physical security risks, the California Municipal Utilities Association (CMUA), which is the statewide trade association for POUs, coordinated with the state's IOUs to develop a comprehensive Straw Proposal¹ (Joint IOU/POU Straw Proposal) for a process to identify at-risk facilities and, if necessary, develop physical security mitigation plans. As a member of CMUA, Gridley Electric Utility's staff participated in the development of the Joint IOU/POU Straw Proposal through a CMUA working group as well as through direct meetings with the IOUs. The Joint POU/IOU Straw Proposal set out a process for the following: (1) identifying if the utility has any high priority distribution facilities; (2) evaluating the potential risks to those high priority distribution facilities; (3) for the distribution facilities where the identified risks are not effectively mitigated through existing resilience/security measures, developing a mitigation plan; (4) obtaining third party reviews of the mitigation plans; (5) adopting a document retention policy; (6) ensuring a review process established by the POU governing board; and (7) implementing information sharing protocols.

RASA filed a response² to the Joint IOU/POU Straw Proposal that recommended various modifications and clarifications, including a six-step process. Additionally, RASA recommended that the utility mitigation plans include: (1) an assessment of supply chain vulnerabilities; (2) training programs for law enforcement and utility staff to improve communication during physical security events; and (3) an assessment of any nearby communication utility infrastructure that supports priority distribution substations.

¹ Straw Proposal available at:

https://www.cpuc.ca.gov/uploadedFiles/CPUCWebsite/Content/Safety/Risk_Assessment/physicalsecurity/R1506009-Updated%20Joint%20Straw%20Proposal%20and%20Cover%20083117%20Filing.pdf.

² RASA Response available at:

https://www.cpuc.ca.gov/uploadedFiles/CPUCWebsite/Content/Safety/Risk_Assessment/physicalsecurity/Final%20Staff%20Recommendation%20for%20Commission%20Consideration%20010318.pdf.

In early 2019, the CPUC approved Decision (D.) 19-01-018, which adopted the Joint IOU/POU Straw Proposal as modified by the RASA proposal, with additional clarifications and guidance. D.19-01-018 clarified that where there is a conflict between the Straw Proposal and the RASA proposal, then it is the rule in the RASA proposal that controls.³

D.19-01-018 asserted that the POUs should utilize the Utility Security Plan process described therein. Gridley Electric Utility is following the process and issuing this report at this time to reflect its existing commitment to safety and to protecting its ratepayers' investment by taking reasonable and cost-effective measures in an effort to safeguard key assets of its distribution system.

³ D.19-01-018 at 43, footnote 58 ("Should there be any question of which shall predominate should there be any incongruity or conflict between a utility or SED RASA recommended rule, the SED RASA rule shall apply.").

III. PLAN DEVELOPMENT PROCESS

A. PHYSICAL SECURITY PRINCIPLES

The Joint IOU/POU Straw Proposal seeks to support the creation of a risk management approach toward distribution system physical security, with appropriate considerations of resiliency, impact, and cost. In order to accomplish this risk-based approach, the Joint IOU/POU Straw Proposal identifies several principles to guide the development of each individual utility's program. These principles are the following:

1. Distribution systems are not subject to the same physical security risks and associated consequences, including threats of physical attack by terrorists, as the transmission system.
2. Distribution utilities will not be able to eliminate the risk of a physical attack occurring, but certain actions can be taken to reduce the risk or consequences, or both, of a significant attack.
3. A one-size-fits-all standard or rule will not work. Distribution utilities should have the flexibility to address physical security risks in a manner that works best for their systems and unique situations, consistent with a risk management approach.
4. Protecting the distribution system should consider both physical security protection and operational resiliency or redundancy.
5. The focus should not be on all Distribution Facilities, but only those that risk dictates would require additional measures.
6. Planning and coordination with the appropriate federal and state regulatory and law enforcement authorities will help prepare for attacks on the electrical distribution system and thereby help reduce or mitigate the potential consequences of such attacks.

B. Utility Security Plan Development Process

Gridley Electric utilized a multi-step process to develop this Utility Security Plan that is consistent with the Joint IOU/POU Straw Proposal and D.19-01-018. The relevant six steps of that process are the following:

STEP 1: ASSESSMENT/PLAN DEVELOPMENT

Gridley Electric staff and/or consultants prepare a Draft Utility Security Plan through the process set forth in Steps 1A, 1B, and 1C.

STEP 1A: IDENTIFY COVERED DISTRIBUTION FACILITIES

The Gridley Electric Utility will evaluate all distribution-level facilities in its service territory that are subject to its control to determine if any facility meets D.19-01-018's definition of a "Covered Distribution Facility" using the seven factors identified in the Joint IOU/POU Straw Proposal.

STEP 1B: PERFORM RISK ASSESSMENT

For every individual Covered Distribution Facility identified pursuant to Step 1A, Gridley Electric will perform an evaluation of the potential risks associated with a successful physical attack on that Covered Distribution Facility, and whether existing grid resiliency, back-up generation, and/or physical security measures appropriately mitigate identified risks.

STEP 1C: DEVELOP MITIGATION PLAN

If there are any individual Covered Distribution Facilities where the Risk Assessment performed pursuant to Step 1B finds that the existing mitigation and/or resiliency measures do not effectively mitigate the identified risks, then Gridley Electric will develop a Mitigation Plan for that Covered Distribution Facility. The Mitigation Plan will use a risk-based approach to select reasonable and cost-effective measures that can either be security focused (e.g., walls or alarms) or resiliency focused (e.g., adequate spare parts).

STEP 2: INDEPENDENT REVIEW

For every Utility Security Plan cycle, Gridley Electric will document the results of the identification process, risk assessment, and Mitigation Plan development performed pursuant to Steps 1A, 1B, and 1C. This documentation in combination with narrative description in Section IX below, constitutes Gridley Electric's Draft Utility Security Plan. Each Draft Utility Security Plan is submitted to a Qualified Third Party for Independent Review. The Qualified Third-Party Reviewer will then issue an evaluation that identifies any potential deficiencies in the Draft Utility Security Plan as well as recommendations for improvements. Gridley Electric] will then modify its plan to address any identified deficiencies or recommendations or will document the reasons why any recommendations were not adopted. The combination of the Draft Utility Security Plan, the non-confidential conclusions of the Qualified Third-Party Reviewer, and Gridley Electric's responses to the Qualified Third-Party Review will constitute Gridley Electric's Utility Security Plan.

STEP 3: VALIDATION

Gridley Electric will submit its Utility Security Plan to a qualified authority for review. Such entity will provide additional feedback and evaluation of Gridley Electric's Utility Security Plan and, to the extent that this entity is authorized, such entity deems the Utility Security Plan as adequate.

STEP 4: ADOPTION

Gridley Electric's Utility Security Plan will be presented to and adopted by Gridley's [governing board] at a public meeting.

STEP 5: MAINTENANCE

Gridley Electric will refine and update the Utility Security as appropriate and as necessary to preserve plan integrity.

STEP 6: REPEAT PROCESS

Gridley Electric will repeat this six-step process at least once every five years.

IV. IDENTIFICATION OF COVERED DISTRIBUTION FACILITIES (STEP 1A)

As described in Section III, Step 1A of the Utility Security Plan process involves assessing all distribution-level facilities that are subject to the control of Gridley Electric to determine which facilities are "Covered Distribution Facilities" subject to the need for a risk assessment. This Section describes the factors that Gridley Electric used to evaluate its distribution facilities and the results of its evaluation.

A. IDENTIFICATION FACTORS

The Joint IOU/POU Straw Proposal defines seven screening factors to determine if a facility is a "Covered Distribution Facility." Some factors require additional definitions and/or clarifications in order to be applied to Gridley Electric's facilities. The following Table provides the Joint IOU/POU Straw Proposal's Factors as modified/clarified by Gridley Electric.

Factor	Joint IOU/POU Straw Proposal Description	Additional Clarification
1	Distribution Facility necessary for crank path, black start or capability essential to the restoration of regional electricity service that are not subject to the California Independent System Operator's (CAISO) operational control and/or subject to North American Electric Reliability Corporation (NERC) Reliability Standard CIP-014-2 or its successors	No additional clarification.
2	Distribution Facility that is the primary source of electrical service to a military installation essential to national security and/or emergency response services (may include certain airfields, command centers, weapons stations, emergency supply depots)	No additional clarification.
3	Distribution Facility that serves installations necessary for the provision of regional drinking water supplies and wastewater services (may include certain aqueducts, well fields, groundwater pumps, and treatment plants)	An installation provides "regional drinking water supplies and wastewater services" if it is the primary source of drinking water supply or wastewater services for over 40,000 customer

		accounts for an area with a population of over 100,000.
4	Distribution Facility that serves a regional public safety establishment (may include County Emergency Operations Centers; county sheriff's department and major city police department headquarters; major state and county fire service headquarters; county jails and state and federal prisons; and 911 dispatch centers)	[POU] defines "regional public safety establishment" as any of the following: (1) Headquarters of a major police or fire department serving 1.5 million population with at least 1,000 sworn officers; (2) County Sheriff's Department Headquarters; (3) County Emergency Operations Center; (4) County/State Fire headquarters; (5) a California State Prison; (5) a United States Penitentiary; or (6) a Federal Correctional Institute.
5	Distribution Facility that serves a major transportation facility (may include International Airport, Mega Seaport, other air traffic control center, and international border crossing)	In addition to the facilities listed in the Joint IOU/POU Straw Proposal, Gridley Electric defines a "major transportation facility" as any transportation facility that has (1) an average of 600 or more flights per day; or (2) over 50,000 passengers arriving or departing per day.
6	Distribution Facility that serves as a Level 1 Trauma Center as designated by the Office of Statewide Health Planning and Development	No additional clarification.
7	Distribution Facility that serves over 60,000 meters	No additional clarification.

B. IDENTIFICATION ANALYSIS

In performing this identification analysis, Gridley Electric is assessing all distribution level facilities that are subject to its exclusive control, or if the facility is jointly owned, the joint ownership agreement identifies Gridley Electric as the entity responsible for operation and maintenance. The specific types of facilities include substations.

Based on this scope, Gridley has identified 1 facility that is subject to this identification analysis. Of this 1 facility, 0 fall within one of the categories listed above. None of Gridley Electric's facilities constitute as a "Covered Distribution Facilities."

The following table summarizes the results of Gridley Electric's identification analysis.

Facility ID	1. Crank Path, Black Start	2. Military Installation	3. Regional Drinking Water/ Wastewater Services	4. Regional Public Safety	5. Major Transportation Facility	6. Level 1 Trauma Center	7. Over 60,000 Meters
Substation 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Substation 2							
Substation 3							
Substation 4							
Substation 5							

V. RISK ASSESSMENT (STEP 1B)

A. METHODOLOGY

Pursuant to the process identified in the Joint IOU/POU Straw Proposal and D.19-01-018, Gridley Electric will assess the potential risks associated with a successful physical attack on each of the Covered Distribution and Non-Covered Facilities identified in Section IV above. For purpose of this analysis, a physical attack is limited to the following: (1) theft; (2) vandalism; and (3) discharge of a firearm. A "successful physical attack" is limited to circumstances where a theft, vandalism, and/or the discharge of a firearm has directly led to the failure of any elements of the Covered Distribution Facility that are necessary to provide uninterrupted service to the specific load identified in Section IV.

