Gridley City Council – Regular Meeting Agenda

Monday, June 6, 2022; 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."

The Public is encouraged to attend and participate in person. Comments from the public on agenda items will be accepted until 4 pm on June 6th, 2022, via email to csantana@gridley.ca.us or via the payment/document drop box at Gridley City Hall and will be conveyed to the Council for consideration.

You may view using the following link, ID, and passcode:
https://us06web.zoom.us/j/89974508448?pwd=aEQ2bFJLd0h5NmxWTTlUY1N2Szh4UT09

Webinar ID: 899 7450 8448
Passcode: 188291
OR
Call-in using one of the following numbers, and the above ID and passcode:
1-(253) 215-8782
1-(720) 707-2699

To make a public comment during the Community Participation Forum or during the public portion of any agenda item, use the 'raise hand' feature and you will be called on when it's your turn to speak.

CALL TO ORDER - Mayor Johnson

ROLL CALL

PLEDGE OF ALLEGIANCE – Vice Mayor Farr

INVOCATION – None

PROCLAMATION - 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 May 16, 2022

2. Reporting Council action during Closed Session on May 16, 2022, to increase City Administrator salary 5 percent with an effective date of May 18, 2022, following one-year performance review discussion

ITEMS FOR COUNCIL CONSIDERATION

3. Second Reading and Adoption of Ordinance 837-2022: Adding Chapter 8.05 to Title 8 of the Gridley Municipal Code Relating to Solid Waste and Organic Waste Disposal Reduction

4. Information Report to review and consider Chapter 17.72, General Use Regulations, Section 17.72.060 Sign Requirements related to the prohibition of pole signs

5. Subrecipient Agreements Between City of Gridley and Habitat for Humanity, Program Operator for HOME Investment Partnership Program (HOME) and Community Development Block Grant (CDBG)

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.*

CITY ADMINISTRATOR REPORTS - *Brief updates and reports on conferences, seminars, and meetings attended by the City Administrator, if any.*

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

Adopt Housing Element Introduction 2022-2030	6/20/2022
Edler Estates	7/19/2022

CLOSED SESSION –None

ADJOURNMENT – adjourning to a Regular meeting on June 20th, 2022.

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 6th, 2022. 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 Meeting Minutes

Monday, May 16, 2022; 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."

CALL TO ORDER
Mayor Johnson called the meeting to order at 6:00 pm

ROLL CALL

Councilmembers

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

Staff present:
Cliff Wagner, City Administrator
Tony Galyean, City Attorney
Rodney Harr, Chief of Police
Danny Howard, Electric Utility Director

PLEDGE OF ALLEGIANCE
Councilmember Sanchez led the Pledge of Allegiance

INVOCATION – None

PROCLAMATION - None

INTRODUCTION OF NEW OR PROMOTED EMPLOYEES - None

COMMUNITY PARTICIPATION FORUM

Tom Simpson and Diego Ramos, both residences of Gridley, presented to Council their upcoming "1st Annual Gridley Truck Show", scheduled for September 24th, in hopes to spread the word to the public.

Seth Henderson shared comments regarding a public nuisance situation and comments made to him by law enforcement

CONSENT AGENDA

1. City Council minutes dated May 2nd, 2022

2. Gridley Electric Utility Wildfire Mitigation Plan for FY 22-23

3. Resolution No. 2022-R-015: A Resolution to the City Council to amend previously adopted Resolution No. 2021-R-032

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

ROLL CALL VOTE
Ayes: Johnson, Farr, Sanchez, Calderon
Motion passed, 4-0

ITEMS FOR COUNCIL CONSIDERATION

4. Gridley Electric Utility Security Plan

Danny Howard requested that Council approve the security plan and explained that no changes were made from last year's adopted plan.

ROLL CALL VOTE
Ayes: Johnson, Farr, Sanchez, Calderon
Motion passed, 4-0

5. Smoke Free Outdoor Parks Ordinance Proposal (Council Member Sanchez)

Councilmember Sanchez requested that Council move forward with the creation of a Smoke Free Outdoor Parks ordinance.

Motion to approve was made by Vice Mayor Farr, seconded by Councilmember Calderon.

ROLL CALL VOTE
Ayes: Johnson, Farr, Sanchez, Calderon
Motion passed, 4-0

6. First Reading of Ordinance 837-2022: Adding Chapter 8.05 to Title 8 of the Gridley Municipal Code Relating to Solid Waste and Organic Waste Disposal Reduction

Administrator Wagner presented Ordinance 837-2022, by title only, and explained that this ordinance is the base of which the City will be able to make changes as needed, but still be in compliance with the requirements of SB 1383

Mayor Johnson and Councilmember Sanchez both shared concerns on making sure our local food banks aren't negatively affected by this ordinance.

Ordinance 837-2022 will be brought back to Council for its second reading at the June 6th City Council Meeting.

7. Discussion of City Policy/Ordinance Governing Pole and Monument Signs (Mayor Johnson)

Mayor Johnson requested that this be brought back to Council at the June 6th meeting, along with the City's current ordinance regarding pole and monument signs.

Motion to approve was made by Mayor Johnson and seconded by Councilmember Sanchez.

ROLL CALL VOTE
Ayes: Johnson, Farr, Sanchez, Calderon
Motion passed, 4-0

CITY STAFF AND COUNCIL COMMITTEE REPORTS

Councilmember Calderon shared that he attended the Butte County Air Quality Management District meeting, and that he is currently working on organizing the Day of the Dead community celebration.

CITY ADMINISTRATOR REPORTS - none

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

CDBG Grants Administrative Services	6/6/2022
Adopt Housing Element Introduction 2022-2030	6/6/2022
Edler Estates	7/19/2022

CLOSED SESSION –

8. Discussion with Legal Counsel – Pursuant to Government Code 54957: Public Employee Evaluation – City Administrator

9. Discussion with Legal Counsel – Pursuant to Government Code 54957.6: Conference with Labor Negotiator, Cliff Wagner, City Administrator, for discussion of progress of collective bargaining discussions with City Employee represented classes

Council went into closed session at 6:48 pm and came out at approximately 8:20 pm with no reportable action.

ADJOURNMENT

With no items for further discussion, Council adjourned to the next Regular meeting on June 6th, 2022.

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Cliff Wagner, City Clerk

ITEM #2

Reporting Council action during Closed Session on May 16, 2022, to increase City Administrator salary 5 percent with an effective date of May 18, 2022, following one-year performance review discussion

City Council Agenda Item #3
Staff Report

X	Regular
	Special
	Closed
	Emergency

Date: June 6, 2022

To: Mayor and City Council

From: Cliff Wagner, Administrator

Subject: Second Reading and Adoption of Ordinance 837-2022 Adding Chapter 8.05 to Title 8 of the Gridley Municipal Code Relating to Solid Waste and Organic Waste Disposal Reduction

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Recommendation

Staff respectfully request the City Council to adopt Ordinance 837-2022 adding Chapter 8.05 to, Title 8 of the Gridley Municipal Code Relating to Solid Waste and Organic Waste Disposal Reduction which was first read at the May 16, 2022 City Council Meeting.

Background

Senate Bill (SB) 1383 (Chapter 395, Statutes of 2016) directed the California Department of Resources Recycling and Recovery ("CalRecycle") to adopt regulations to reduce organic waste statewide by 50% from its 2014 baseline level by 2020 and 75% by 2025. SB 1383 also requires the regulations to recover, for human consumption, at least 20 percent of edible food that is currently thrown away. The purpose of SB 1383 is to reduce methane and greenhouse gas emissions resulting from landfilled organic waste, and the impact on climate change. The regulations promulgated by CalRecycle to implement SB 1383 (the "SB 1383 Regulations") were finalized in late 2020 and took effect on January 1, 2022. The SB 1383 Regulations require the City to adopt and enforce an ordinance to implement the SB 1383 Regulations (this "SB 1383 Ordinance").

Discussion:

The SB 1383 Ordinance will require all residents and businesses to subscribe to organic waste collection services and source separate organic waste from solid waste and recyclables. The Ordinance requires education and outreach to individuals and businesses who generate waste on how they can properly sort materials for collection, the implementation of an edible food recovery program, inspections to ensure compliance with the SB 1383 Regulations, and enforcement for non-compliance with the SB 1383 Regulations.

<u>Mandatory Subscription to Organic Services</u>

All residents and businesses will be required to subscribe to organic waste collection services beginning January 1, 2022. Commercial businesses and multi-family properties with 5 or more units were already required to subscribe to organic waste services, SB 1383 builds upon Assembly Bill (AB) 1826 (Chapter 727, Statutes of 2014), which required any business generating two (2) or more cubic yards of solid organic waste per week, and multi-family properties with five or more units, to recycle their organic waste. (Under AB 1826, multi-family properties are only required to recycle yard waste.)

Waste Management currently provides solid waste collection services within the City under an exclusive franchise. The SB 1383 Regulations require Waste Management to provide, and all residents and businesses to subscribe to, organic waste collection services. Waste generators must source separate materials in the appropriate color-coded collection container to avoid contaminating the containers and the different waste streams. Waste Management currently provides organic waste collection services to both residents and businesses in the City, so there would be minimal impact to Waste Management's operations to implement this collection requirement.

Waste Management provides solid waste collection services to residential customers, through a three-container service: Trash (Gray Lid), Recycling (Blue Lid), Green and Food Waste (Brown Lid). Waste Management also provides trash, recycling and organics collection services to businesses, and the rates vary depending on the size of the container and the frequency of collection.

Waiver from Certain SB 1383 Requirements Related to Collection

Under the SB 1383 Regulations, a local jurisdiction may qualify for a low population waiver for a waiver from certain organic waste collection requirements if the local jurisdiction disposed of less than 5,000 tons of solid waste in 2014 as reported in the Disposal Reporting System and has a population less than 7,500. The City of Gridley met both of these requirements and received the low population waiver. Low population waivers are valid for a period up to five years.

The City submitted a low population waiver to CalRecycle for an exemption from some of requirements under the SB 1383 Regulations, specifically Article 3 (relating to organic collection services) of Chapter 12 of Title 14 of the California Code of Regulations. Since Waste Management already provides organic waste collection services to residential and commercial businesses, this Ordinance requires residents and businesses to assist the City in meeting state organic waste diversion goals by subscribing to organic waste collection service. The benefit of the City applying for a low population waiver is that it would waive certain requirements related to collection that the City would otherwise have to satisfy beginning January 1, 2022. These requirements include: recordkeeping requirements, certain monitoring requirements to ensure container contamination minimization, and container color and label requirements that identify what materials may be placed in each container.

City-Issued Waivers From Organics Waste Collection and Recycling

The City must review requests from businesses and/or multi-family buildings for waivers from organic waste collection and recycling requirements, and grant waivers when criteria are met. The City can issue a:

- de minimus waiver to a business if the business does generate a low volume of combined solid waste, recyclables, and organic waste and little organic waste or recyclables;
- physical space waiver if there are physical limitations for collection containers at a place of business or a multi-family property with 5 or more units; and,
- any additional waivers allowed under the law.