In order to perform this risk analysis, Gridley Electric evaluates the relative risk that (1) a physical attack on a Distribution Facility will be successful considering the protective measures in place; or (2) that the impacts of a successful attack will be mitigated due to resiliency and other measures in place.

B. MITIGATION MEASURES

D.19-01-018 identifies the specific mitigation measures that a utility should consider when performing this risk analysis. The following table lists these mitigation measures and provides Gridley Electric's additional clarifications that are necessary to apply these measures to the Gridley Electric's territory.

Measure	D.19-01-018 Description	Additional Clarification
1	The existing system resiliency and/or redundancy solutions (e.g., switching the load to another substation or circuit capable of serving the load, temporary circuit ties, mobile generation and/or storage solutions).	No additional clarification.
2	The availability of spare assets to restore a particular load.	No additional clarification.
3	The existing physical security protections to reasonably address the risk.	No additional clarification.
4	The potential for emergency responders to identify and respond to an attack in a timely manner.	Each facility is evaluated based on the likelihood that a law enforcement officer would generally be able to arrive at the Distribution Facility within 15 minutes of a report from the public of a break-in or attack, or of Gridley Electric notifying the law enforcement agency of triggering of an alarm at the facility.

5	Location and physical surroundings, including proximity to gas pipelines and geographical challenges, and impacts of weather.	Gridley evaluated this element based on the proximity of the Distribution Facility to populated areas and the extent to which the interior of the facility is shielded from view and access due to walls, vegetation, or other physical obstructions.
6	History of criminal activity at the Distribution Facility and in the area.	Gridley Electric evaluated the property crime rates in the immediate vicinity of the Distribution Facility and compared those crimes rates to property crime rates for the county and the state to determine if the area is subject to a higher-than-average incidence of property related crimes.
7	The availability of other sources of energy to serve the load (e.g., customer owned back-up generation or storage solutions).	No additional clarification.
8	The availability of alternative ways to meet the health, safety, or security.	No additional clarification.
9	Requirements served by the load (e.g., back up command center or water storage facility).	No additional clarification.

C. RISK ASSESSMENT

Based on the process described in the Joint IOU/POU Straw Proposal and the direction provided in D.19-01-018, Gridley Electric has determined there are 0 Covered Distribution Facilities identified in Section IV, the existing programs and measures effectively mitigate the risks of a physical attack for 1 substation Gridley Electric Maintains.

Gridley Electric security at its substation consist of motion alarms, high fencing, infrastructure protection from City Police Dept. and weekly inspections.

The follow table provides a summary of Gridley Electric's assessment of each mitigation measure for each substation.

Facility ID	1. Existing Resiliency	2. Spare Assets	3. Existing Physical Security	4. Emergency Responders	5. Location	6. Criminal History	7. Back up Generation	8-9. Alternate Solution	Risk Level
Substation 1	YES	YES	YES	YES	YES	YES	YES	YES	
Substation 2									
Substation 3									
Substation 4									
Substation 5									

As identified above, 0 of the Covered Distribution Facilities do not have existing mitigating measures sufficient to effectively mitigate the identified risks of a physical attack. These facilities are discussed in Section VI.

VI. COVERED DISTRIBUTION FACILITY MITIGATION PLANS (STEP 1C)

Pursuant to the process identified in the Joint IOU/POU Straw Proposal and D.19-01-018, Gridley Electric has determined that its only Distribution Facility is not considered a “Covered Distribution Facility,” subject to Gridley Electric’s control.

VII. INDEPENDENT EVALUATION AND RESPONSE (STEP 2)

A. REQUIREMENTS FOR QUALIFIED THIRD-PARTY REVIEW

D.19-01-018 specifies the following criteria for a Qualified Third-Party Reviewer:

Independence: A Qualified Third-Party Reviewer cannot be a division of the Gridley Electric. A governmental entity can select as the third-party reviewer another governmental entity within the same political subdivision, so long as the entity has the appropriate expertise, and is not a division of the POU that operates as a functional unit, i.e., a municipality could use its police department as its third-party reviewer if it has the appropriate expertise.

Adequate Qualifications: A Qualified Third Party Reviewer must be an entity or organization with electric industry physical security experience and whose review staff has appropriate physical security expertise, which means that it meets at least one of the following: (1) an entity or organization with at least one member who holds either an ASIS International Certified Protection Professional (CPP) or Physical Security Professional (PSP) certification; (2) an entity or organization with demonstrated law enforcement, government, or military physical security expertise; or (3) an entity or organization approved to do physical security assessments by the CPUC, Electric Reliability Organization, or similar electrical industry regulatory body.

B. IDENTIFICATION OF THIRD-PARTY REVIEWER

Gridley Electric has selected as its Third-Party Reviewer Rodney Harr.

[City of Gridley Police Chief]

C. PUBLIC RESULTS OF THIRD-PARTY EVALUATION

As third-party independent reviewer, the Gridley Policy Department concurs with the conclusions of Gridley's Electric utility that there are no distribution assets that are covered under any of the seven factors identified in Section IV. A. of the Gridley Physical Security Plan. Therefore, there are no identified deficiencies or recommendations for improvements for consideration currently.

D. GRIDLEY ELECTRIC UTILITY RESPONSE

Given the conclusions of the third-party evaluator, no changes have been made to this Plan in response to the evaluation.

VIII. VALIDATION (STEP 3)

A. SELECTION OF QUALIFIED AUTHORITY

The Gridley Electric Utility has determined that Rodney Harr (COG Police Chief) has sufficient familiarity with relevant federal, state, and local standards relating to critical asset protection and emergency response in order to serve as the “qualified authority” for the review of Gridley Electric Utilities Security Plan.

B. RESULTS OF QUALIFIED AUTHORITY REVIEW

On 6/14/2021, Gridley Electric Utility submitted its draft Utility Security Plan to Rodney Harr for review. The scope of Rodney Harr's review is to assess the overall adequacy of the plan, based on the reviewer's [or reviewers'] expertise. In this review, Rodney Harr makes no claims regarding the compliance of Gridley Electric's Utility Security Plan with any specific requirement or standard. Further, Rodney Harr has not assessed, and makes no claim regarding, Gridley Electric's Utility Security Plan's conformance to D.19-01-018 or any other CPUC standards. Finally, Rodney Harr's review is limited to the information contained within Gridley Electric's Utility Security Plan, and Rodney Harr has not performed any additional audits of any identified facilities or reviewed any documents outside of the information directly included within the Utility Security Plan.

C. [POU] RESPONSE TO QUALIFIED AUTHORITY REVIEW

Based on this review, Rodney Harr deems the Gridley Electric's Utility Security Plan adequate and recommends that City Council adopt the Gridley Electric Utility Security Plan.

IX. NARRATIVE DESCRIPTIONS FOR UTILITY SECURITY PLAN

A. ASSET MANAGEMENT PROGRAM

Gridley Electric is taking steps to implement an asset management program to promote optimization, and quality assurance for tracking and locating spare parts stock, ensuring availability, and the rapid dispatch of available spare parts.

B. WORKFORCE TRAINING

Gridley Electric is taking steps towards a workforce training and retention program to employ a full roster of highly qualified service technicians able to respond to make repairs in short order throughout a utility's service territory using spare parts stockpiles and inventory.

C. PREVENTATIVE MAINTENANCE PLAN

Gridley Electric is taking steps to implement a preventative maintenance plan for security equipment to ensure that mitigation measures are functional and performing adequately.

City Council Agenda Item #6
Staff Report

Date: June 21, 2021

To: Mayor and City Council

From: Daniel Howard, Director, Electric Utility Department
Donna Decker, Planning Director

X	Regular
	Special
	Closed
	Emergency

Subject: Review of The Potential Purchase of Property to Be Added to The Existing City of Gridley Electric Utility Corporation Yard Located at 57 E Gridley Road (APN 010-210-031)

Recommendation

Staff recommends the City Council:

1. Consider the appraisal received for the property at 57 E. Gridley Road; and,
2. Select members for a committee to engage in negotiations for the purchase of property to expand the City's Corporation yards.

Background

On April 5, 2021, the City Council authorized staff to proceed with an appraisal of the property to determine if the City may have continued interest in order to expand the limited Electric Utility Department Corporation Yard located on Fairview Drive contiguous to the parcel being considered.

Discussion

The City of Gridley Electric Utility Department is located at 444 Fairview Drive. The city has ownership of two parcels in that location where Utilities staff operate from as shown in Figure 1.



Figure 1: Location Map

The property located at the southwest corner is owned by Butte County as is the Fairgrounds to the east of the available property.

The property is zoned C-2, General Commercial and has a General Plan land use designation of Commercial Use. The purchase of the property would afford the City with additional area to better store equipment, park city vehicles and provide greater area for general maintenance needs of equipment.

The consultant, J White Appraisals, has provided an appraised value of the property in the amount of \$360,000.

Fiscal Impact

The fiscal impact would be the purchase of the property.

Compliance with City Council Strategic Plan or Budget Goals

The City Council and City staff are committed to provide the best possible financial practices, the highest possible transparency regarding all financial transactions, and attracting and retaining the most effective, customer focused workforce possible.

Attachment

1. Appraisal

APPRAISAL OF REAL PROPERTY

Property Address:
57 E. Gridley Road
Gridley, Butte County, CA 95948



Effective Date of the Appraisal:
May 14, 2021

Date of Report: June 7, 2021

Prepared For:
The City of Gridley

Prepared By:
Jodi L. White
Certified General Real Estate Appraiser
BREA Lic. AG 044936

June 7, 2021

Elise Arteaga, Interim Finance Director
City of Gridley
685 Kentucky Street, Gridley, CA 95948

Subject: Market Value Appraisal of 57 E. Gridley Road, Gridley, Butte County, CA 95948

Ms. Arteaga,

As requested, I have prepared a market value appraisal of the above referenced property. The property is also referred to throughout the appraisal report as "the subject". The subject site is improved with two light industrial buildings totaling 3,888± square feet situated on a 1.43± acre site.

The purpose of the appraisal is to develop an opinion of the fee simple market value of the subject as of the effective date, May 14, 2021. This is also the date of the site visit.

The client and intended user of the appraisal is the City of Gridley. The city is interested in possibly purchasing the subject in order to expand their facilities which are adjacent to the west and north. The intended use of the appraisal is internal guidance in establishing a purchase offer/price based on the appraised market value.

The appraisal is intended to comply with the Uniform Standards of Professional Appraisal Practice (USPAP) promulgated by the Appraisal Foundation. To report the assignment results, the narrative Appraisal Report option set forth in Standards Rule 2-2(a) of the 2020/2021 edition of USPAP is utilized.