Education and Outreach Requirements

- Businesses and multi-family buildings must acquire and supply an adequate number of labeled, color-specific containers for employees, contractors, tenants, and customers, and educate employees and tenants about proper sorting.
- The education and outreach period is from January 1, 2022, through December 31, 2023, and

educational materials must be provided to generators who do not comply with the requirements.

Edible Food Recovery Program

- The City must develop and implement an edible food recovery program that recovers edible food from commercial edible food generators for human consumption.
- Commercial edible food generators must enter into written agreements with food recovery organizations and services, and the entities must keep specified records.
- Under the SB 1383 Regulations, if the county identifies that new or expanded capacity is required to recover edible food currently disposed of by commercial edible food generators in the county and the local jurisdictions within the county, then each jurisdiction that lacks capacity must submit an implementation schedule to CalRecycle regarding how it will ensure new or expanded capacity. The implementation schedule must include timelines of planning efforts to access new capacity, including, but not limited to, obtaining funding for edible food recovery infrastructure, and identification of facilities, operations and activities within the county that could be used for additional capacity.
- The City and Butte County are coordinating their efforts to develop an edible food recovery program and address capacity planning for edible food recovery to comply with the requirements of the SB 1383 Regulations.
- Discussions regarding the development of edible food recovery capacity are on-going with Butte County, the Cities of Biggs, Oroville, Chico and the Town of Paradise. Staff continues to communicate with the County regarding the SB 1383 Edible Food Recovery requirements.

Inspection and Enforcement

- The City must inspect and enforce the requirements in the Ordinance. The penalties for violations are consistent with the City's penalties for other ordinance violations.
- The City must provide educational materials, issue notice of violations, and issue administrative citations for violations of the Ordinance as specified.
- The focus will be on education and outreach in 2022 and 2023. Penalties for non-compliance will be imposed after January 1, 2024.
- While the City may designate a public or private entity to fulfill some of its SB 1383 regulatory responsibilities by agreement, the City itself remains responsible for its SB 1383 compliance and enforcing other entities' compliance with the SB 1383 regulations through the Ordinance. Under the SB 1383 Regulations, the City is also not allowed to delegate the authority to impose civil penalties for any violation of the Ordinance, or to issue waivers, to a private entity.

Other SB 1383 Requirements

- The SB 1383 Regulations require the City to adopt enforceable requirements to comply with specified provisions of the California Green Building Standards Code (CALGreen) and the State Model Water Efficient Landscape Ordinance, unless they already have such an enforceable mechanism in place.
- The City must procure recycled content paper in accordance with existing state laws, and procure recovered organic waste products (i.e., compost, mulch, electricity generated from biomass conversion, and renewable natural gas) at levels prescribed by the state annually. Staff is currently reviewing options on how to satisfy these requirements. Staff will bring forward a

separate procurement policy at a future Council meeting.

SB 619

Under the SB 1383 Regulations, local jurisdictions that do not adopt enforceable mechanism by January 1, 2022 to implement the SB 1383 Regulations locally are subject to penalties issued by CalRecycle. On October 5, 2021, the Governor signed SB 619 to provide some relief from penalties for jurisdictions that may not be fully compliant with SB 1383 requirements by the January 1, 2022, deadline.

Fiscal Impact

Unknown costs related to implementation and enforcement of the Ordinance, which will depend on whether the City or Waste Management will perform some of the City's responsibilities under the SB 1383 Regulations. Residential customers who subscribe to organic waste collection services for the first time will directly pay Waste Management for services. Unknown costs related to providing capacity for the edible food recovery program under a regional cost sharing plan.

Attachment

Ordinance 837-2022

ORDINANCE ADDING CHAPTER 8.05, ORGANIC WASTE DISPOSAL REDUCTION SECTION TO TITLE 8, HEALTH AND SAFETY, OF THE GRIDLEY MUNICIPAL CODE (Citywide)

WHEREAS, Senate Bill (SB) 1383 (Chapter 395, Statutes of 2016) directed the California Department of Resources Recycling and Recovery ("CalRecycle") to adopt regulations to reduce organic waste statewide by 50% from its 2014 baseline level by 2020 and 75% by 2025; and,

WHEREAS, SB 1383 also requires the regulations to recover, for human consumption, at least 20 percent of edible food that is currently thrown away. The purpose of SB 1383 is to reduce methane and greenhouse gas emissions resulting from landfilled organic waste, and the impact on climate change.

WHEREAS, the State of California now requires the City to adopt and enforce an ordinance to implement the SB 1383 Regulations (this "SB 1383 Ordinance").

WHEREAS, the City Council of the City of Gridley duly introduced the ordinance on May 16, 2022 by reading of title only; and,

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

SECTION 1: Add Chapter 8.05, Organic Waste Disposal Reduction as follows:

CHAPTER 8.05 ORGANIC WASTE DISPOSAL REDUCTION

8.05.010 Purpose and Findings.

The City of Gridley finds and declares:

1. SB 1383, the Short-lived Climate Pollutant Reduction Act of 2016, places requirements on multiple entities including Jurisdictions, residential households, Commercial Businesses and business owners, Commercial Edible Food Generators, haulers, Self-Haulers, Food Recovery Organizations, and Food Recovery Services to support achievement of Statewide Organic Waste disposal reduction targets.

2. The Final Regulation Text of the SB 1383 Regulations implementing SB 1383 was adopted by CalRecycle on November 3, 2020.
3. The SB 1383 Regulations require Jurisdictions to adopt and enforce an ordinance or enforceable mechanisms to mandate that organic waste generators, haulers, and other entities subject to the requirements of this chapter that are subject to the jurisdiction's authority comply with relevant provisions of 14 CCR, Division 7, Chapter 12.
4. This ordinance is intended to authorize the City Administrator to make determinations and undertake or arrange for programs and activities required to implement relevant provisions of the SB 1383 Regulations.
5. Nothing in this Ordinance is intended to nor shall it be interpreted or construed as violating 14 CCR Sections 18990.1(b) or 18990.2.

8.05.020 Definitions.

The following terms are defined for the purposes of this chapter:

"Blue Container" has the same meaning as in 14 CCR § 18982.2(a)(5) and shall be used for the purpose of storage and collection of Source Separated Recyclable Materials or Source Separated Blue Container Waste.

"CCR" means the State of California Code of Regulations.

"CalRecycle" means the California Department of Resources Recycling and Recovery.

"City" means the City of Gridley, California.

"Collect" or "Collection" means the act of collecting Solid Waste, Recyclables, or Organic Waste at or near the place of generation or accumulation.

"Commercial" or "Commercial Business" means a business, industrial, commercial establishment, or construction site, and any multiple-family, residential dwelling with five (5) units or more.

"Community Composting" means any activity that composts green material, agricultural material, food material, and vegetative food material, alone or in combination, and the total amount of feedstock and compost on-site at any one time does not exceed 100 cubic yards and 750 square feet, as specified in 14 CCR § 17855(a)(4); or, as otherwise defined by 14 CCR § 18982(a)(8).

"Compliance Review" means a review of records by the City to determine compliance with this chapter.

"Container" means a cart, bin, roll-off, compactor or similar receptacle used to temporarily store Solid Waste, Recyclables, or Organic Waste for collection service.

“Container Contamination” or “Contaminated Container” means a Container, regardless of color, that contains Prohibited Container Contaminants, or as otherwise defined in 14 CCR § 18982(a)(55).

“Designated Source Separated Organic Waste Facility” shall have the same definition as 14 CCR § 18982(14.5).

"Designee” means an entity that the City contracts with or otherwise arranges to carry out any of the City’s responsibilities as authorized in 14 CCR § 18981.2. A Designee may be a government entity, a hauler, a private entity, or a combination of those entities.

Edible Food” means food intended for human consumption, or as otherwise defined in 14 CCR § 18982(a)(18). “Edible Food” is not Solid Waste if it is recovered and not discarded.

“Enforcement Action" means an action of the City to address non-compliance including, but not limited to, issuing administrative citations, fines, penalties, or using other remedies.

“Enforcement Officer" means the City Administrator, county administrative official, chief operating officer, executive director, or other executive in charge or their authorized Designee(s) who is/are partially or wholly responsible for enforcing this chapter.

“Food Recovery” means actions to collect and distribute food for human consumption that otherwise would be disposed, or as otherwise defined in 14 CCR § 18982(a)(24).

“Food Recovery Organization” means an entity that engages in the collection or receipt of Edible Food from Commercial Edible Food Generators and distributes that Edible Food to the public for Food Recovery either directly or through other entities or as otherwise defined in 14 CCR § 18982(a)(25), including, but not limited to:

1. A food bank as defined in Health and Safety Code Section 113783;
2. A nonprofit charitable organization as defined in Health and Safety Code Section 113841; and,
3. A nonprofit charitable temporary food facility as defined in Health and Safety Code Section 113842.

“Food Recovery Service” means a person or entity that collects and transports Edible Food from a Commercial Edible Food Generator to a Food Recovery Organization or other entities for Food Recovery, or as otherwise defined in 14 CCR § 18982(a)(26).

Food Waste” means discarded raw, cooked, or processed edible substances, ices, beverages, ingredients used or intended for use or for sale, in whole or in part, for human consumption, and chewing gum. “Food waste” includes compostable plastics and is a subset of Organic Waste.

“Generator” means a person or entity that is responsible for the initial creation of waste.

"Gray Container" has the same meaning as in 14 CCR § 18982.2(a)(28) and shall be used for the purpose of storage and collection of Gray Container Waste.

"Gray Container Waste" means Solid Waste that is collected in a Gray Container that is part of a three-Container Organic Waste collection service that prohibits the placement of Recyclables or Organic Waste in the Gray Container as specified in 14 CCR §§ 18984.1(a)-(b), or as otherwise defined in 14 CCR § 17402(a)(6.5).

"Green Container" has the same meaning as in 14 CCR § 18982.2(a)(29) and shall be used for the purpose of storage and collection of Source Separated Green Container Organic Waste.

"Green Waste" means tree trimmings, grass cuttings, dead plants, leaves, branches, and similar materials generated through landscaping activities other than construction activities.

activities. "Grocery Store" means a store primarily engaged in the retail sale of canned food; dry goods; fresh fruits and vegetables; fresh meats, fish, and poultry; and any area that is not separately owned within the store where the food is prepared and served, including a bakery, deli, and meat and seafood departments, or as otherwise defined in 14 CCR § 18982(a)(30).

"Hauler Route" means the designated itinerary or sequence of stops for each segment of the City's collection service area, or as otherwise defined in 14 CCR § 18982(a)(31.5).