The value conclusion shown in this letter is made part of the attached appraisal and is not for use without the full body of the report and all addenda exhibits. Based on the data gathered and analyzed in the accompanying report, and subject to the definitions, assumptions, and limiting conditions expressed herein, the fee simple market value as of May 14, 2021 is \$360,000.

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,



Jodi L. White
BREA License AG 044936
Certified General Real Estate Appraiser

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SUMMARY OF SALIENT FACTS AND CONCLUSIONS

Property Address:	57 E. Gridley Road, Gridley, Butte County, CA 95948
Assessor's Parcel Number:	010-210-031
Owner of Record:	Justeson & Justeson
Census Tract / Block:	34.00/1
Site Area:	1.43± Acres; 62,291± Sq. Ft.
Improvements:	Two Light Industrial Structures Containing Approximately 3,888± Sq. Ft.
Current Use:	Motorcycle repair shop and shop
Highest and Best Use:	General Commercial
Intended User:	City of Gridley
Intended Use:	The intended use is guidance to assist the city in negotiating a purchase based on the appraised value. No other parties other than the intended users may use or rely on the information, opinions, and conclusions contained in this report.
Property Interest Appraised:	Fee Simple
Effective Date of the Appraisal:	May 14, 2021
Date of Report:	June 7, 2021
Final Value Conclusion:	\$360,000

GENERAL INFORMATION

IDENTIFICATION OF THE SUBJECT

Neither a legal description nor preliminary title report were available for this assignment. The Butte County Assessor identifies the subject as Parcel #010-210-031. The street address is 57 E. Gridley Road, Gridley, CA 95948. Without a legal description it is not possible to identify the presence of easements or encroachments that may affect the subject parcel and the client is advised to obtain a preliminary title report or metes and bounds survey to satisfy any concerns.

CURRENT OWNERSHIP AND SALES HISTORY

USPAP requires appraisers to report the current ownership and analyze any sales transactions, listings or pending sales occurring within a three-year period immediately preceding the effective date of the appraisal. The subject has been owned by Justeson & Justeson for longer than the preceding three-year period. There have been no transfers, listings or pending sales within the preceding three year period. The original structure was constructed more than 40 years ago. This building is owner-occupied. A larger building was completed in 1999 and is currently leased to a motorcycle repair shop. There are also rice dryers located on the property which have historically been leased but are no longer in use. These structures are considered to be business or personal property and are not included in the valuation.

The City of Gridley owns the property to the north and west of the subject. They are proposing to purchase the property as an expansion of their existing facilities. The appraised value will be used as a negotiating tool in establishing a purchase offer price.

APPRAISAL PROBLEM / PURPOSE OF THE APPRAISAL

The purpose of this appraisal is to develop an opinion of the fee simple market value as of the effective date of the appraisal, which is May 14, 2021. The appraisal is valid only as of the stated effective date.

REPORT FORMAT

The Appraisal Report option set forth in Standard 2-2(a) of the Uniform Standards of Professional Appraisal Practice (USPAP) is utilized in this assignment. In this narrative reporting option, the depth of discussion contained in this report is specific to the needs of the client and the intended use of this appraisal. After thorough research and analysis of the subject and market data, the Appraisal Report is intended to adequately summarize or explain the appraisal methods employed, and the reasoning that supports the analyses, opinions, and conclusions set forth in the report. Some information is briefly summarized, other data is presented in chart form. A more in-depth narrative discussion is included where appropriate and all supporting documentation is retained in the appraiser's files.

APPLICABLE REQUIREMENTS

This appraisal is intended to conform to the requirements of the following:

- 2020/2021 Edition of Uniform Standards of Professional Appraisal Practice (USPAP)
- Applicable state licensing regulations for real estate appraisal and the certified general designation

DISCLOSURE OF PRIOR SERVICES

USPAP requires appraisers to disclose to the client any other services they have provided in connection with the subject property within the three years preceding the effective date of the appraisal; including

GENERAL INFORMATION

valuation, consulting, property management, brokerage, or any other services. To that extent, I have never appraised the subject property or provided any other services for the subject of this report.

REAL PROPERTY RIGHTS VALUED

The interest valued is the fee simple estate of the subject property described herein.

DEFINITION OF PROPERTY RIGHTS APPRAISED

The fee simple estate is defined as "Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat."

Source: The Dictionary of Real Estate Appraisal, Sixth Edition, Appraisal Institute, Chicago, Illinois

DEFINITION OF MARKET VALUE

The proposed buyer is a municipality that will use the subject for expansion of its existing facilities. The property is not for sale and the property owner is not under any need to sell the property. For these reasons, the definition of Fair Market Value used in this analysis, as defined by the California Code of Civil Procedure, Section 1263.320 is as follows:

"(a) The fair market value of the property taken is the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available.

(b) The fair market value of property taken for which there is no relevant, comparable market is its value on the date of valuation as determined by any method of valuation that is just and equitable. "

SCOPE OF THE APPRAISAL

To determine the appropriate scope of work for this assignment, consideration is given to the intended use of the appraisal, the needs of the user, the complexity of the property, and other pertinent factors. For this analysis the following tasks were completed but are not limited to:

- Identification of the property interest to be appraised, appraisal problem, intended use and user of the appraisal
- Conducted site visit on May 14, 2021 with subsequent drive by of the subject and comparable data through June 1, 2021.
- Photographed the interior and exterior of subject buildings, measured the exterior of the buildings and photographed the site and site improvements
- Verbally confirmed the rental rate and lease terms; interviewed the property owner for history of maintenance and use
- Reviewed permit activity and verified zoning regulations with the City of Gridley Building and Planning Departments
- Reviewed the City of Gridley zoning map, general plan and LAFCO's Gridley Municipal Services Review and Sphere of Influence Plan (updated 2010)

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- Factual data collection for the subject and comparable data related to zoning, flood status, permit activity, real estate taxes and development activity in the market. Data obtained or reviewed from public agencies including the Assessor, Tax Collector, City Planning and Building Departments, FEMA, local MLS, and other proprietary sources for information
- These documents are assumed to be accurate and complete. Copies of these documents have been retained in the appraiser's files and some are included as exhibits in the Addenda
- Completed a market investigation of the subject neighborhood, identified and photographed comparable sales, listings and pending sales
- The type and extent of the research and analysis is detailed in the individual sections of the report, including steps taken to identify and verify comparable sales data. Although every effort is made to confirm the arm's length nature of each sale with a party to the transaction, it is sometimes necessary to rely on secondary verification from sources deemed reliable.
- Highest and Best Use Analysis
- Valuation analysis of all appropriate data and approaches to value
- Reconciliation of the approaches used to develop the concluded market value
- Final value conclusion, preparation and formulation of the report

Note: The rice dryers on site are considered to be personal property and are not included in the valuation of the real property. The property owner indicated they are not in use but are in working condition. According to Mr. Justeson, the dryers can reportedly store 50,000 bags and the cost to build new is estimated to be \$15 per bag. However, they are generally incongruent with surrounding uses and an investor may not have a need for them going forward. The estimated cost to remove the dryers was not provided and it is beyond the scope of the assignment to estimate the value, if any, of the personal property.

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REGIONAL AREA DESCRIPTION

The subject is located in the Northern Sacramento Valley region of the State of California. The regional area is comprised of all or portions of Butte, Tehama, Glenn, Shasta, Colusa, Sutter, Yuba and Yolo Counties. The subject property is specifically located in Butte County and within the limits of the City of Gridley. The appraiser assumes the reader is familiar with the general physical and demographic characteristics of the North Valley region and no additional discussion of the region is included here.

STATE MAP WITH BUTTE COUNTY IN RED



GENERAL INFORMATION

REGIONAL MAP / BUTTE AND SURROUNDING COUNTIES



INTRODUCTION

The subject land consists of one legal parcel located mid-block on the north side of E. Gridley Road, just east of State Highway 99. This location is generally in eastern portion of Gridley city limits. The Butte-Gridley Fire Station #74 is located directly west of the subject. The City of Gridley Electric Department and Utility is located directly north. The Butte County Fair Grounds are adjacent to the east of the subject. Vacant land and an auto related warehouse are located on the south side of E Gridley Road. Situated about one block east of Hwy 99, the subject is located proximate to the Safeway Grocery shopping plaza, banks, auto sales and other business conveniences. Gridley High School is located 2 blocks north of the subject. The areas to the east are generally developed with agricultural uses and large home sites/ranchettes.

PHYSICAL CHARACTERISTICS: Lot Size, Access/Frontage, Shape and Topography

The parcel contains approximately 1.43± acres or 62,291± square feet of land area. It is rectangular with approximately 150 feet of frontage on the north side of Gridley Road. The topography is level and at grade with surrounding street.

SITE DRAINAGE / STREET IMPROVEMENTS

Storm drains are present and assumed adequate. There are no curbs, gutters or sidewalks or streetlights in front of the subject parcel on E. Gridley Road. There is a gravel canopy extending onto the lot from paved E. Gridley Road.

UTILITIES

All municipal utilities are at the site. Electricity is provided by Gridley Electric. Gas is provided by Pacific Gas & Electric Company and there are overhead powerlines along E. Gridley Road. The city of Gridley provides water and sewer.

FLOOD HAZARD

The subject property is located in Zone X, an area of 0.2% chance annual flood hazard; as identified on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 06007C01125E, dated 1/6/2011. A copy of the flood map is included as an exhibit in the Addenda.

ZONING ANALYSIS

The subject is zoned C-2, General Commercial, as noted on the zoning map presented at the end of this section. According to the city municipal code, "to preserve commercial districts to serve the community's needs for durable goods, automotive and repair services, and other retail and wholesale commercial uses. (Ord. 823-2016 § 13 (part), 2016). This is a fairly wide-ranging zoning classification that permits most general commercial uses. The subject is legally conforming. A copy of the zoning code has been retained in the appraisers' files.

ENVIRONMENTAL HAZARDS

An environmental assessment report was not provided for review. No obvious signs of contamination on or near the subject were observed during a physical inspection of the site. However, the client is advised to obtain an environmental assessment to satisfy any concerns. This report assumes that the property is not adversely affected by environmental hazards.

DESCRIPTION AND ANALYSIS OF THE LAND

EASEMENTS AND ENCROACHMENTS

The appraisal assumes there are no easements or encroachments on the site that would have a negative impact on its development potential. Overhead power lines were observed along E. Gridley Road and there may be typical easements for utilities along the perimeter of the site.

CONCLUSION OF SITE ANALYSIS

The subject is an average commercial site and there are no known factors that would limit the site's development according to its highest and best use.