"High Diversion Organic Waste Processing Facility" means a facility that is in compliance with the reporting requirements of 14 CCR § 18815.5(d) and meets or exceeds an annual average Mixed Waste organic content Recovery rate of 50 percent between January 1, 2022 and December 31, 2024, and 75 percent after January 1, 2025, as calculated pursuant to 14 CCR § 18815.5(e) for Organic Waste received from the "Mixed waste organic collection stream" as defined in 14 CCR § 17402(a)(11.5), or, as otherwise defined in 14 CCR § 18982(a)(33).

"Inspection" means a site visit where the City reviews records, Containers, and a person or entity's collection, handling, recycling, or landfill disposal of Organic Waste or Edible Food handling to determine if the entity is complying with requirements set forth in this chapter, or as otherwise defined in 14 CCR § 18982(a)(35).

"Large Event" means an event, including, but not limited to, a sporting event or a flea market, that charges an admission price, or is operated by a local agency, and serves an average of more than 2,000 individuals per day of operation of the event, at a location that includes, but is not limited to, a public, nonprofit, or privately owned park, parking lot, golf course, street system, or other open space when being used for an event.

"Large Venue" means a permanent venue facility that annually seats or serves an average of more than 2,000 individuals within the grounds of the facility per day of operation of the venue facility. A venue facility includes, but is not limited to, a public, nonprofit, or privately owned or operated stadium, amphitheater, arena, hall, amusement park, conference or civic center, zoo, aquarium, airport, racetrack, horse track, performing arts center, fairground, museum, theater,

or other public attraction facility. A site under common ownership or control that includes more than one Large Venue that is contiguous with other Large Venues in the site, is a single Large Venue.

"Local Education Agency" means a school district, charter school, or county office of education that is not subject to the control of city or county regulations related to Solid Waste, or as otherwise defined in 14 CCR § 18982(a)(40).

"Mixed Waste Organic Collection Stream" or "Mixed Waste" means Organic Waste collected in a Container that is required by 14 CCR §§ 18984.1, 18984.2 or 18984.3 to be taken to a High Diversion Organic Waste Processing Facility or as otherwise defined in 14 CCR § 17402(a)(11.5).

"Multi-Family Residential Dwelling" or "Multi-Family" means of, from, or pertaining to residential premises with five (5) or more dwelling units. Multi-Family premises do not include hotels, motels, or other transient occupancy facilities, which are considered Commercial Businesses.

"Notice of Violation" or "NOV" means a notice that a violation has occurred that includes a compliance date to avoid an action to seek penalties, or as otherwise defined in 14 CCR § 18982(a)(45) or further explained in 14 CCR § 18995.4.

"Organic waste" means solid wastes containing material originated from living organisms and their metabolic waste products including, but not limited to, food, green material, landscape and pruning waste, organic textiles and carpets, untreated lumber, untreated wood, paper products, printing and writing paper, manure, biosolids, digestate, and sludges.

"Organic Waste Generator" means a person or entity that is responsible for the initial creation of Organic Waste, or as otherwise defined in 14 CCR § 18982(a)(48).

"Prohibited Container Contaminants" means the following: (i) discarded materials placed in the Blue Container that are not identified as acceptable Source Separated Recyclable Materials for the City's Blue Container; (ii) discarded materials placed in the Green Container that are not identified as acceptable Source Separated Green Container Organic Waste for the City's Green Container; (iii) discarded materials placed in the Gray Container that are acceptable Source Separated Recyclable Materials and/or Source Separated Green Container Organic Wastes to be placed in the City's Green Container and/or Blue Container; and, (iv) non-Solid Waste items placed in any Container.

"Recovery" means any activity or process described in 14 CCR § 18983.1(b), or as otherwise defined in 14 CCR § 18982(a)(49).

"Recyclable Material" means materials source-separated by the generator for the purpose of sorting, processing and being returned to the economic mainstream for use the altered form for manufacture of new, reused or reconstituted products through available processes and markets. A listing of materials considered as Recyclable Material shall be provided by the Authorized Collector and may be revised from time to time by agreement of the City, and the Authorized

Collector. Notwithstanding any provision to the contrary, the Authorized Collector is not required to collect or recycle any material for which a commercially viable market is not available.

“Remote Monitoring” means the use of the internet of things and/or wireless electronic devices to visualize the contents of Blue Containers, Green Containers, and Gray Containers for purposes of identifying the quantity of materials in Containers (level of fill) and/or presence of Prohibited Container Contaminants.

"Residential” means any residential dwelling.

“Route Review” means a visual Inspection of Containers along a Hauler Route for the purpose of determining Container Contamination, and may include mechanical Inspection methods such as the use of cameras, or as otherwise defined in 14 CCR § 18982(a)(65).

“SB 1383” means Senate Bill 1383 (Chapter 395, Statutes of 2016), which established methane emissions reduction targets in a Statewide effort to reduce emissions of short-lived climate pollutants, as amended, supplemented, superseded, and replaced from time to time.

“SB 1383 Regulations” means the Short-Lived Climate Pollutants: Organic Waste Reduction regulations developed by CalRecycle and adopted in 2020 that created 14 CCR, Division 7, Chapter 12 and amended portions of regulations of 14 CCR and 27 CCR.

“Self-Hauler” means a person, who hauls Solid Waste, Recyclable Materials, or Organic Waste he or she has generated to another person. “Self-Hauler” also includes a person who back-hauls waste, or as otherwise defined in 14 CCR § 18982(a)(66). “Back-haul” means generating and transporting Organic Waste to a destination owned and operated by the Generator using the Generator’s own employees and equipment, or as otherwise defined in 14 CCR § 18982(a)(66)(A).

“Single-Family” means of, from, or pertaining to any residential premises with fewer than five (5) units.

“Solid Waste” means and includes all discarded putrescible and non-putrescible solid, semisolid, and liquid wastes, including garbage, trash, refuse, rubbish, Construction and Demolition Debris, and any other discarded solid, semisolid, and liquid waste permitted to be disposed of at a Class III landfill and which are included within the definition of “Nonhazardous Solid Waste” set forth in 27 CCR Section 20220(a).

In addition, for purposes of this Ordinance, Solid Waste does not include source separated Recyclable Material, source separated Organic Waste, construction and demolition debris, manure and/or salvageable materials if such materials have been source separated by the generator for the purpose of recycling, composting, processing or reuse.

“Source Separating” or “Source Separation” means the process of removing Recyclable Materials and Organic Waste from Solid Waste at the place of generation, prior to collection, and placing them into separate Containers that are separately designated for Recyclable Materials and Organic Waste.

"Source Separated Blue Container Waste" means Source Separated Wastes that can be placed in a Blue Container that is limited to the collection of those Organic Wastes and Non-Organic Recyclables as defined in 14 CCR § 18982(a)(43), or as otherwise defined by 14 CCR § 17402(a)(18.7).

"Source Separated Green Container Organic Waste" means Source Separated Organic Waste that can be placed in a Green Container that is specifically intended for the separate Collection of Organic Waste by the Generator, excluding Source Separated Blue Container Waste, carpets, non-compostable Paper, and textiles.

"Supermarket" means a full-line, self-service retail store with gross annual sales of two million dollars ($2,000,000), or more, and which sells a line of dry grocery, canned goods, or nonfood items and some perishable items, or as otherwise defined in 14 CCR § 18982(a)(71).

"Tier One Commercial Edible Food Generator" means a Commercial Edible Food Generator that is one of the following:

1. Supermarket.
2. Grocery Store with a total facility size equal to or greater than 10,000 square feet.
3. Food Service Provider.
4. Food Distributor.
5. Wholesale Food Vendor.

"Tier Two Commercial Edible Food Generator" means a Commercial Edible Food Generator that is one of the following:

1. Restaurant with 250 or more seats, or a total facility size equal to or greater than 5,000 square feet.
2. Hotel with an on-site Food Facility and 200 or more rooms.
3. Health facility with an on-site Food Facility and 100 or more beds.
4. Large Venue.
5. Large Event.
6. A State agency with a cafeteria with 250 or more seats or total cafeteria facility size equal to or greater than 5,000 square feet.
7. A Local Education Agency facility with an on-site Food Facility.

"Wholesale Food Vendor" means a business or establishment engaged in the merchant wholesale distribution of food, where food (including fruits and vegetables) is received, shipped, stored, prepared for distribution to a retailer, warehouse, distributor, or other destination, or as otherwise defined in 14 CCR § 189852(a)(76).

8.05.030 Requirements for Single-Family Generators.

A. Single-Family Organic Waste Generators shall comply with the following requirements:

1. Shall subscribe to the City's Organic Waste collection services for all Organic Waste generated as described below in Section 8.05.030(A)(2). The City shall have the right to review the number and size of a Generator's Containers to evaluate adequacy of capacity provided for each type of collection service for proper separation of materials and containment of materials; and, Single-Family Generators shall adjust its service level for its collection services as requested by the City. Generators may additionally manage their Organic Waste by preventing or reducing their Organic Waste, managing Organic Waste through backyard residential composting, and/or using a community composting site.

2. Shall participate in the City's three-Container collection service(s) by placing designated materials in designated Containers, and shall not place Prohibited Container Contaminants in Collection Containers. Generators shall place Source Separated Green Container Organic Waste, including Food Waste, in the Green Container; Source Separated Recyclable Materials in the Blue Container; and Solid Waste in the Gray Container, per City and collector guidelines. Generators shall not place materials designated for the Gray container into the Green Container or Blue Container, materials designated for the Green Container into the Blue or Gray Container, nor materials designated for the Blue Container into the Green or Gray Container.

8.05.040 Requirements for Commercial Businesses.

A. Generators that are Commercial Businesses, including Multi-Family Residential Dwellings, shall:

1. Subscribe to the City's three-Container collection services and comply with requirements of those services as described below in Section 8.05.040(A)(2). The City shall have the right to review the number and size of a Generator's Containers and frequency of collection to evaluate adequacy of capacity provided for each type of collection service for proper separation of materials and containment of materials; and, Commercial Businesses shall adjust their service level for their collection services as requested by the City.

2. Participate in the City's three-Container collection service(s) by placing Source Separated Green Container Organic Waste, including Food Waste, in the Green Container; Source Separated Recyclable Materials in the Blue Container; and Gray Container Waste in the Gray Container. Generator shall not place materials designated for the Gray Container into the Green Container or Blue Container, nor place materials designated for the Green Container or Blue Container into the Gray Container.

3. Supply and allow access to an adequate number, size and location of collection Containers with sufficient labels or colors (conforming with Section 8.05.040(A)(4)(a)-(b) for employees, contractors, tenants, and customers, consistent with the City's Blue Container, Green Container, and Gray Container

collection service or, if self-hauling, per the Commercial Businesses' instructions to support its compliance with its self-haul program.