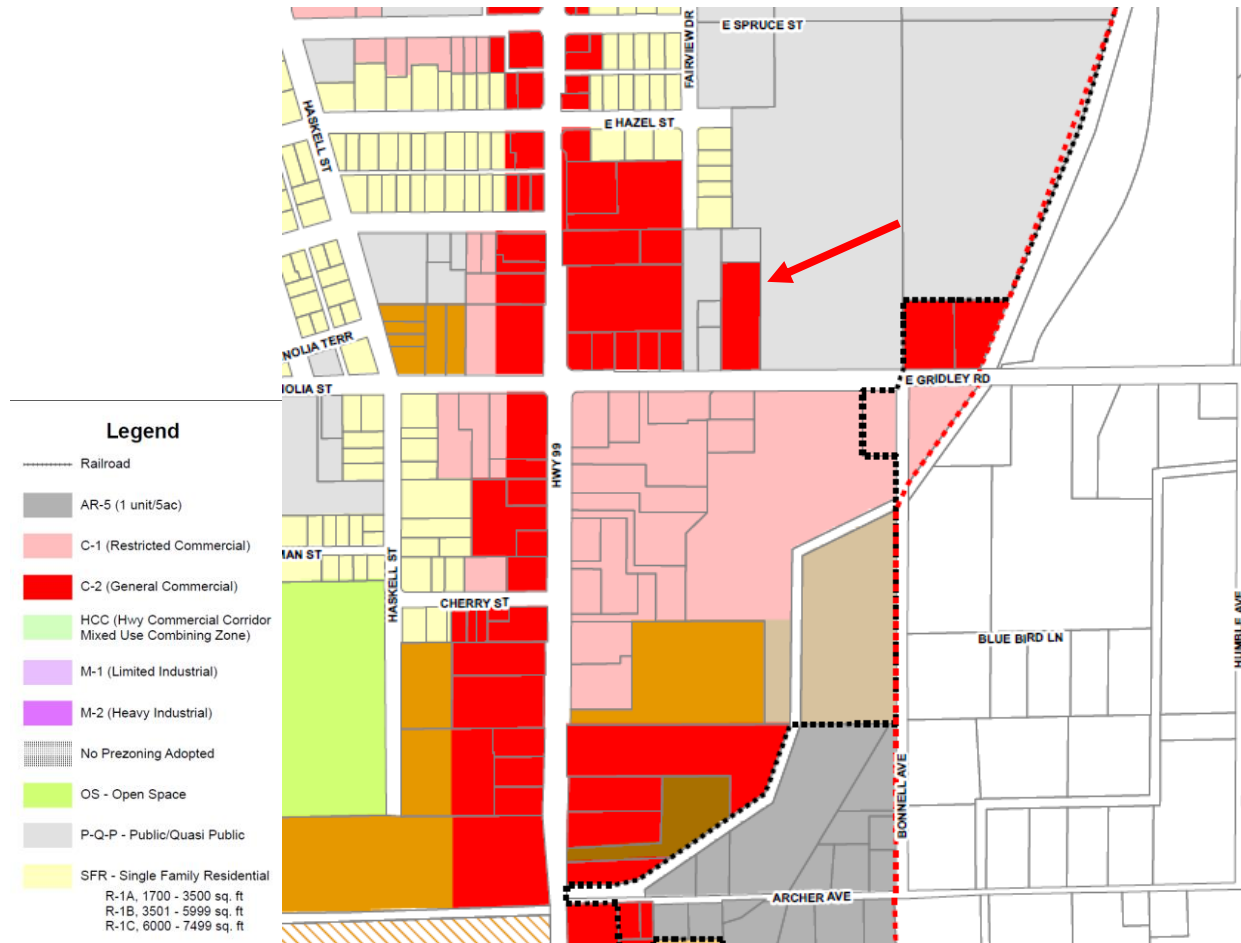
REAL ESTATE ASSESSMENT AND TAX SUMMARY

In California, assessed values are set in relation to provisions of state law and are not necessarily indicative of market value. Taxes are calculated at 1% of assessed value plus any special assessments or levies. Tax increases are restricted to a maximum of 2% per year plus the market value of any new construction or improvements. Properties are generally re-assessed to reflect the value change when a change in ownership occurs. An approximate tax burden, assuming a sale or change of ownership has occurred, may be calculated by multiplying the appraised value or a pending transaction price by the current tax rate of 1.020 plus direct charges.

The proposed buyer is a tax-exempt municipality. However, the market value is based on the typical buyer. In order to model the typical investor, in the Income Capitalization Approach, the real estate taxes are estimated and based on an assumed sale at the appraised value. A summary of the 2020 / 2021 assessments and taxes is presented on the below.

2020/2021 REAL ESTATE ASSESSMENT & TAX SUMMARY				
Parcel #	Land Value	Improvement Value	Total Assessments	TOTAL TAX & DIRECT CHARGES
010-210-031	\$140,573	\$122,415	\$262,988	\$3,197
Current Tax Rate:		1.02	Status:	Paid

ZONING MAP & LEGEND OF ZONING CLASSIFICATIONS



DESCRIPTION AND ANALYSIS OF THE IMPROVEMENTS

INTRODUCTION

The following description is based on a field inspection, a review of available public records and information obtained from the property owner. It is for descriptive purposes and should not be construed as a building inspection or a complete summary of mechanical systems or structural components. It is assumed that there are no hidden defects and all structural components are functional and operational, unless otherwise noted.

The subject site is improved with a total of 3,888 square feet of light industrial warehouse space. There are two buildings including a 1970s vintage light industrial building and a newer, larger commercial/warehouse built in 1999.

The main building was constructed in 1999, containing approximately 2,400± square feet of retail/office and warehouse space. It is used as a motorcycle repair shop. Approximately 1,200 square feet is built out with average to good quality retail counter area, a private office and storage room. A steel door leads to the shop/warehouse space containing approximately 1,200 square feet. The restroom is located in the warehouse portion of the building. The warehouse space is a clear span construction with 16' foot ceiling height, one roll up door and a man door. It is fully insulated. A chainlink fence has been installed at eastern, south and north sides of the building to create a yard area within the overall site. Interior finishes in the retail/office space include an extensive sales counter, sealed concrete floors, T-bar acoustical ceilings, painted drywall and demountable walls demising the private office and storage rooms. Overall, this structure appears to be in good condition with a functional floor plan.

The smaller building was constructed in the 1970s and contains approximately 1,488 square feet. It is a steel frame storage warehouse with clear span interior and 16 foot ceiling height. Metal panel walls and roof. It has been used for 41 years by Harold's Wheel Alignment & Tire Center. This space has a very small, minimal office and restroom. Large sliding metal doors are featured on the south and east side of the building allowing for good circulation. Overall, it is nearing the end of the typical life span for this building type in terms of actual age; although it will likely continue to function as a basic storage warehouse space for a number of years. If used for another use or leased to a third party, certain minimum upgrades would likely be required to the plumbing and electrical in the restroom.

Site improvements include extensive gravel yard area, some asphalt, concrete aprons, chainlink fencing with 3-strand barbed wire and 4 gates. Minimal to no landscaping. Minimal signage.

Basic construction components for Building 1 are listed below.

BASIC CONSTRUCTION COMPONENTS:

Property Type:	Light Industrial/Retail/Warehouse
No. of Stories:	1
Structural Construction:	Steel, Clear Span
Foundation:	Reinforced concrete slab

DESCRIPTION AND ANALYSIS OF THE IMPROVEMENTS

Roof Type/Cover: Metal

Exterior Walls: Metal Panels

Warehouse Features:

Doors: 1 Rollup, 1 man door, 1 retail storefront door

Recessed Loading Docks: None

Heating/AC: Central HVAC

Plumbing: 1 restroom with toilet and sink (ADA compliance unknown)

Electrical: 3-phase, 22 volt

Skylights: Yes

Insulation: Yes

Clear Span or Column Spacing: Clear Span

Mezzanine: None

Office Finishes:

Heating: Wall unit

Interior Walls: Painted Drywall / Demountable

Ceiling: T-Bar Acoustical Tiles

Doors: Double Glass Storefront and 6 Panel interior doors

Windows: 5 Single pane fixed

Floor Covering: Sealed Concrete

Lighting: Fluorescent & task fixtures

Site Improvements/Parking: Partial perimeter fencing – 6' chain link with 3-strand barbed-wire and gates, utility storage building, gravel yard

Conclusion

The subject improvements range from fair to good quality and condition. Both are functional and the large fenced yard enhances its appeal. The property can accommodate 2 tenants but would appeal to an owner/user as well. The structures can accommodate a variety of uses permitted by zoning.

DESCRIPTION AND ANALYSIS OF THE IMPROVEMENTS



TYPICAL EXTERIOR FACING NORTHEAST



TYPICAL EXTERIOR VIEW OF BUILDING 1



WEST SIDE OF BUILDING 1

DESCRIPTION AND ANALYSIS OF THE IMPROVEMENTS



FENCED YARD AT THE SOUTHEAST PORTION OF THE SITE



OVERALL VIEW FACING NORTH



VIEW FACING NORTH ALONG THE SUBJECT'S EASTERN BOUNDARY

DESCRIPTION AND ANALYSIS OF THE IMPROVEMENTS



BUILDING 2 FACING NORTH



BUILDING 2 FACING SOUTHWEST



EAST SIDE OF BUILDING 2

DESCRIPTION AND ANALYSIS OF THE IMPROVEMENTS



VIEW FACING NORTH FROM CENTER OF SUBJECT PARCEL



NORTHERN BOUNDARY OF THE SUBJECT PARCEL. CITY UTILITY SEEN BEYOND FENCE



RICE DRYERS / PERSONAL PROPERTY LOCATED IN THE NEC OF THE PARCEL

DESCRIPTION AND ANALYSIS OF THE IMPROVEMENTS



UTILITY SHED NEAR EAST CENTER OF SUBJECT PARCEL



VIEW FACING SOUTH FROM SUBJECT'S NORTHERN BOUNDARY



INTERIOR VIEW OF BUILDING 1 CONSTRUCTED IN 1999

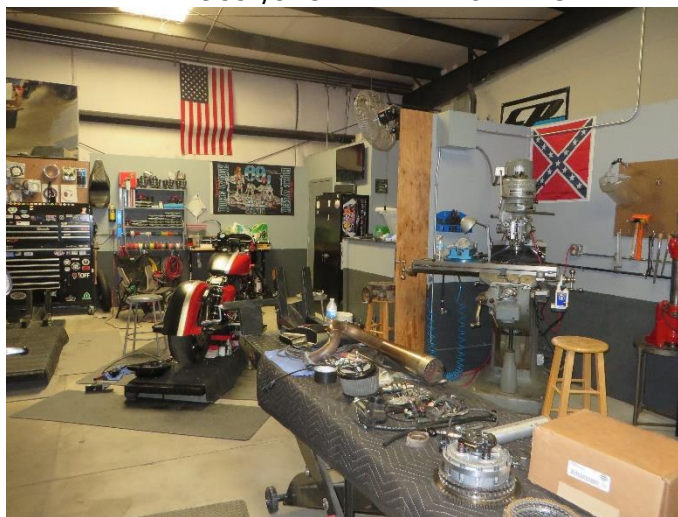
DESCRIPTION AND ANALYSIS OF THE IMPROVEMENTS



PRIVATE OFFICE IN BUILDING 1



WAREHOUSE/SHOP AREA IN BUILDING 1



BUILDING 1 WAREHOUSE/SHOP WITH RESTROOM SHOWN IN FAR CORNER

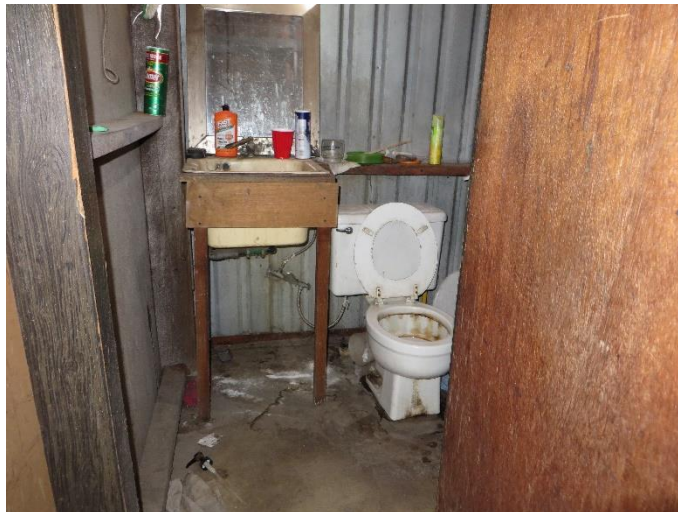
DESCRIPTION AND ANALYSIS OF THE IMPROVEMENTS



INTERIOR VIEW OF BUILDING 2



INTERIOR VIEW BUILDING 2



RESTROOM IN BUILDING 2

DESCRIPTION AND ANALYSIS OF THE IMPROVEMENTS



OVERALL VIEW FACING NORTH FROM ACROSS E. GRIDLEY ROAD



STREET SCENE FACING EAST ON E. GRIDLEY ROAD FROM THE SUBJECT



STREET SCENE FACING WEST ON E. GRIDLEY ROAD AT SIGNALIZED INTERSECTION WITH HWY 99

INTRODUCTION

The highest and best use determination is critical to the appraisal of any property. It helps to ensure the selection of appropriate comparable properties for use in all the approaches to value and drives the overall valuation process. The highest and best use analysis also aids in the determination of those uses that will produce the highest net return to the land. The analysis considers the best and most productive use of the site both “As Vacant” and “As Improved”.

The Dictionary of Real Estate Appraisal, Sixth Edition defines highest and best use as: The reasonably probable and legal use of vacant land or an improved property that is physically possible, appropriately supported, financially feasible and that results in the highest value”. The four criteria that the highest and best use must meet are legal permissibility, physical possibility, financial feasibility and maximum productivity.

Highest and Best Use As Vacant

The highest and best use of the land “As Vacant: refers to the best use of the site if it were a vacant lot as of the effective date of the appraisal.

The highest and best use of the subject, “As Vacant”, is for a general commercial use developed to the highest density permitted by zoning.

Highest and Best Use As Improved:

The subject parcel is improved with two structures that are occupied. The buildings are functional for the current occupant/uses and would accommodate a number of business or commercial uses allowed by zoning. There are few if any other similar buildings available for sale or lease on the multiple listing service and there is moderate demand for this property type throughout the county. For these reasons, the highest and best use “As Improved” is for continued commercial service use.

INTRODUCTION

There are three generally accepted approaches available in the valuation of real property. These are the Sales Comparison Approach, the Income Capitalization Approach and the Cost Approach. In appraisal practice, an approach to value is included or omitted based on its applicability to the property type being valued; and the quality of information available. The final estimate of value considers the result of each approach used in the report. If more than one approach has been found to be applicable to the subject property, a correlation or reconciliation of indicated values is performed to establish a final value. The different approaches are briefly discussed and defined below.

The sales comparison approach is a method of establishing market value by comparing the subject property to similar properties that have recently sold or are listed for sale, in an effort to determine the most probable price at which the subject would likely sell if offered on the open market.

The Dictionary of Real Estate Appraisal, 6th Edition defines the sales comparison approach as:

“The process of deriving a value indication for the subject property by comparing sales of similar properties to the property being appraised, identifying appropriate units of comparison, and making adjustments to the sale prices (or unit prices as appropriate) of the comparable properties based on relevant, market-derived elements of comparison. The sales comparison approach may be used to value improved properties, vacant land, or land being considered as though vacant when an adequate supply of comparable sales is available”.

The income capitalization approach uses a set of procedures through which a value indication is derived for an income-producing property by converting its anticipated benefits (cash flows and reversion) into property value. This conversion can be accomplished in two ways, known as the direct capitalization method and the discounted cash flow method. Depending on the property type and investment qualities of the property, either one or both methods may be used in the Income Approach.

The Dictionary of Real Estate Appraisal, 6th Edition defines the income capitalization approach as:

“Specific appraisal techniques applied to develop a value indication for a property based on its earning capability and calculated by the capitalization of property income”.

The cost approach is based on the principle of substitution that a purchaser would most likely not pay more for a property than the cost of obtaining an equally desirable site, plus the cost of replacing equally desirable and useful improvements. This assumes no costly delay is involved in making the substitution. This approach has practical application when a property is new and where the improvements are special purpose in nature.

In the following analysis, the Sales Comparison Approach and Income Capitalization Approaches are developed. Investors of this property type generally do not make purchase decisions based on the cost approach unless the project represents new or very recent construction, or is in the pre-development phase. Therefore, omitting the cost approach is not a limiting condition on the value.

INTRODUCTION

The sales comparison or market valuation approach is primarily based on the principal of substitution, which states that a typical buyer in a market will pay no more for a property than what he or she could pay for a reasonable substitute. It is also based on the principle of supply and demand. In the sales comparison approach, the market value of the subject property is derived through a comparison of similar properties utilizing appropriate units of comparison and then applying adjustments (where appropriate), for differences in transactional and property data between the comparable data and the subject. The most relevant and commonly used unit of comparison for this property type is the value per square foot. The initial research focused on transactions occurring within the following parameters:

- Transaction Date: January 2018 to May 2021
- Location: Gridley, Oroville, Chico
- Size: The initial data ranged in size from approximately 1,500± square feet to 12,000± square feet.
- The search yielded approximately twelve properties which were given initial consideration. The comparable data selected for direct comparison are bracketed and supported by the initial data considered for the analysis which exhibited unit values that extended from \$35 to \$140 per square foot, rounded. Market evidence indicated a significant adjustment was warranted for size, based on the principle of economies of scale. For this reason the data was refined to those containing less than 5,000 square feet.
- After further review and confirmation, four sales were selected for direct comparison with the subject. The comparable data are summarized on the next page. They reflect very recent transactions, having closed between April and May 2021.
- The properties are located in Oroville and Chico. The selected sales range in size from 2,100 square feet to 4,500± square feet. Prior to adjustment, the data exhibit unit values that extend from \$95 to \$140 per square foot of building area and in aggregate, the average sale price of the comparable data is indicated at \$363,500.

SALES COMPARISON APPROACH

SUMMARY OF COMPARABLE SALES							
Comp #	Address	Sale/List Date	Building Size	Year Built	SITE AREA & FLOOR AREA RATIO	Sale Price	Value Per Sq. Ft.
1	4248 Lincoln Boulevard, Oroville	5/18/2021	4,500	1986	1.92 Acres / 5.4% FAR	\$427,000	\$95
	Comments: Single tenant steel-frame & metal warehouse purchased by the existing tenant. The tenant/buyer also owns the property next door and was motivated to acquire the sale property in order to consolidate facilities. The building is primarily a storage warehouse with minimal interior build out or finish. It sold for the asking price after 513 days on the market. At the time of sale, the monthly rental rate was \$2,300 or \$27,600 annually. Deducting 6% for vacancy & collection loss, and utilizing 4% operating expense to the landlord for reserves and management, implies a capitalization rate of 5.8%. Essentially a moot analysis since the building was purchased for owner occupancy.						
2	831 Oro Dam Blvd West, Oroville	4/22/2021	2,400	1984	0.41 Acres / 13.4% FAR	\$300,000	\$125
	Comments: This is the sale of a 2,400 square foot, steel-frame & metal building on a concrete slab foundation. Two roll up doors, 3 phase power, small office, restroom and storage room. The lot is enclosed with cyclone fencing and a gate at the entrance. The property is located on a well-traveled commercial arterial, just west of State Hwy 70. It sold for 12% below the list price after 595 days on the market.						
3	6896 Lincoln Blvd, Oroville	5/14/2021	2,100	1980	0.75 Acres / 6.4% FAR	\$295,000	\$140
	Comments: This is the sale of Lloyd's Auto Repair, after the original owner retired. The building features 5 bays with roll up doors and 3 lifts. Small office and restroom. Chainlink fencing across the rear of the lot. The property has 100 feet of frontage on Lincoln Blvd. Purchased for owner occupancy, it sold for the asking price after 15 days on the market.						
4	40 Bellarmine Court, Chico	4/29/2021	3,500	2015	0.08 Acres / 100% FAR	\$485,000	\$139
	Comments: Newer office/warehouse with very good quality office/showroom, restroom. Warehouse has a 14 foot roll up door and a man door. Property was purchased for owner occupancy for the full asking price, after 10 days on the market.						
PRE-ADJUSTED COMPARABLE INDICATORS		AVERAGE	3,125	1991		\$376,750	\$125
		MEDIAN	2,950	1985		\$363,500	\$132
SUBJECT	57 E. Gridley Road, Gridley		3,888	1999			

SALES COMPARISON APPROACH

COMPARABLE 1 – 4248 LINCOLN BOULEVARD, OROVILLE



COMPARABLE 2 – 831 ORO DAM BOULEVARD WEST, OROVILLE



COMPARABLE 3 – 6896 LINCOLN BOULEVARD, OROVILLE



COMPARABLE 4 – 40 BELLARMINE COURT, CHICO



Analysis and Adjustment of Comparable Data

In the sales comparison approach, the comparable properties are compared to the subject and adjusted to account for material differences that affect value. Comparable properties are analyzed and when warranted, are adjusted up or down based on various elements of comparison. The comparable data are compared to the subject based on either a qualitative, (ranking method), or quantitative analysis of the data utilizing market extracted dollar or percentage adjustments. Adjustments are typically considered for the following factors, generally in this order:

- Effective Sale Price: Addresses any significant expenditures immediately following the sale
- Real Property Rights Transferred: Differences between Fee Simple or Leased Fee Interest
- Financing Terms: Whether or not transaction is a cash sale, or financing is market rate
- Conditions of Sale: Accounts for listing status, private transactions not exposed to market, etc

SALES COMPARISON APPROACH

- Market Conditions: Measure of market appreciation, decline or stability in a market or submarket
- Location: Adjusts for physical location within a market, rent levels, access and exposure qualities
- Zoning and Use: Permitted uses and density differences
- Size: Accounts for inverse relationship often seen between unit value and building size
- Effective Age/Physical Condition/Quality of Construction: Adjusts for differences in quality of materials used in structural, mechanical and finishes, physical or other forms of depreciation between comparable data and subject
- Site Characteristics: Physical and density differences between comparables and subject
- Economic Characteristics: Accounts for differences in occupancy and operating posture between comparables and subject

SUMMARY OF ANALYSIS AND CONCLUSION OF VALUE BY THE SALES COMPARISON APPROACH

The adjustment grid is presented on the next page. The transactional characteristics are listed at the top of the chart. Adjustment categories are found along the left side of the chart, and the final adjusted sale prices and unit values are presented along the bottom of the chart. The comparable data are similar to the subject with respect to effective sales price, real property rights conveyed, financing terms or conditions of sale. Market conditions are similar – all of the transactions closed between April and May 2021. However, it is noted that Comparables 1 and 2 took over 500 days on the market prior to contract. Comparables 3 and 4 took 55 and 10 days on the market, respectively. This provides an indication of a stable to strengthening market. No adjustments are required for these transactional characteristics.