4. Excluding Multi-Family Residential Dwellings, provide Containers for the collection of Source Separated Green Container Organic Waste and Source Separated Recyclable Materials in all indoor and outdoor areas where disposal Containers are provided for customers, for materials generated by that business. Such Containers do not need to be provided in restrooms. If a Commercial Business does not generate any of the materials that would be collected in one type of Container, then the business does not have to provide that particular Container in all areas where disposal Containers are provided for customers. Pursuant to 14 CCR § 18984.9(b), the Containers provided by the business shall have either:

    a. A body or lid that conforms with the Container colors provided through the collection service provided by City, with either lids conforming to the color requirements or bodies conforming to the color requirements or both lids and bodies conforming to color requirements. A Commercial Business is not required to replace functional Containers, including Containers purchased prior to January 1, 2022, that do not comply with the requirements of the subsection prior to the end of the useful life of those Containers, or prior to January 1, 2036, whichever comes first.

    b. Container labels that include language or graphic images, or both, indicating the primary material accepted and the primary materials prohibited in that Container, or Containers with imprinted text or graphic images that indicate the primary materials accepted and primary materials prohibited in the Container. Pursuant 14 CCR § 18984.8, the Container labeling requirements are required on new Containers commencing January 1, 2022.

5. Multi-Family Residential Dwellings are not required to comply with Container placement requirements or labeling requirement in Section 0(A)(4) pursuant to 14 CCR § 18984.9(b).

6. To the extent practical through education, training, Inspection, and/or other measures, excluding Multi-Family Residential Dwellings, prohibit employees from placing materials in a Container not designated for those materials in accordance with Section 8.05.040, or if Recycling Organic Waste onsite or self-hauling under Section 8.05.090 per the Commercial Businesses' instructions to support its compliance with its onsite recycling or self-haul program.

7. Excluding Multi-Family Residential Dwellings, periodically inspect Containers for contamination and inform employees if Containers are contaminated and of the

requirements to keep contaminants out of those Containers pursuant to 14 CCR § 18984.9(b)(3).

8. Annually provide information to employees, contractors, tenants, and customers about Organic Waste Recovery requirements and about proper sorting of Source Separated Green Container Organic Waste and Source Separated Recyclable Materials.

9. Provide education information before or within fourteen (14) days of occupation of the premises to new tenants that describes requirements to keep Source Separated Green Container Organic Waste and Source Separated Recyclable Materials separate from Gray Container Waste (when applicable) and the location of Containers and the rules governing their use at each property.

10. Provide or arrange access for the City or its agent to their properties during all Inspections conducted in accordance with Section 8.05.100 to confirm compliance with the requirements of this chapter.

11. Accommodate and cooperate with City's Remote Monitoring program, if implemented, for Inspection of the contents of Containers for Prohibited Container Contaminants, to evaluate Generator's compliance with Sections 8.05.30 and 8.05.40. The Remote Monitoring program may involve installation of Remote Monitoring equipment on or in the Blue Containers, Green Containers, and Gray Containers.

12. If a Commercial Business wants to self-haul, meet the Self-Hauler requirements in Section 8.05.090.

13. Nothing in this section prohibits a Generator from preventing or reducing waste generation, managing Organic Waste on site, or using a community composting site).

14. Commercial Businesses that are Tier One or Tier Two Commercial Edible Food Generators shall comply with Food Recovery requirements, pursuant to 8.05.060.

8.05.050 Waivers for Generators.

A. De Minimis Waivers. The City may waive a Commercial Business' obligation (including Multi-Family Residential Dwellings) to comply with some or all of the Organic Waste requirements if the Commercial Business provides documentation that the business generates below a certain amount of Organic Waste material as described in Section 8.05.050(A)(2) below. Commercial Businesses requesting a de minimis waiver shall:

1. Submit an application specifying the services that they are requesting a waiver from and provide documentation as noted in Section 8.05.050(A)(2) below.

2. Provide documentation that either:

a. The Commercial Business' total Solid Waste collection service is two cubic yards or more per week and Organic Waste subject to collection in a Blue Container or Green Container comprises less than 20 gallons per week per applicable Container of the business' total waste; or

b. The Commercial Business' total Solid Waste collection service is less than two cubic yards per week and Organic Waste subject to collection in a Blue Container or Green Container comprises less than 10 gallons per week per applicable Container of the business' total waste.

3. Notify City if circumstances change such that Commercial Business's Organic Waste exceeds threshold required for waiver, in which case waiver will be rescinded.

4. Provide written verification of eligibility for de minimis waiver every 5 years, if the City has approved de minimis waiver.

B. Physical Space Waivers. The City may waive a Commercial Business' or property owner's obligations (including Multi-Family Residential Dwellings) to comply with some or all of the recyclable materials and/or Organic Waste collection service requirements if the City has evidence from its own staff, a hauler, licensed architect, or licensed engineer demonstrating that the premises lacks adequate space for the collection Containers required for compliance with the Organic Waste collection requirements.

A Commercial Business or property owner may request a physical space waiver through the following process:

1. Submit an application form specifying the type(s) of collection services for which they are requesting a compliance waiver.

2. Provide documentation that the premises lacks adequate space for Blue Containers and/or Green Containers including documentation from its hauler, licensed architect, or licensed engineer.

3. Provide written verification to the City that it is still eligible for physical space waiver every five years, if the City has approved application for a physical space waiver.

C. Additional Waivers. The City may provide any additional waivers of the requirements of this chapter to the extent permitted by applicable law. The Public Works Director or his or her designee shall be responsible for determining the grounds for the waiver, its scope, and appropriate administration.

D. Review and Approval of Waivers by City. Review and approval of waivers will be the responsibility of the Public Works Director or his or her designee.

8.05.060 Requirements for Commercial Edible Food Generators.

A. Tier One Commercial Edible Food Generators must comply with the requirements of this section commencing January 1, 2022, and Tier Two Commercial Edible Food Generators must comply commencing January 1, 2024.

B. Large Venue or Large Event operators not providing food services, but allowing for food to be provided by others, shall require Food Facilities operating at the Large Venue or Large Event to comply with the requirements of this section, commencing January 1, 2024.

C. Commercial Edible Food Generators shall comply with the following requirements:

1. Shall not intentionally spoil Edible Food that is capable of being recovered by a Food Recovery Organization or a Food Recovery Service.

2. Allow the City's designated enforcement entity or designated third party enforcement entity to access the premises and review records pursuant to 14 CCR § 18991.4.

3. Keep records that include the following information, or as otherwise specified in 14 CCR § 18991.4:

    a. A list of each Food Recovery Service or organization that collects or receives its Edible Food pursuant to a contract or written agreement established under 14 CCR § 18991.3(b).

    b. A copy of all contracts or written agreements established under 14 CCR § 18991.3(b).

    c. A record of the following information for each of those Food Recovery Services or Food Recovery Organizations:

        i. The name, address and contact information of the Food Recovery Service or Food Recovery Organization.

        ii. The types of food that will be collected by or self-hauled to the Food Recovery Service or Food Recovery Organization.

        iii. The established frequency that food will be collected or self-hauled.

        iv. The quantity of food, measured in pounds recovered per month, collected or self-hauled to a Food Recovery Service or Food Recovery Organization for Food Recovery.

d. Nothing in this chapter shall be construed to limit or conflict with the protections provided by the California Good Samaritan Food Donation Act of 2017, the Federal Good Samaritan Act, or share table and school food donation guidance pursuant to Senate Bill 557, Chapter 285, Statutes of 2017.

8.05.070 Requirements for Food Recovery Organizations and Services.

A. Food Recovery Services collecting or receiving Edible Food directly from Commercial Edible Food Generators, via a contract or written agreement established under 14 CCR § 18991.3(b), shall maintain the following records, or as otherwise specified by 14 CCR § 18991.5(a)(1):

1. The name, address, and contact information for each Commercial Edible Food Generator from which the service collects Edible Food.

2. The quantity in pounds of Edible Food collected from each Commercial Edible Food Generator per month.

3. The quantity in pounds of Edible Food transported to each Food Recovery Organization per month.

4. The name, address, and contact information for each Food Recovery Organization that the Food Recovery Service transports Edible Food to for Food Recovery.

B. Food Recovery Organizations collecting or receiving Edible Food directly from Commercial Edible Food Generators, via a contract or written agreement established under 14 CCR § 18991.3(b), shall maintain the following records, or as otherwise specified by 14 CCR §18991.5(a)(2):

1. The name, address, and contact information for each Commercial Edible Food Generator from which the organization receives Edible Food.

2. The quantity in pounds of Edible Food received from each Commercial Edible Food Generator per month.

3. The name, address, and contact information for each Food Recovery Service that the organization receives Edible Food from for Food Recovery.

C. Food Recovery Organizations and Food Recovery Services that have their primary address physically located in the City and contract with or have written agreements with one or more Commercial Edible Food Generators pursuant to 14 CCR § 18991.3(b) shall report to the City it is located in the total pounds of Edible Food recovered in the previous calendar year from the Tier One and Tier Two Commercial Edible Food Generators they have established a contract or written agreement with pursuant to 14 CCR § 18991.3(b) no later than March 1, July 1, and September 1 annually.

D. In order to support Edible Food Recovery capacity planning assessments or other studies, Food Recovery Services and Food Recovery Organizations operating in the City shall provide information and consultation to the City, upon request, regarding existing, or proposed new or expanded, Food Recovery capacity that could be accessed by the City and its Commercial Edible Food Generators. A Food Recovery Service or Food Recovery Organization contacted by the City shall respond to such request for information within 60 days, unless a shorter timeframe is otherwise specified by the City.

8.05.080 Requirements for Haulers and Facility Operators.

A. Requirements for Haulers

1. Haulers shall meet the following requirements and standards as a condition of approval of a permit or other authorization with the City to collect Organic Waste.

   a. Through written notice to the City annually on or before June 1, identify the facilities to which they will transport Organic Waste including facilities for Source Separated Recyclable Materials, and Source Separated Green Container Organic Waste.

   b. Transport Source Separated Recyclable Materials or Source Separated Green Container Organic Waste, and Mixed Waste to a facility, operation, activity, or property that recovers Organic Waste as defined in 14 CCR, Division 7, Chapter 12, Article 2.

   c. Obtain approval from the City to haul Organic Waste, unless it is transporting Source Separated Organic Waste to a Community Composting site or lawfully transporting construction and demolition debris.

2. Haulers authorized to collect Organic Waste shall comply with education, equipment, signage, Container labeling, Container color, contamination monitoring, reporting, and other requirements contained within its permit or other agreement entered into with the City.

B. Requirements for Facility Operators and Community Composting Operations

1. Owners of facilities, operations, and activities that recover Organic Waste, including, but not limited to, Compost facilities, in-vessel digestion facilities, and publicly-owned treatment works shall, upon the City's request, provide information regarding available and potential new or expanded capacity at their facilities, operations, and activities, including information about throughput and permitted capacity necessary for planning purposes. Entities contacted by the City shall respond within 60 days.