With respect to adjustments for differences in physical characteristics, no adjustments are necessary for zoning or economic characteristics. The comparables are all located in larger market than the subject, where there is more competition and market demand. They are adjusted downward to account for superior location with the Oroville sales adjusted by -5% and the Chico sale adjusted by -10%. The data provided market evidence that a size adjustment is warranted based on economies of scale and the inverse relationship between unit value and building size. In this instance, a \$45 per square foot is applied to the difference in size between Comparables 2 and 3 which are smaller than the subject. No adjustment for size is required for Comparables 1 and 4 which are closer in size to the subject's square footage.

Comparables 1, 2 and 3 are inferior to the subject to varying degrees with respect to age/condition and quality of construction. They are adjusted upward based on a review of Corelogic, (formerly Marshall & Swift Valuation Manual) and other proprietary sources, for base construction costs and typical rates of depreciation. Conversely, Comparable 4 is much newer and in better condition as compared to the subject. It has a similar office to warehouse ratio as the subject but is superior with respect to quality of construction. It required a moderate downward adjustment for superior age/condition and quality. Comparable 4 required a partially offsetting adjustment applied for its site characteristics which are inferior to the subject's large fenced yard, internal circulation and road frontage.

After refinement, the comparable data exhibit a relatively consistent range of adjusted unit values, extending from \$95 to \$100 per square foot, rounded. The data required minor to moderate net adjustments overall, ranging from negative -0.27% to negative -29.6% of the initial sales price. The adjusted average and median are similar, at \$97 per square foot. The comparable data are reasonable

SALES COMPARISON APPROACH

alternatives to the subject; however, Comparables 1, 2 and 4 are most similar overall and given primary valuation weight. This would indicate a unit value between \$95 and \$97 per square foot.

The definition of market value used in this analysis states essentially that the highest sales price that is reasonably supported should be applied to the subject when neither party is under duress to buy or sell. Furthermore, there is a lack of alternatives available in the Gridley market, which suggests a unit value at the upper end of the range, based on the principle of substitution. For these reasons, the unit value is concluded at \$96 per square foot, giving equal weight to Comparables 1, 2 and 4. Extending the unit value by the subject's 3,888± square feet, results in a property value of \$373,250. This value is within the pre-adjusted and adjusted values exhibited by the comparable data on both a per unit basis and in terms of aggregate sales price.

The Sales Comparison Approach is reconciled at \$373,250, as shown at the bottom of the adjustment grid on the next page.

SUMMARY AND ADJUSTMENT GRID OF COMPARABLE SALES					
Comparable Sale No.	Subject	Comparable No. 1	Comparable No. 2	Comparable No. 3	Comparable No. 4
Address	57 E. Gridley Road, Gridley	4248 Lincoln Boulevard, Oroville	831 Oro Dam Blvd West, Oroville	6896 Lincoln Blvd, Oroville	40 Bellarmine Court, Chico
APN	010-210-031	035-200-034	030-170-030	026-050-040	039-430-193
Recorded Date of Sale	N/A	5/18/2021	4/22/2021	5/14/2021	4/29/2021
Sale Price	N/A	\$427,000	\$300,000	\$295,000	\$485,000
Rentable Building Area	3,888	4,500	2,400	2,100	3,500
Grantor	Justeson & Justeson	Steven Lee Hebert	Beverky A McQuarrie	Jimmy D & Dorothy J Pitcock	Linda Leete et al
Grantee	N/A	Oroville Rescue Mission	erome & Mary Joyce Johnson Lv T	Manuel Medrano	Christy Davis/Mathew Davis
Recorded Doc #	N/A	2021-0022873	2021-0018362	2021-0022316	2021-0019576
UNIT VALUE PER SQ. FT.	N/A	\$95	\$125	\$140	\$139
ELEMENTS OF COMPARISON AND ADJUSTMENT					
TRANSACTION CHARACTERISTICS					
Effective Sales Price/Expenditures After Sale	N/A	Similar	Similar	Similar	Similar
Property Rights Conveyed	Fee Simple	Similar	Similar	Similar	Similar
Financing	Assume Cash or Equivalent	Similar	Similar	Similar	Similar
Conditions of Sale	Assume Arm's Length	Similar	Similar	Similar	Similar
Market Conditions (Time)	Effective Date: 5/14/2021	Similar	Similar	Similar	Similar
Adjusted Sale Price	N/A	\$427,000	\$300,000	\$295,000	\$485,000
Adjusted Price/Sq. Ft.	N/A	\$95	\$125	\$140	\$139
PHYSICAL CHARACTERISTICS					
Location - Adjustment (%)	Average N/A	Larger Market/Slt Superior -5%	Larger Market/Slt Superior -5%	Larger Market/Slt Superior -5%	Superior -10%
Zoning	C-2, General Commercial	HI, Highway Commercial	G-C, General Commercial	VLDR, Very Low Density Res	ML. Light Manufacturing
Access & Exposure	Good/Good	Similar	Similar	Similar	Similar
Size - Adjustment (%)	3,888 N/A	Similar 0.0%	Smaller -22.3%	Smaller -27.3%	Similar 0.0%
Age / Physical Condition & Construction Quality - Adjustment (%)	Good Quality & Condition N/A	Inferior 5.3%	Inferior 4.0%	Inferior 3.6%	Superior -22%
Site Characteristics - Adjustment (%)	FAR of 6.2% N/A	Similar 0%	Similar 0.0%	Similar 0.0%	Inferior/Limited to no Yard 2.0%
Economic Characteristics	Single Tenant	Similar	Similar	Similar	Similar
FINAL ADJUSTED VALUES					
Final Adjusted Sales Price	N/A	\$428,150	\$230,040	\$210,290	\$341,200
Adjusted Unit Value/Sq. Ft.	N/A	\$95	\$96	\$100	\$97
Number of Adjustments	0	2	3	3	2
Gross Adjustment	N/A	\$1,150	(\$69,960)	(\$84,710)	(\$153,500)
% Net Adjustment	N/A	0.27%	-23.3%	-28.7%	-29.6%
SUBJECT VALUE CONCLUSIONS		ADJUSTED COMPARABLE SALE INDICATORS			
Unit Value (\$/Sq. Ft.)	\$96	ADJUSTED AVERAGE \$ /SQ. FT.		\$97	
VALUE INDICATION	\$373,248	ADJUSTED MEDIAN \$/SQ. FT.		\$97	
ROUNDED	\$373,250				

INTRODUCTION

The income capitalization approach is used to estimate a value for the property based upon its ability to generate a net income stream. This approach is based on the economic principle that the value of an income producing property is the present worth of the anticipated future benefits. The annual cash flow or net operating income is converted into a present value using a discounting or income capitalization process. The methods of capitalization are based on inherent assumptions concerning the quality, durability and pattern of the income stream.

Note: The subject is not an investment grade property and many of the sales used for direct comparison and in the initial search involved properties purchased for owner occupancy. For these reasons, the income capitalization approach is developed primarily in support of the sales comparison approach.

The subject is partially leased and partially owner-occupied. The most probable buyer of this property type is an owner user or single tenant investor. For these reasons, a direct capitalization of the subject's potential gross income is the most appropriate method of valuation in the income capitalization approach. The first step in this method is to estimate the potential gross income (PGI) that could be achieved by the subject. This is accomplished by estimating the market rent that could be expected for the subject space. If there is a lease in place, the contract rental rate is compared to the market rent estimate. If the subject rental rates are found to be bracketed or supported by the comparable data, the contract income is typically used as the basis of the potential gross income in the As Is valuation. Market rental rates are applied to any vacant units.

Market rent is also used if the subject is vacant, owner occupied or has an internal, related entity lease in place. A deduction for vacancy and credit loss is deducted from the PGI. Then the operating expenses are deducted to indicate the net income (NOI). In the final step, the net income is capitalized into an indication of value through the use of a market-extracted capitalization rate (OAR). The OAR is derived from sales, and developed through a review of investor surveys, and broker interviews.

ECONOMIC PROFILE/BASIS OF POTENTIAL GROSS INCOME (PGI)

The main building at the subject is leased to a motorcycle repair shop. The rental rate was reported to be \$1,700 per month or \$0.73 per square foot, gross. The lease rate and terms were confirmed with the property owner verbally. Operating expenses were also verbally confirmed. The real estate tax bill was obtained from the Butte County Tax Collector's website.

Market Rent Survey

Because many of the buildings in the Gridley market are owner-occupied, rental data for is relatively limited. For this reason, the search for comparable space included Gridley, Biggs, Chico, Oroville and Live Oak. The subject has one office/warehouse and one basic warehouse which can be rented individually or to separate entities. Office warehouse space generally rents for a higher lease rate than basic storage warehouse/shop space as exhibited by the data. Typical lease terms range from 1 to 5 years and most include annual rent escalations of 0% to 3%. Renewal options vary. Most space is being leased "As Is"

INCOME CAPITALIZATION APPROACH

without significant tenant improvement allowances. Leases are typically structured on a gross basis like the subject. As shown, there are essentially two tiers of value. Comparables 1 through 5 represent office/warehouse space and exhibit a range of rental rates that extend from \$0.68 to \$0.95 per square foot, gross. Basic warehouse space is represented by Comparables 4 through 9 and exhibit a range that extends from \$0.50 to \$0.61 per square foot, gross.

The subject's office warehouse space is leased for \$0.73 per square foot, but the market has appreciated since this tenant took occupancy and there have been no rental adjustments. For this reason, the market rent for this building is estimated to be \$0.75 per square foot, gross. Building 2 is basic warehouse space. Market rent is applied to this building at \$0.60 per square foot, based on a review of the comparable data.