2. Community Composting operators, upon the City's request, shall provide information to the City to support Organic Waste capacity planning, including, but not limited to, an estimate of the amount of Organic Waste anticipated to be handled at the Community Composting operation. Entities contacted by the City shall respond within 60 days.

8.05.090 Self-Hauler Requirements.

A. Self-Haulers shall source separate all Recyclable Materials and Organic Waste generated on-site from Solid Waste in a manner consistent with 14 CCR §§ 18984.1 and 18984.2, or shall haul Organic Waste to a High Diversion Organic Waste Processing Facility.

B. Self-Haulers shall haul their Source Separated Recyclable Materials to a facility that recovers those materials; and haul their Source Separated Green Container Organic Waste to a Solid Waste facility, operation, activity, or property that processes or recovers Source Separated Organic Waste. Alternatively, Self-Haulers may haul Organic Waste to a High Diversion Organic Waste Processing Facility.

C. Self-Haulers that are Commercial Businesses (including Multi-Family Residential Dwellings) shall keep a record of the amount of Organic Waste delivered to each Solid Waste facility, operation, activity, or property that processes or recovers Organic Waste; this record shall be subject to Inspection by the City. The records shall include the following information:

1. Delivery receipts and weight tickets from the entity accepting the waste.

2. The amount of material in cubic yards or tons transported by the Generator to each entity.

3. If the material is transported to an entity that does not have scales on-site, or employs scales incapable of weighing the Self-Hauler's vehicle in a manner that allows it to determine the weight of materials received, the Self-Hauler is not required to record the weight of material but shall keep a record of the entities that received the Organic Waste..

D. Self-Haulers that are Commercial Businesses (including Multi-Family Self-Haulers) shall provide information collected in Section 8.05.090(C) to the City if requested.

E. A residential Organic Waste Generator that self-hauls Organic Waste is not required to record information in Section 8.05.090(C) or report information in Section 8.05.090(D).

8.05.090 Inspections and Investigations.

A. City representatives and/or its designated entity, including Designees are authorized to conduct Inspections and investigations, at random or otherwise, of any Collection Container, collection vehicle loads, or transfer, processing, or disposal facility for materials collected from Generators, or Source Separated materials to confirm compliance with this chapter by Organic Waste Generators, Commercial Businesses (including Multi-Family Residential Dwellings),

property owners, Commercial Edible Food Generators, Self-Haulers, Haulers, Food Recovery Services, and Food Recovery Organizations, subject to applicable laws. This Section does not allow the City to enter the interior of a private residential property for Inspection. For the purposes of inspecting Commercial Business Containers for compliance with Section 8.05.040, the City may conduct Container Inspections for Prohibited Container Contaminants using Remote Monitoring, and Commercial Businesses shall accommodate and cooperate with Remote Monitoring pursuant to Section 8.05.040.

B. The regulated entity shall provide or arrange for access during all Inspections (with the exception of residential property interiors) and shall cooperate with the City's employee or its designated entity/Designee during such Inspections and investigations. Such Inspections and investigations may include confirmation of proper placement of materials in Containers, Edible Food Recovery activities, records, or any other requirement described herein. Failure to provide or arrange for: (i) access to an entity's premises; or (ii) access to records for any Inspection or investigation is a violation of this chapter and may result in penalties described in Section 8.05.110.

C. Any records obtained by the City during its Inspections, Remote Monitoring, and other reviews shall be subject to the requirements and applicable disclosure exemptions of the Public Records Act as set forth in Government Code Section 6250 et seq.

D. City representatives, its designated entity, and/or Designee are authorized to conduct any Inspections, Remote Monitoring, or other investigations as reasonably necessary to further the goals of this chapter, subject to applicable laws.

E. City shall receive written complaints from persons regarding an entity that may be potentially non-compliant with SB 1383 Regulations, including receipt of anonymous complaints.

8.05.110 Enforcement.

A. The City may take Enforcement Actions, including the issuance of an administrative citation and assessment of a fine, against persons and entities for violating this chapter. The procedures in Chapter 19.10 shall govern the imposition, enforcement, collection, and review of administrative citations issued to enforce this chapter and any rule or regulation adopted pursuant to this chapter, except as otherwise indicated in this chapter.

B. The City may take immediate Enforcement Actions against Commercial Businesses that are in violation of the commercial organic waste and recycling requirements of AB 341 and AB 1826, which were in place prior to the issuance of the SB 1383 Regulations.

C. Education of SB 1383 Requirements.

1. Through December 31, 2023, the City or its Designee may conduct Inspections, Remote Monitoring, Route Reviews or waste evaluations, and Compliance Reviews, depending upon the type of regulated entity, to determine compliance

with the SB 1383 Regulations and this chapter, and if City or its Designee determines that Organic Waste Generator, Self-Hauler, Hauler, Tier One Commercial Edible Food Generator, Food Recovery Organization, Food Recovery Service, or other entity is not in compliance, it shall provide educational materials and/or, for the purposes of Edible Food Recovery, training to the entity describing its obligations under this chapter and a notice that compliance is required, and that violations may be subject to administrative civil penalties starting on January 1, 2024.

2. The City Administrator or his or her designee shall work with the Collector and other entities to conduct outreach and educate Generators regarding compliance with the SB 1383 Regulations and this chapter.

3. The City Administrator or his or her designee shall work with the Collector to annually identify residences and Commercial Businesses subject to the SB 1383 Regulations.

D. Beginning January 1, 2024, if the City or its Designee determines that an Organic Waste Generator, Self-Hauler, Hauler, Tier One or Tier Two Commercial Edible Food Generator, Food Recovery Organization, Food Recovery Service, or other entity is not in compliance with the SB 1383 Regulations under this chapter, it shall document the noncompliance or violation, issue a Notice of Violation, and take Enforcement Action pursuant to this section, as needed.

E. Prior to taking any Enforcement Action against a person, business, or entity for violating the SB 1383 Regulations, the City shall first notify the person, business, or entity and provide an opportunity to correct the violation through the issuance of a Notice of Violation by a City Enforcement Officer. Notices shall be sent to the “owner” at the official address of the owner maintained by the tax collector for the City or if no such address is available, to the owner at the address of the residential dwelling or Commercial property or to the party responsible for paying for the Collection services, depending upon available information. The notice shall state the person, business, or entity has 60 days to correct the violation. The person, business, or entity shall be responsible for ensuring and demonstrating compliance with the requirements of the SB 1383 Regulations, within the 60-day time frame provided in the notification of violation. Failure to demonstrate compliance shall be cause for Enforcement Action and penalties.

F. The City or its Designee may extend the compliance deadlines set forth in a Notice of Violation issued in accordance with this section if it finds that there are extenuating circumstances beyond the control of the respondent that make compliance within the deadlines impracticable, including the following:

1. Acts of God such as earthquakes, wildfires, flooding, and other emergencies or natural disasters;

2. Delays in obtaining discretionary permits or other government agency approvals; or,

3. Deficiencies in Organic Waste recycling infrastructure or Edible Food Recovery capacity and the City is under a corrective action plan with CalRecycle pursuant to 14 CCR § 18996.2 due to those deficiencies.

G. For incidences of Prohibited Container Contaminants found in containers, City Enforcement Officer will issue a Notice of Violation to any generator found to have Prohibited Container Contaminants in a Container. Such notice will be provided via a cart tag or other communication immediately upon identification of the Prohibited Container Contaminants. Notwithstanding the foregoing subsections, the City may issue administrative citations immediately for container contamination and failure to subscribe to collection service as required.

H. Penalty Amounts for Types of Violations.

The penalty levels are as follows:

1. For a first violation, the amount of the base penalty shall be $100 per violation.

2. For a second violation, the amount of the base penalty shall be $200 per violation.

3. For a third or subsequent violation, the amount of the base penalty shall be $500 per violation.

4. The penalties shall be consistent with Government Code section 36900.

I. Appeals Process.

Persons receiving an administrative citation containing a penalty for an uncorrected violation may request a hearing to appeal the citation pursuant to Chapter 1.09.

J. Other remedies allowed by law may be used, including civil action or prosecution as misdemeanor or infraction. City may pursue civil actions in the California courts to seek recovery of unpaid administrative citations.

SECTION 2: This ordinance shall be effective (30) days from the date of the second reading of the ordinance.

I HEREBY CERTIFY that the foregoing text amendments to Title 8 were introduced, by reading of title only, at a regular meeting of the City Council of the City of Gridley, California, held on the 16th day of May 2022, and the second reading and adoption by reading of title only at the regular City Council meeting of the City of Gridley held on the 6th day of June 2022, by the following vote:

AYES: COUNCILMEMBERS

NOES: COUNCILMEMBERS

ABSTAIN: COUNCILMEMBERS

ABSENT: COUNCILMEMBERS

ATTEST: APPROVE:

_____ _____

Cliff Wagner, City Administrator Bruce Johnson, Mayor

APPROVED AS TO FORM:

_____

Anthony Galyean, City Attorney

City Council Agenda Item #4
Staff Report

X	Regular
	Special
	Closed
	Emergency

Date: June 6, 2022

To: Mayor and Councilmembers

From: Donna Decker, Planning Department

Subject: Information Report to review and consider Chapter 17.72, General Use Regulations, Section 17.72.060 Sign Requirements related to the prohibition of pole signs.

Recommendation
Staff respectfully requests the City Council to receive the information report and provide direction to staff related to an interest in proceeding with an ordinance amendment to allow pole signs in the City of Gridley, reversing Ordinance No. 731-2004.

Summary
Prior to 2002, the city allowed pole signs as other municipalities did as well. In the late 1970's and 1980's, many municipalities opted to eliminate this option in an effort to be more aesthetic in the presentation of their cities adhering to the trend to permit smaller, more elegant signs. When codes were amended to disallow pole signs, zoning codes then expired the approval and pole signs could not be modified or updated and required removal under certain circumstances. The city has several pole signs along its Highway 99 commercial corridor. Under the current code, existing pole signs are considered legal non-conforming and can only be refaced to serve the business; the use cannot be expanded. Signage is also connected to the parcel, the structure, and the business on the site that it serves. If the building is removed, the sign is no longer allowed and is required to be removed. There are still several pole signs along the corridor; as they expire they are required to be removed. Recently, the city received a request to allow the refacing of a pole sign that expired due to the structure being removed resulting in a vacant parcel. A sign is not allowed on a vacant parcel - the business requested continued use of the sign; therefore, staff is presenting information to the City Council to determine if the city would like to allow pole signs and determine the development standards it would support.

Historical context for disallowing pole signs
The city received a grant from the State of California to develop a streetscape design plan for Highway 99. In December, 2002, Swift and Associates presented their findings and suggestions for aesthetic improvement of the Highway 99 commercial corridor reflecting the comments and opinions of the residents who participated in design charettes. The charettes were informal settings where participants actively engaged in the discussion of design preferences for the corridor that they would like to see implemented. The presentation to City Council, attached to this staff report as Attachment 1, excerpted sections, provided background of their review of existing conditions (at that time) and design recommendations the city could implement to improve the visual aesthetics as drivers enter and exit the city.