SUMMARY OF INDUSTRIAL RENT COMPARABLES										
Comp #	Address	Lease Year	Year Built	Building Size	Suite Size	Lease Type	Monthly Rent	Monthly Rent Per Sq. Ft.	Estimated CAM	Total Rent Per Sq. Ft.
1	29 Bellarmine Court	5/22/2019	2008	2,000	2,000	Gross	\$1,900	\$0.95	\$0.00	\$0.95
2	26 Bellarmine Court	12/1/2019	2008	2,000	2,000	Gross	\$1,500	\$0.75	\$0.00	\$0.75
3	2704 Hegan Lane	7/7/2020	2005	30,000	1,500	Mod Gross	\$1,130	\$0.75	\$0.05	\$0.80
4	2704 Hegan Lane #122	10/12/2019	2005	30,000	1,500	Mod Gross	\$1,100	\$0.73	\$0.07	\$0.80
5	38 Bellarmine Court	1/1/2018	2010	2,000	2,000	Gross	\$1,350	\$0.68	\$0.00	\$0.68
6	926 W 8th Street, Chico	Listing 2021	1946	9,000	4,500	Gross	\$2,400	\$0.53	\$0.00	\$0.53
7	4248 Lincoln Blvd, Oroville	6/1/2020	1986	4,500	4,500	NNN	\$2,300	\$0.51	\$0.10	\$0.61
8	2725 State Hwy 32, Chico	3/3/2020	1976	15,000	2,560	Gross	\$1,280	\$0.50	\$0.00	\$0.50
9	195 Humboldt Avenue #A	6/19/2020	1945	13,758	5,600	NNN	\$2,800	\$0.50	\$0.02	\$0.52
SUBJECT	57 E Gridley Road, Gridley	1/1/2020	1999	3,888	2,400	Gross	\$1,750	\$0.73	\$0.00	\$0.73
TOTAL SQUARE FEET SURVEYED				112,146		CONCLUDED MARKET RENT				
AVERAGE SUITE SIZE (SQ. FT.)				2,856		2,400 SQ. FT. OFFICE/WAREHOUSE			\$0.80	
AVERAGE GROSS RATE PER SQ. FT. PER MONTH				\$0.69		1,488 SQ FT WAREHOUSE			\$0.50	
A HIGHER MARKET RENT IS WARRANTED FOR THE OFFICE/WAREHOUSE SPACE WHILE THE BASIC WAREHOUSE SPACE IS INDICATED AT THE LOWER END OF THE RANGE. THE BLENDED RENTAL RATE OF \$0.70 PER SQ. FT. (ROUNDED) IS SIMILAR AND WELL SUPPORTED BY THE COMPERABLE DATA AND IS APPLIED AS THE BASIS OF PGI IN THE INCOME ANALYSIS.										

MARKET RENT CONCLUSIONS				
	SIZE	% of BUILDING	MARKET RENT	
BUILDING 1	2,400	61.73%	\$1,800	\$0.75
BUILDING 2	1,488	38.27%	\$893	\$0.60

INCOME CAPITALIZATION APPROACH

Potential Gross Income (PGI)

Potential gross income is based on market rent applied to the gross building area. As shown in the next chart, PGI is estimated to be \$32,659 at 100% occupancy.

CALCULATION OF POTENTIAL GROSS INCOME (PGI)				
UNIT SIZE (SQ FT)		BLENDED MARKET RENT	MONTHLY RENT	ANNUAL RENT-PGI
3,888	X	\$0.70	\$2,722	= \$32,659

Vacancy & Collection Loss

From an investment standpoint it is reasonable to make a deduction for downtime between tenants and any collection loss that may occur. In the following analysis, vacancy is deducted at 5% and collection loss is deducted at 1% for a total deduction of 6% of PGI overall.

Effective Gross Income (EGI)

EGI is calculated by subtracting the vacancy and collection loss estimate from the PGI and is calculated at \$30,700 in the forecast year.

Operating Expenses and Expense Ratio

Typical expenses that are the responsibility of the landlord include real estate taxes, building insurance, management and administrative fees and replacement reserves for structural maintenance and repairs. Tenants typically pay for utilities and trash collection directly. The ratio of expenses to income varies based on the size and tenancy but the typical range extends from 20% to 30% for similar properties with a similar lease structure. Older buildings and multi-tenant properties often have expense ratios on the high end of this range or higher, depending on the physical condition of the property.

In the direct capitalization analysis, the forecast expenses include real estate taxes at a level that assumes a sale at the appraised value multiplied by the tax rate, or \$3,672. Building insurance and replacement reserves are based on a review of market comparables. Management fees for lease administration and associated costs are estimated at the market rate of 5% of EGI. Operating expenses are estimated to be 21% of EGI or \$6,514 overall.

Net Operating Income

After deducting the operating expenses from effective gross income, the net annual income is estimated to be \$24,186 in the forecast year.

Direct Capitalization

The last step is to capitalize the net income by an appropriate overall capitalization rate. To provide an estimate of the market value of the subject property, a direct capitalization method using an overall rate is utilized. The overall capitalization rate (OAR) is the ratio of net operating income, to the cash

INCOME CAPITALIZATION APPROACH

equivalent sales price as of the date of sale. The OAR is a reflection of the present value of anticipated future benefit and is intended to represent the annual rate of return necessary to attract investment capital. The selection of the appropriate overall rate is estimated based on a review of rates extracted from industrial sales in the northern California region, and a review of national industry surveys.

CAPITALIZATION RATE SURVEY OF COMPARABLE SALES						
<u>Sale #</u>	<u>Address</u>	<u>Building Size</u>	<u>Date of Sale</u>	<u>Sale Price</u>	<u>Sale Price Per Sq. Ft.</u>	<u>Capitalization Rate</u>
1	2700 Hegan Lane	56,800	December 2018	\$4,250,000	\$75	5.30%
2	607-611 Country Drive	23,700	January 2017	\$1,575,000	\$66	6.70%
3	15 Commerce Court	6,500	September 2019	\$807,500	\$124	7.50%
4	2638 Aztec Court	32,651	Listing 2020	\$3,480,000	\$107	7.43%
5	3023 Esplanade	23,693	7/27/2020	\$1,275,000	\$54	7.74%
					AVERAGE	6.9%
					MEDIAN	7.43%

SUMMARY OF PUBLISHED CAPITALIZATION RATE SURVEYS		
Industry Survey/Source	Property Type	Capitalization Rate
CBRE 4Q2020 US Cap Rate Survey Special Report	Industrial	6.00%
Stan Johnson/Real Capital Analytics 4Q2020 Year End Cap Rate Survey	Industrial-Single Tenant Net Lease	6.0% to 6.1%
NAR Commercial Real Estate Market	Industrial Warehouse	6.80%
The Boulder Group 1Q2021 Net Lease Research Survey	Industrial-Single Tenant Net Lease	6.71%
Co Star/Kidder Matthews 1 Q2021 Sacramento Trends	Industrial	6.3%
ALTERNATIVE INVESTMENT		
10 Year Treasury Notes	15-Apr-21	1.570%

Compiled by J White Appraisals & Consulting

INCOME CAPITALIZATION APPROACH

The first chart summarizes a limited number of market sales in the immediate region from which capitalization rates were able to be extracted. As shown, the range extends from a low of 5.3% to a high of 7.74%. The most recent transactions indicate a range from 7.43% to 7.74% and illustrate an increasing trend in the immediate market. National trends in capitalization rates for industrial properties included in the investor surveys generally reflect rates for investment grade buildings. Typically, California submarkets consistently report overall rates at the low end of the range. As shown in the previous chart, industry published surveys are reporting capitalization rates ranging from 6.0% to 6.8% nationally for all industrial class types. Industry publications are forecasting a stable trend through 2021. This range is generally lower than the capitalization rates extracted from comparable sales in the north state region which is to be expected given the lack of investment sales overall.

Conclusion of Income Capitalization Approach

Based on the preceding analysis, an overall capitalization rate of 7.0% concluded as appropriate for the subject. The concluded overall rate is applied to the estimated net operating income, resulting in a value indication of \$345,510. Calculations are presented in following chart.

SUMMARY OF INCOME CAPITALIZATION APPROACH - DIRECT CAPITALIZATION METHOD			
Property Address:	57 E Gridley Road, Gridley		
Property Size (Sq. Ft.)	3,888		
Forecast Year:	May 2021 to April 2022		
Income Applied:	<u> X </u> Market Rent or <u> _ </u> Contract Rent		<u>Annual Income</u>
Potential Gross Annual Income:			\$32,659
Less: Vacancy (5%) & Collection Loss (1%):			<u>\$1,960</u>
Effective Gross Annual Income:			\$30,700
Deduct: - Operating Expenses (Gross Lease Structure):			
<u>Expense Category:</u>	<u>Expense Paid By</u>	<u>% E.G.I.</u>	<u>Annual Expense</u>
Real Estate Taxes	Landlord	11.96%	\$3,672
Insurance	Landlord	3.26%	\$1,000
Management Fees/Administrative	Landlord	5.00%	\$1,535
Trash Collection	Tenant	0.00%	\$0
Utilities-Electricity, Gas, Water	Tenant	0.00%	\$0
<u>Reserves for Capital Expenses</u>	Landlord	<u>1.00%</u>	<u>\$307</u>
Total Expenses:	% EGI =	21%	<u>\$6,514</u>
Net Income:			\$24,186
Capitalization Rate:			<u>7.00%</u>
	Stabilized Value		\$345,510
	Indication		
	ROUNDED		\$345,510

RECONCILIATION AND SUMMARY OF FINAL VALUE

INTRODUCTION

The final estimate or reconciliation of value considers the result of each valuation approach used in the report. If more than one approach has been found to be applicable to the subject property, a correlation or reconciliation of indicated values is performed to establish a final value. This is based on the applicability of the approach to the property type being valued, and the quality of information available for use in the approach.

Reconciliation & Final Value Summary	
Sales Comparison Approach	\$373,250
Income Capitalization Approach	\$345,510
Cost Approach	N/A
Final Reconciled Value	\$360,000

WEIGHTED AVERAGE CALCULATION				
VALUATION METHOD	INDICATED VALUE		% WEIGHTED	WEIGHTED AVERAGE
SCA	\$373,250	X	50%	\$186,625
<u>ICA</u>	<u>\$345,510</u>	<u>X</u>	<u>50%</u>	<u>\$172,755</u>
WEIGHTED AVERAGE VALUE				\$359,380

There are strengths and weaknesses inherent in both approaches to value. Both provide a credible and supported indication of value for the subject. Based on the preceding analysis and considering the definition of market value used in this valuation, the Fee Simple Market Value of the subject is reconciled \$360,000.

APPRAISER CERTIFICATION

I certify that to the best of my knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, and unbiased professional analyses, opinions and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report, and no personal interest with respect to the parties involved. Furthermore, I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
4. I have never appraised the property that is the subject of this report.
5. My engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. The compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
7. The analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
8. I personally inspected, photographed and measured the subject of this report.
9. No one other than the persons signing this Certification provided significant professional contribution to this appraisal.
10. As of the date of this report, I, Jodi L. White, am a California State Certified General Real Estate Appraiser.
11. I have experience appraising properties similar to the subject and am in compliance with the Competency Rule of USPAP.