Discussion
The study conducted by Swift and Associates outlined various measures that would visually enhance the Highway 99 corridor. One recommendation suggested removing pole signs; pole signs are considered to be unattractive.

On June 28, 2004, the City Council adopted Ordinance No. 731-2004 (second reading), Attachment 2, modifying the Gridley Municipal Code to disallow pole signs, excerpt below:

> *H. Non-building signage requirements. Freestanding signs are permitted subject to the following restrictions, except as noted herein:*
>
> 1. *Pole signs are not permitted. Non-conforming pole signs shall be subject to the regulations contained in Chapter 17.52.*

The Gridley Municipal Code, Title 17, Zoning, has had updated numbering. The reference "Chapter 17.52" referenced "Non-conformities". The code requires that legal non-conforming pole signs are to be removed if the structure no longer remains on the site; a pole sign is not able to remain for use on a vacant site, nor for the benefit of a business that is nearby and/or contiguous to it.

The ordinance was adopted after review and consideration by the Planning Commission on May 24, 2004 and introduced to the City Council on June 7, 2004. The Planning Commission recommended the City Council adopt the ordinance amendment based upon the recommendations of the Swift and Associates Streetscape Design Plan for Highway 99.

Considerations and Direction
The following questions will provide staff with direction from the City Council to move forward:

1. Pole Signs
   - *Does the City Council want to proceed with an ordinance amendment to allow pole signs reversing Ordinance No. 731-2004?*
2. Signage, whether pole signs or monument signs are provided and attached to the parcel that is developed. The code does not allow monument signs to be placed on vacant parcels.
   - *Does the City Council wish to allow multiple free-standing signs to include both a monument sign and a pole sign? If so, what would the maximum allowable height and square footage be?*
3. Freestanding/Pole sign location
   - *Does the City Council wish to allow monument and pole signs on or in front of vacant parcels for the benefit of a business on a separate parcel?*

Process
If the City Council wishes to allow pole signage reflecting the responses to guide staff in the preparation of an ordinance, the process will be: 1) To amend the ordinance, review and receive public comment before the Planning Commission, 2) Schedule a public hearing with the City Council for an introduction and first reading of the amended ordinance, and 3) return to the City Council to adopt the amended ordinance.

Fiscal Impact
The impact will be the cost to review and amend the code.

Compliance with City Council Strategic Plan or Budget Goals
This course of action is consistent with the City of Gridley's commitment maintain transparency in the planning process.

Public Notice
A notice was posted at City Hall, and made available at the Administration public counter, and placed on the city website for review.

Environmental Review
The proposed project is not considered a project pursuant to the California Environmental Quality Act.

Attachments:

1. Swift and Associates, Streetscape Design Plan for Highway 99, December 2002.
2. Ordinance No. 731-2004

STREETSCAPE DESIGN PLAN FOR HIGHWAY 99

GRIDLEY, CA • FINAL DRAFT PROJECT REPORT

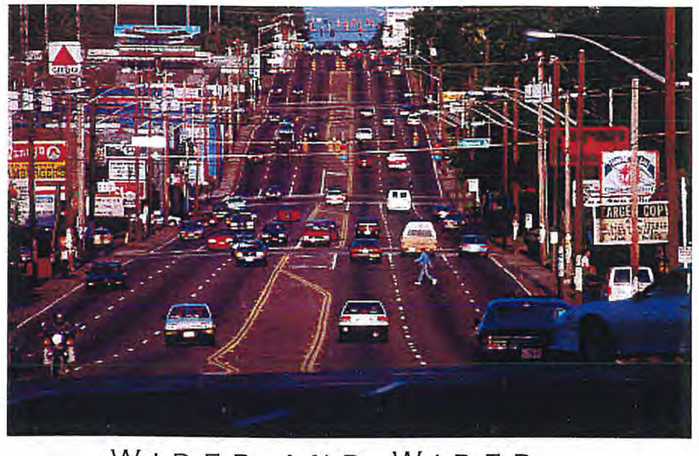
"The wider it (Hwy. 99) is, the less money will be spent (by visitors)."

--Roger Brooks, Chandler, Brooks and Donohoe,
City of Gridley Tourism Consultant

"First fix the streets, then the people and business will follow."

--Dan Burden, Walkable Communities, Inc.

ENVISIONING THE FUTURE:



WIDER AND WIDER...

-OR-

DESIGN FOR MOTORISTS AND PEDESTRIANS

FOR THE CITY OF GRIDLEY
DECEMBER 2002

SWIFT AND ASSOCIATES
TOWN PLANNERS, URBAN DESIGN, CIVIL ENGINEERS

STREETSCAPE DESIGN PLAN FOR HIGHWAY 99

GRIDLEY, CA • FINAL DRAFT PROJECT REPORT

PROJECT DESIGN TEAM

• Peter Swift, Swift and Associates - Civil Engineer and Town Planner •

• Dan Burden, Walkable Communities - National Street Design Consultant and Author •

• Tom DiGiovanni, Heritage Partners – Planner and Developer •

• JJ Kinsfather, Swift and Associates – Civil Engineer and Town Planner •

• R. John Anderson, Anderson Lamb and Associates – Designer, Developer and Builder •

• Brian Hendrickson, 180° Design Studio – Architect and Urban Designer •

• Steve Price, Urban Advantage – Urban Designer •

• Mary Van Buskirk, Heritage Partners – Urban Planner •

FOR THE CITY OF GRIDLEY
DECEMBER 2002

SWIFT AND ASSOCIATES
TOWN PLANNERS, URBAN DESIGN, CIVIL ENGINEERS

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EXECUTIVE SUMMARY

The Vision

Gridley citizens and community leaders care greatly about the future of their town. There is an entrepreneurial spirit to seek out and act on decisions that will make Gridley a better home for current and future citizens - to preserve what is already great, enhance what is faltering, and create what is lacking.

As the central spine through town and the main conduit of resources, Highway 99 has become a major focus for these efforts. The community appropriately seeks to optimize the road's capacity, enhance its safety and the economic viability of adjacent businesses, and capitalize on untapped opportunities.

To accomplish these goals, the image that Gridley presents to the outside world vis-à-vis the highway corridor must be fundamentally altered. Resources passing through the town must be, to some degree, stopped and captured. This starts with a basic fact: in order to spend any time or money or to begin to invest any resources in Gridley, a motorist must first stop and become a pedestrian. To invite people to stop and get out of their cars, the environment must *look* attractive and interesting, and *feel* welcoming and safe. These realities form the very foundation of the vision to redesign and transform the Highway 99 corridor through the City of Gridley.

Existing Conditions

State Route 99 runs north and south through eastern Gridley. In town, it is 5 lanes, making it a popular place for passing, creating a fairly high-speed environment. There are 4 signalized intersections in the core area, each with striped pedestrian crossings.

The highway is a main commercial corridor for the town, but lacks continuous sidewalks or bicycle facilities. Though many important destinations - such as the high school, fairgrounds and a retirement center – lie across the highway from the main population center, the road is difficult to cross on foot or bike because it is so wide and fast-moving. All of the least appealing elements of commercial strip development -- parking lots lining the road, sign advertisements vying for motorists' attention, non-descript 1-story buildings pulled back from the road -- make the Gridley Highway 99 corridor look like every other 'non-place' that has sprung up across the American landscape.

Project Background and Public Process

Highway 99 is owned and maintained by the California Department of Transportation (Caltrans). Caltrans recently implemented a new policy, with accompanying grants to encourage Context Sensitive Solutions (CSS) for its roadways through towns and cities - intended to develop street designs that accommodate the community's needs while preserving highway mobility.

The City secured some of this grant funding to hire Swift and Associates, planners and engineers, to involve the community in developing a plan for the design of Highway 99 through Gridley. A town meeting and public design 'charrette' (intensive, multi-day design workshop) enabled citizens to present their goals, concerns, visions and values to the design team, and to give input and feedback on the designs as they were being developed. This document reports the results and recommendations of the overall project effort.

Overall Design Recommendations

- An overall 'road diet', reducing road width from 5 lanes to 2 lanes to increase the safety of all road users, and benefit adjacent businesses and the town's overall economic development;
- Addition of bike lanes, on-street parking, planting strips/street trees -- together, these form a buffer that make sidewalks more inviting. These improvements provide safe bicycle facilities, convenient parking, and the shade and aesthetic value of an urban tree canopy;
- Addition of a central landscaped median (with left-turn pockets as needed for access control) traffic-calming, shorter pedestrian crossings, and all of the accompanying safety and circulation benefits of these;
- 3 single-lane roundabouts for increased intersection capacity and safety.
- Pedestrian and disability accessible design improvements, such as narrower crossings; safe mid-block crossings; wide, continuous sidewalks; disability-accessible crosswalk ramps;
- Streetscape improvements, including entryway monumentation, lighting, landscaping, street furniture, signage;

Design Segments for Specific Recommendations

The highway corridor was broken into three distinct segments for design: 1) the Core Area Boulevard, 2) the Transitional Boulevard, and 3) beyond the core. The Core Area Boulevard runs from Ford on the north to Cherry on the south, and is broken up into 3 further segments – north, central and south. The Transitional Boulevard runs from Cherry to Morrison Slough, and the 'beyond the core' segment includes any developed areas of the City north of Ford and south of Morrison Slough. The overall design was applied to the specific conditions of each segment - existing rights-of-way, intersection volumes and spacing, adjacent development type and intensity, and routes to other important destinations such as the historic downtown, proposed Flyway Discovery Center or planned Industrial Park.

Interface With Related Projects

The design recommendations for the Highway 99 corridor were coordinated with other related City projects:

Highway 99 Widening: The Butte County Association of Governments (BCAG) has secured Caltrans grant funds for Gridley to widen a two-block segment of 99 to install a center two-way-left-turn-lane (similar to the rest of the urban corridor), to remedy the unsafe lack of separation between north and southbound lanes. It is proposed that the redesign project recommended in this report begin subsequent to the completion of the widening project

Business Improvement District (BID): The City has a Business Improvement District active in improving and promoting Gridley's economic development. The redesign recommendations in this report were developed to directly help achieve these goals.

Flyway Discovery Center: The City is pursuing the development of a "Pacific Flyway Discovery Center' to more directly link Gridley to the attraction of the nearby Grey Lodge preserve, increasing its visibility and attraction for tourism and investment to benefit overall economic development. Again, the redesign recommendations in this report were developed to directly support these goals.

Increasing Business Downtown: Gridley's existing historic Downtown is attractive and inviting, but goes mostly unnoticed because it is a few blocks off the main corridor of Highway 99. The re-designs proposed in this report are intended to help direct motorists from 99 to the Downtown area.

Planned Industrial Park: The City plans to build a new Industrial Park along Highway 99 south of the core area. The project proposes design elements for the highway corridor and Park entrance(s) to highlight this development, as well, and to provide safe travel for all modes to and from the core of Gridley.

Implementation of Road Redesign

Cost: Significant funding must be found to achieve the economic and quality of life improvements that are goals of this redesign. This report includes preliminary cost estimates for the proposed redesign; but because this project involves work on an existing road, further estimating will be necessary later.

Phasing: If funding can be found, it is most efficient and ideal to build the project in one phase. Otherwise, phase according to recommendations.

Caltrans: Though certain elements of the recommended design have not yet become part of Caltrans' package of standards, they are in keeping with sound engineering and are intended to achieve the goal of Context Sensitive Solutions, and should be approvable through Caltrans' exceptions process.

Development, Redevelopment and Façade Improvement

This report also covers information on (re)developing properties along the corridor, including market and property information, utility provision, recommended new building types and a façade improvement program.

Wider Alternative Design

At the City's request, a wider alternative design (4 lanes plus left turn pockets) is included, though not recommended.

THE VISION

The community of Gridley is at a crossroads, similar to many other small but growing communities across the country: how to grow *better*, not just bigger. Currently, Gridley, California is a community of approximately 10,000, people located 60 miles north of the state capital, Sacramento, and 30 miles south of Chico (population 100,000) in northern California's agricultural Sacramento Valley. State Highway 99 runs north and south through town, approximately 5 blocks east of the historic downtown district, bisecting the eastern portion of the town.

Figure 1: Regional Locator Map

Gridley's citizens and community leaders are developing a strong vision for the future of their community. They envision building upon their assets – their location along a major regional transportation corridor, their largely intact historical downtown district, their location near significant wetland areas of the magnificent Pacific Flyway (that attract millions of migratory birds and thousands of visitors each year) -- to increase local opportunity for current and future residents. This vision necessarily involves both economic development in the form of attracting new commerce and institutions to the area, and the growth and transformation of the town's urban fabric to both attract and accommodate new investment.

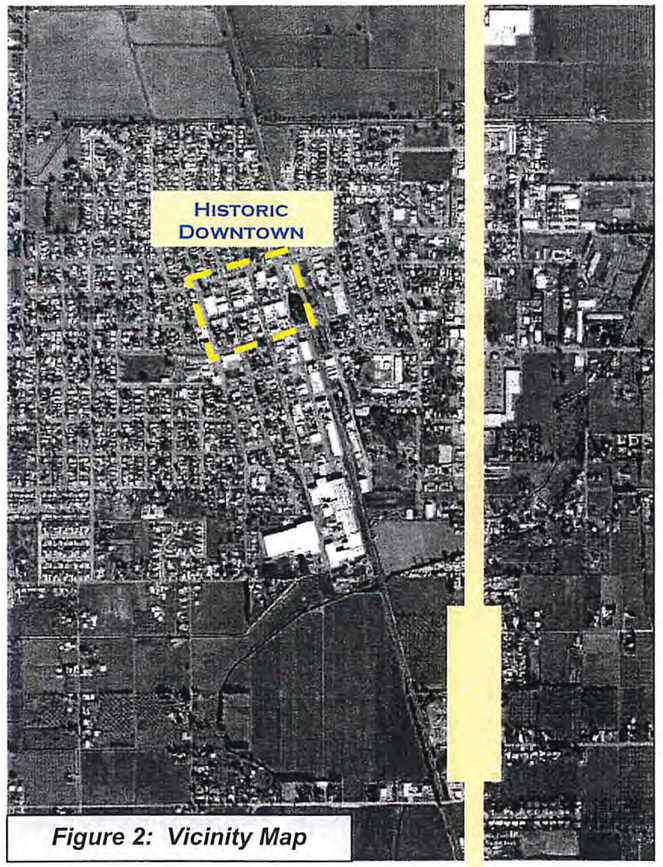


Figure 2: Vicinity Map

This brings the focus to the Highway 99 corridor – the front door to the rest of Gridley. Because this is the vantage point from which most passers-by, visitors and prospective newcomers experience the town, it must function not only for circulation, but more importantly as the town's image. If this corridor is not set apart from the thousands like it – experienced as the annoying slow point by travelers having to pass through town on the regional highway – if it does not become a completely different experience, it will not function to welcome visitors and prospective investors into Gridley.

COMMUNITY GOALS

The community of Gridley seeks to preserve and enhance its current assets, while planning for new opportunities and growth. The following outline of community goals is synthesized from many existing sources as well as input received during the public project process:

1. PRESERVE...

- the historic, walkable downtown district,
- the historic urban fabric of the town core district (interconnected network of tree-lined streets, garages and services mainly to the rear along alleys, and traditional architecture),
- and the historic and cultural base in agriculture and natural resources.

2. ENHANCE...

- Gridley's 'front door', Highway 99,
- existing business' success,
- and the visibility and attraction to the historic downtown.

3. CREATE...

- new economic development,
- new identity as a tourist destination,
- new opportunities,
- and new, well-planned and designed growth.

To do this, a streetscape project cannot be just about 'dressing up' the sides of the street. The change to the overall image must be at its essence and structure, so that each part supports the whole.

PROJECT GOALS

Considering these underlying community visions and goals, the design objective for this streetscape project is to use design to preserve and enhance the capacity, safety and economic viability of this corridor by designing a walkable, welcoming, human-scaled environment for Highway 99 through Gridley.

Background: Existing Conditions

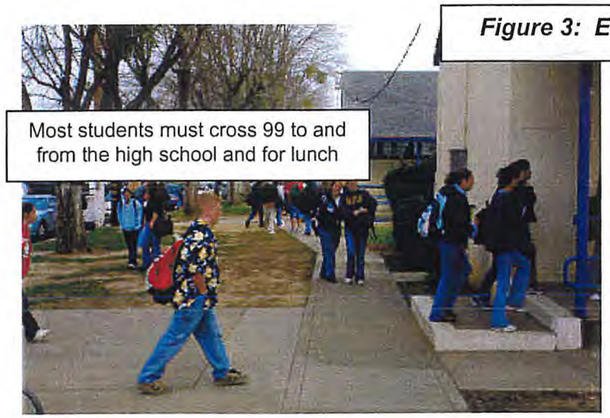
Highway 99 Existing Conditions

State Route 99 runs north and south, bisecting the eastern area of the Gridley city limits. The highway is 2 lanes (1 each direction) north and south of Gridley, but widens to 5 lanes (2 lanes each direction and 1 center two-way-left-turn-lane) within the urban area, making it the only opportunity in many miles for faster motorists to try to pass slower vehicles. Highway 99 is not only a regional highway, it also functions as a main commerce street for the town, with shopping centers, restaurants, services, car dealerships, motels – and even a retirement home - lining its edges. There are 4 signalized intersections within the most densely developed core of the corridor, each with striped pedestrian crossings. Curbs, gutters and sidewalks are not consistent or continuous, and there is very little street landscaping.

Though the corridor is central to the town's life, it is wide and fast moving, making it difficult to cross on foot or bike. Important destinations like the high school, fairgrounds and a retirement center lie on the opposite side of the road from the population center. The corridor lacks continuous sidewalks or any designated area for bicyclists as it bisects the urban area. All of the elements of suburban strip development - parking lots lining the road, sign advertisements vying for motorists' attention, non-descript 1-story buildings pulled back from the road - make this look like every other 'non-place' that has grown up across the American landscape since the mid-twentieth century.

Highway 99 is owned and maintained, as all other state routes, by the California Department of Transportation (Caltrans). Caltrans has recently implemented a new policy to encourage Context Sensitive Solutions (CSS) for its roadways through towns and cities. This attempts to preserve and provide the design elements that are important to the community while still preserving the mobility and enhancing the safety of a state highway.

Figure 3: Existing Conditions



Most students must cross 99 to and from the high school and for lunch

Missing and interrupted sidewalks

Speed limit signs are not enough to control speeds through town when road design suggests that this is a big, fast road

Though signs indicate pedestrian crossings, side streets are overly wide, making them difficult and unsafe to cross

Large corner radii make crossing distances at intersections even wider than the street

Though this intersection at Cherry is striped for pedestrian crossing, cars speed through this area without even noticing a waiting pedestrian. The crossing distance is so long that the pedestrian's exposure makes crossing dangerous and difficult.

Existing Conditions (cont.)

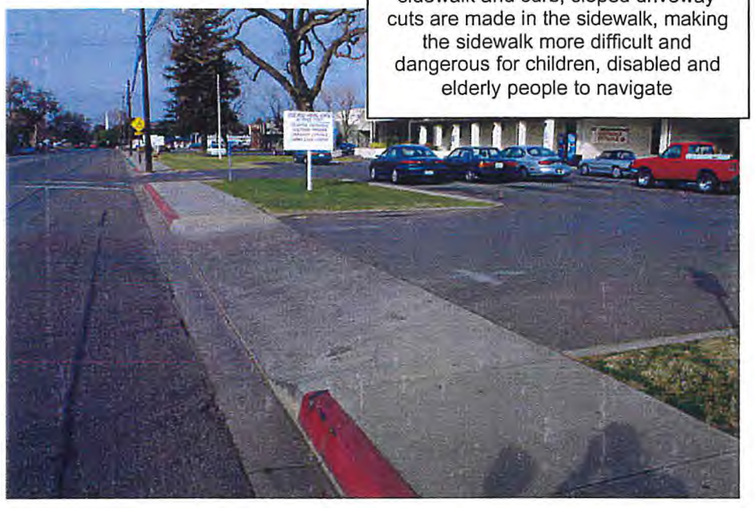
Figure 4: More Existing Conditions

Sidewalks squeezed between fast-moving travel lanes and parked cars do not feel safe or comfortable and are a visual no-man's-land

Frequent driveway cuts and lack of a staging area (width of planting strip and parking lane) mean cars block sidewalk while waiting for an opening in traffic

Diagonal parking that must back-up into fast moving through lanes is much less safe than parallel parking

Lack of 'eyes on the street' – passing pedestrians, store and office windows overlooking the street – means less care and attention for the space



Without a planter strip between the sidewalk and curb, sloped driveway cuts are made in the sidewalk, making the sidewalk more difficult and dangerous for children, disabled and elderly people to navigate

While this hedge is a start, it is not enough to successfully buffer a narrow sidewalk from a parking lot and its accompanying clutter

Existing Conditions: Pedestrian Crossing Example 1

Example 1: Adult Pedestrian Crossing 99

Crossing Highway 99 in Gridley is a difficult endeavor – even for an able-bodied adult at signalized intersections with pedestrian crosswalks. In this sequence of photos, a pedestrian crossing 99 at Magnolia/East Gridley Road must run across the street to make it safely.