June 7, 2021



Jodi L. White, BRE Lic. #AG 044936
Certified General Real Estate Appraiser

ASSIGNMENT CONDITIONS

This appraisal report and valuation are subject to the following Assumptions and or Limiting Conditions:

1. The title is assumed to be good and marketable. The appraised value(s) assumes the property is free and clear of any and all liens or encumbrances unless otherwise stated. The property is appraised as though under responsible ownership and competent management and is available for its highest and best use.
2. I have made no survey of the property and assume no responsibility in connection with such matters. Any sketch or survey of the property included in this report is for illustrative purposes only and should not be considered scaled accurately for size. The appraisal covers the property as described in the report, and the area and dimensions set forth are assumed to be correct.
3. Unless otherwise agreed to in writing, I am not required to give testimony, respond to any subpoena, or attend any court or governmental or other hearing with reference to the property.
4. Any distribution of the valuation in the report between land and improvements applies only under the reported highest and best use of the property. The allocations of value for land and improvements must not be used in conjunction with any other appraisal and are invalid if so used. The appraisal report shall be considered only in its entirety. No part of the appraisal shall be used separately or out of context.
5. The appraisal assumes that there are no hidden, unapparent or undisclosed conditions of the property, subsoil, or structures, which would render it more or less valuable.
6. Information and opinions furnished by and obtained from third party sources are believed to be reliable, true and correct. However, no warranty is given for its accuracy, nor has it been independently verified.
7. An appraisal is inherently subjective and represents my opinion as to the value of the property appraised.
8. Neither all, nor any part of the content of the report, or copy thereof (including conclusions as to the property value, the identity of the appraiser(s), professional designations, reference to any professional appraisal organizations, or the firm with which the appraisal is connected), shall be disseminated through advertising media, social media, public relations media, news media or any other means of communications, without the prior written consent and approval of the person(s) signing this report.
9. The appraisal report is prepared for the exclusive benefit of the client, its subsidiaries or affiliates. It may not be used or relied upon by any other party.
10. No environmental studies were either requested or made in conjunction with this appraisal, and we reserve the right to revise or rescind any of the value opinions based upon any subsequent environmental impact studies.
11. The Americans with Disabilities Act (ADA) became effective January 26, 1992. I have not made a specific survey or analysis of the property to determine whether the physical aspects of the improvements, (existing or proposed), meet the ADA accessibility guidelines. I claim no expertise in ADA issues and render no opinion regarding compliance of the subject with ADA regulations.

ASSIGNMENT CONDITIONS

EXTRAORDINARY ASSUMPTION: an assignment-specific assumption as of the effective date regarding uncertain information used in an analysis which, if found to be false, could alter the appraiser's opinions or conclusions.

- None required.

HYPOTHETICAL CONDITION: a condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results but is used for the purpose of analysis.

- None required.

JURISDICTIONAL EXCEPTION: An assignment condition established by applicable law or regulation, which precludes an appraiser from complying with a portion or part of USPAP.

- None required.

ADDENDA

BUTTE COUNTY 2020 - 2021 PROPERTY TAX BILL
Troy Kidd, Treasurer-Tax Collector
25 County Center Drive, Ste. 125, Oroville, CA 95965-3367, (530) 552-3720
SECURED TAX ROLL FOR FISCAL YEAR JULY 1, 2020 - JUNE 30, 2021

PROPERTY INFORMATION				IMPORTANT MESSAGES
ASMT NUMBER:	010-210-031-000	TAX RATE AREA:	003025	Original bill date 09/17/2020
ORIG ASMT:	010-210-031-000	ACRES:	1.43	
FEE NUMBER:	010-210-031-000			
LOCATION:	57 E GRIDLEY RD			

45 BLOCK RD
GRIDLEY CA 95948

COUNTY VALUES, EXEMPTIONS, AND TAXES				
PHONE #	DESCRIPTION	PRIOR	CURRENT	BILLED
VALUATIONS (530) 552-3800	LAND	0	140573	140573
TAX RATES (530) 552-3601	FIXED IMPROVEMENTS	0	5760	5760
EXEMPTIONS (530) 552-3800		0	0	0
PAYMENTS (530) 552-3720	STRUCTURAL IMPROVEMENTS	0	122415	122415
PERSONAL PROP (530) 552-3810	PERSONAL PROPERTY	0	15980	15980
ADDR CHANGES (530) 552-3805		0	0	0
GENERAL INQUIRY (530) 552-3720		0	0	0
		0	0	0
NET TAXABLE VALUE				284728
VALUES X TAX RATE PER \$100 1.000000				\$2,847.28

VOTER APPROVED TAXES / TAXING AGENCY DIRECT CHARGES & SPECIAL ASSESSMENTS / FEES						
PHONE #	CODE	DESCRIPTION	ASSESSED VALUE	X	TAX RATE / 100	TAX AMOUNT
(530) 552-3601	25300	GUSD ELECTION 2012	284728		0.008418	\$23.96
(530) 552-3601	26510	BUTTE COLLEGE ELECTION 2002	284728		0.021442	\$61.06
(530) 552-3601	26515	BUTTE COLLEGE ELECTION 2016	284728		0.019911	\$56.70

PHONE #	DESCRIPTION	DIR CHRG	PHONE #	DESCRIPTION	DIR CHRG	PHONE #	DESCRIPTION	DIR CHRG
(530) 552-3616	CSA34 GRIDLEY POOL	\$6.00	(530) 552-3601	DWR MT. AREA 7, Z	\$9.12	(951) 587-3546	SB FLOOD CONTRO	\$145.92
(530) 846-3303	REC # 833-AG ASMT	\$4.40	(530) 846-3100	BUTTE WATER DIST	\$9.32	(800) 273-5167	BUTTE MOSQUITO V	\$32.60

PENALTY & COST		\$0.00	AGENCY TAXES	\$141.72
AGENCY TAXES + DIRECT CHARGES + FEES + PENALTY + COST + DELINQUENT PENALTIES		\$0.00	DIRECT CHARGES	\$207.36
		\$0.00	FEES	\$0.00
		\$349.08		

1st INSTALLMENT \$1,598.18	2nd INSTALLMENT \$1,598.18	TOTAL TAXES
PAID ON 12/09/2020	PAID ON 12/09/2020	\$3,196.36

BUTTE COUNTY SECURED PROPERTY TAXES - 2ND INSTALLMENT PAYMENT STUB

ASMT NUMBER: 010-210-031-000 **TAX YEAR: 2020** **MAKE CHECK PAYABLE TO:**
ORIG ASMT: 010-210-031-000 **Butte County Tax Collector**
FEE NUMBER: 010-210-031-000 **25 County Center Drive, Ste. 125**
LOCATION: 57 E GRIDLEY RD **Oroville, CA 95965-3367**

45 BLOCK RD
GRIDLEY CA 95948

2020 - 2021 2ND

PAID ON 12/09/2020 \$1,598.18

PAID

010210031000620206000001598184200000178899120206

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BUTTE COUNTY SECURED PROPERTY TAXES - 1ST INSTALLMENT PAYMENT STUB

ASMT NUMBER: 010-210-031-000 **TAX YEAR: 2020** **MAKE CHECK PAYABLE TO:**
ORIG ASMT: 010-210-031-000 **Butte County Tax Collector**
FEE NUMBER: 010-210-031-000 **25 County Center Drive, Ste. 125**
LOCATION: 57 E GRIDLEY RD **Oroville, CA 95965-3367**

45 BLOCK RD
GRIDLEY CA 95948

2020 - 2021 1ST

PAID ON 12/09/2020 \$1,598.18

PAID

010210031000620206000001598184100000175799620206

PROFESSIONAL EXPERIENCE

I have been a Certified General Real Estate Appraiser providing real estate appraisals and consulting services for over 20 years. I began my career in 1999 with a national but independently owned appraisal firm in Orlando, Florida before moving to Chico in 2010. Appraisals have been completed for the following partial list of clients: the State of California Department of General Services, CAL FIRE, the City of Chico, and the City of Willows; as well as lending institutions such as Five Star Bank, Sierra Central Credit Union, Northern California National Bank, Tri Counties Bank, Golden Valley Bank, Rabobank, Bank of America, SunTrust, Wachovia, KeyBank, Teachers Insurance & Annuity Association, attorneys for estate and tax planning, and property owners. References available upon request.

Professional Licenses Held:

California State Certified General Real Estate Appraiser –License AG#044936, Years Held: 2011-2022 (Current)

Florida State Certified General Real Estate Appraiser – License RZ#2949, Years Held: 2002-2012 (Expired)

California Appraisals / J White Appraisals & Consulting, Chico, CA

April 2014 to Present

Full-service appraisal firm serving a wide variety of clients in the Northern Sacramento Valley Area. Properties appraised include industrial properties, multiple family developments, professional and medical office buildings, retail buildings, and commercial and agricultural land. Service areas include Butte, Glenn, Yuba, Sutter, Tehama, Plumas, Lassen, Shasta and Colusa Counties.

Office of Scott S. Hamm, MAI, Real Estate Appraiser, Chico, CA

December 2010 to April 2014

Valuation Analyst/Fee Appraiser with local commercial appraisal and brokerage firm. Completed commercial appraisals of a variety of commercial properties banks and other lending institutions, family trusts, attorneys and the State of California. Service areas included Butte, Glenn, Sutter, Tehama, Colusa, Shasta and Plumas Counties.

Integra Realty Resources-Orlando, Senior Analyst/Appraiser, Orlando, FL

July 1999 to December 2010

Senior analyst / Fee appraiser with a full service, national real estate valuation and consulting firm. Prepared narrative appraisals for a wide variety of clients including institutional REIT's, lending agencies, county and state agencies, and property owners. Properties appraised included proposed and existing projects, mixed-use developments, multiple family developments, shopping centers, office buildings, industrial buildings and all types of vacant land. Experience appraising fee simple, leased fee, leasehold and partial ownerships as well as other mortgage positions throughout the State of Florida.

APPRAISAL EDUCATION

- Uniform Standards of Professional Appraisal Practice (USPAP) Required Every Two Years
- Principles of Real Estate Appraisal
- The Appraisal of Residential Properties
- Basic Income Capitalization
- Advanced Sales Comparison Approach & Cost Approach
- Advanced Report Writing
- Chapter 475 II FS
- Advanced Income Capitalization
- Uniform Appraisal Standards for Federal Land Acquisitions
- Introduction to Expert Witness Testimony
- Appraising Small Apartment Properties
- Appraisal of Owner-Occupied Commercial Properties
- Land and Site Valuation
- Appraisal Review for Commercial Appraisers
- Appraisal of Land Subject to a Ground Lease
- Appraisal of Assisted Living Facilities
- Appraisal of Self Storage Facilities
- Appraisal of Fast Food Facilities
- Karh's Guide to Argus Seminar
- Dyna (Realm) Cash Flow & Lease Analysis



Business, Consumer Services & Housing Agency
BUREAU OF REAL ESTATE APPRAISERS
REAL ESTATE APPRAISER LICENSE

Jodi L. White

has successfully met the requirements for a license as a residential and commercial real estate appraiser in the State of California and is, therefore, entitled to use the title:

“Certified General Real Estate Appraiser”

This license has been issued in accordance with the provisions of the Real Estate Appraisers' Licensing and Certification Law.

BREA APPRAISER IDENTIFICATION NUMBER: AG 044936

Effective Date: January 12, 2020
Date Expires: January 11, 2022


Jim Martin, Bureau Chief, BREA

3051018