Figure 5: Pedestrian Crossing Example 1

Existing Conditions: Pedestrian Crossing Example 2

Example 2: Mothers with Strollers and Toddlers Crossing 99

This page shows an even more unfortunate situation caught on camera. Two women with strollers and toddlers in tow cross from the grocery store on the northwest corner of 99 and Magnolia, and then attempt to cross 99.

1. They wait for the signal, and then seek to start out.
2. They are first cut off by a van turning right in front of them,
3. then by a car turning left from the opposite side of the street,
4. and then by another right-turning vehicle.
5. Finally, they are able to cross…
6. but, the signal turns yellow before they reach the sidewalk, leaving them exposed to the fast-moving through-traffic on Highway 99 as they *run* the last few feet to reach the opposite side in safety…

Figure 6: Pedestrian Crossing Example 2

…and then the light turns yellow!…

PEDESTRIAN CROSSING: 99 IN CONTRAST TO DOWNTOWN

Clearly, Highway 99 IS NOT downtown, but…

The design of intersections and pedestrian crossings in downtown Gridley contrasts sharply with those on 99. And while Highway 99 is not downtown, many of the same principles that currently make pedestrian crossing easier, safer and more comfortable in the downtown area can be applied to making the crossing of 99 easier, safer and more comfortable. This in turn makes the whole corridor more inviting to people – which activates the space, making it more attractive to prospective patrons of the adjacent businesses.

Bulb-outs. In downtown, corner bulb-outs at conventional intersections serve two important functions: first, they shorten the crossing distance for pedestrians, and second, they provide a 'staging' area extending from the sidewalk to make it easier for pedestrians to walk where they can easily see oncoming vehicles, to make a comfortable and confident judgment about when to step out to cross. *(Note: Where bulb-outs are not appropriate, such as at roundabout intersections, shortening the pedestrian's 'exposure' distance is achieved by using center street medians. Medians provide a pedestrian refuge halfway across the street – shortening the pedestrian's 'exposure' distance by breaking it in two, and enabling pedestrian's to deal with only one direction at a time.)*

Paving. Differentiated paving also provides a strong visual cue to signal motorists that this area is a special crossing zone, and they should be on the lookout for pedestrians.

Figure 7: Pedestrian Crossing Downtown

Because of large corner radii (curvature), crossing distances at 99 intersections actually become even longer than the already-wide width of the street.

Background: Community Assets - and Liability

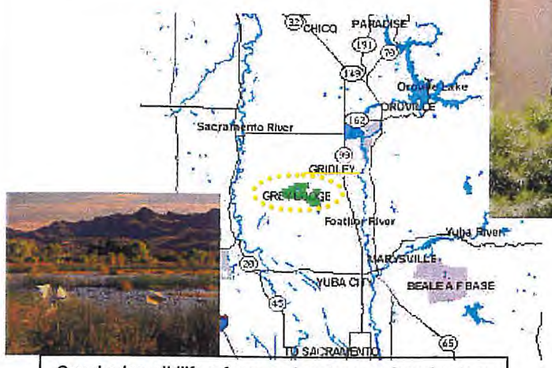
Gridley: The Hidden Jewel

Figure 8

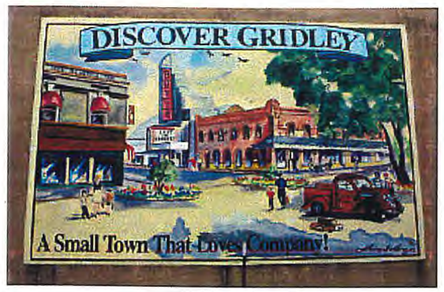
Historic neighborhoods

Historic Downtown

Community parks



Grey Lodge wildlife refuge: major stopover for migratory birds along the Pacific Flyway



Rich agricultural land

Highway 99: The 'Front Door'

Figure 9: Hwy 99 is Gridley's 'Front Door'

The Role of Highway 99 as Gridley's 'First Impression'...

Non-locals form an image of Gridley's character from the 99 corridor, so the town's 'front door' is a crucial chance to make a good first impression. The way outsiders, passers-by and visitors experience and perceive a place can make all the difference in building the image and attractiveness necessary for desirable new investment and economic development. Every community has its assets and liabilities – things that make it proud and attractive, as well as things that detract and obscure - and this is true of Gridley. Unfortunately, the first – and often only - thing that most people experience of Gridley is the Highway 99 corridor. Fast-moving traffic and a cluttered, anonymous landscape make the 99 corridor a liability for Gridley. The unattractiveness of the corridor actually keeps people from exploring further, and from discovering the many wonderful assets and qualities Gridley offers.

PROJECT BACKGROUND

Project Origins: Why The Project?

The image many people have of Gridley comes from their only experience of the town -- a highway strip that looks like other bleak strips of sprawl.

If foundational changes are not made, increased traffic volumes could require widening, which would only compound the existing challenges immensely, as illustrated by the photo of another similar strip, below.

Figure 10: Gridley's likely future, if no action is taken...

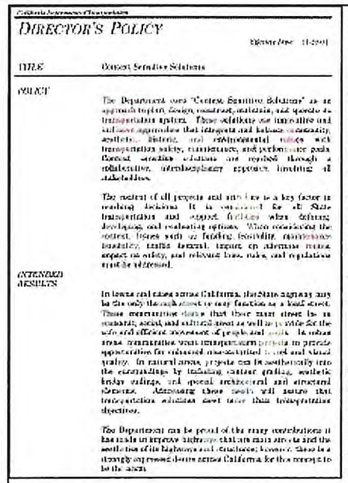
At the same time, the Gridley's Highway 99 corridor is critical to the goals and visions Gridley citizens and leaders have for the future of their town. Recognizing both the problems and the opportunities, City leaders seek to proactively address the challenges, and to take steps to capture the benefits and opportunities presented by the highway's course through their town.

Project Grant Funding

To pursue its goals for the re-design and enhancement of the Highway 99 corridor through Gridley, the City sought funding from the first series of California Department of Transportation (Caltrans) Office of Community Planning grants, and was awarded a grant in summer 2001. In accordance with its new policy direction, issued from the Director's desk on November 29, 2001, Caltrans has implemented this type of grant to encourage Context Sensitive Solutions (CSS) within the urbanized corridors of its rights-of-way. Context Sensitive Solutions is intended to incorporate the elements of the existing town that people want to preserve while retaining the mobility of a state highway.

Swift and Associates Town Planning and Engineering firm responded to the City's Request for Proposal on the project, suggesting that the scope of work be expanded to include urban design elements and a 'charrette' format for an open-to-the-public design process. To accomplish this, the City also sought and received a Community Development Block Grant (CDBG) to supplement the initial Caltrans funding.

Figure 11: Caltrans Director's Policy: Context Sensitive



DIRECTOR'S POLICY

TITLE: Context Sensitive Solutions

POLICY

INTENDED RESULTS

California Department of Transportation
DIRECTOR'S POLICY, Effective Date: 11-29-01
TITLE: "Context Sensitive Solutions"

Policy: *"The Department uses 'Context Sensitive Solutions' as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders…"*

Intended Results: *"In towns and cities across California, the State highway may be the only through street or may function as a local street. These communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods. In urban areas, communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality…Addressing these needs will assure that transportation solutions meet more than transportation objectives.*

Context sensitive solutions meet transportation goals in harmony with community goals and natural environments. They require careful, imaginative, and early planning, and continuous community involvement.

The Department's Highway Design Manual, Federal Highway Administration (FHWA) regulations, FHWA's Flexibility in Highway Design publication, and the American Association of State Highway Transportation Officials' A Policy on Geometric Design of Highways and Streets all share a philosophy that explicitly allows flexibility in applying design standards and approving exceptions to design standards where validated by applying sound engineering judgment. This design philosophy seeks transportation solutions that improve mobility and safety while complementing and enhancing community values and objectives.

Caltrans

Context-Sensitive Planning for Communities
Environmental Justice Program
Demonstration Grants for FY 2002/03

A Plan For Public Participation

The Caltrans Grant required that local stakeholders be directly involved in the project process through a Public Participation Plan. This task fit very well with the approach of using a public design charrette process for the project. A charrette is an interactive design effort that has local interested parties and groups work with the design team over a multi-day period. The team's design studio is always open for all those to stop by and give input or ask questions. Each evening, a critique of the day's design effort was open to the public for ongoing, interactive exchanges. The design team also met individually with City staff, business community leaders, service providers and other relevant parties during this time.

Because the City is approximately 40% Hispanic, advertisements for the process were published in Spanish also. Design professionals competent in the Spanish language were chosen as part of the design team, and efforts were made to coordinate with the Hispanic community directly.

Caltrans personnel were also invited to become part of the design team. This offered representatives significant opportunity to move among the participants and the design team as the plan developed.

Members of Gridley's Business Improvement District, many of whom own and operate business along the Highway 99 corridor, as well as other community groups were invited to participate in the process. Posting of flyers and public service announcements on radio and television invited the general public to the events so that their concerns and issues could be included.

The final portion of the Public Participation Plan involves inviting all interested citizens to public hearing(s) for the presentation of the project report and recommendations.

This intensive effort and public exposure to the design team takes the Caltrans grant Public Participation element another step, providing 8 opportunities (1 focus session, 5 charrette presentations, 2 public hearings) for the public to participate in the ongoing dialog leading to the final design of the project. Experience with this type of approach has proven to be very successful in involving citizens and collecting a diversity of comments and issues to help inform the design team for the appropriate development of the final plan.

PUBLIC PLANNING PROCESS: COMMUNITY INPUT MEETING #1, DEC. 2001

Gridley Highway 99 Revitalization Project: We want to hear from YOU!

Carretera 99, Gridley Proyecto de Revitalización: Queremos escuchar sus ideas!

Give us your input. Tell us your concerns, goals and vision.

Diganos sus ideas. Cuéntanos sus intereses, metas y visiones.

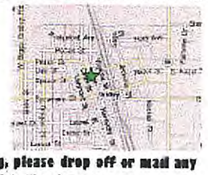
You are invited to a workshop for all of Gridley, to voice your concerns and goals for a long-term plan for the revitalization of the Highway 99 corridor through Gridley. The City has won two grants to begin this planning project, and the right plan could be used to transform Hwy 99 into a real amenity for the City. Instead of being just another slow point for motorists passing through, the Gridley Hwy 99 corridor can be an attractive place that invites visitors to stop and enjoy, a place to make residents proud. A well-constructed plan can improve safety, usability and enjoyment for all users – residents or visitors, pedestrians, cyclists or motorists – so that everyone can realize and enjoy all that Gridley has to offer – an important point often missed when the view along the highway looks the same as any other town!

Los invitamos a participar al taller de toda la ciudad de Gridley, para hablar de valores y metas que ayudaran a desarrollar un plan a largo plazo para la revitalización de la carretera 99 que atraviesa la ciudad de Gridley. La ciudad ha recibido fondos estatales para iniciar la planificación de este proyecto, el mejor plan será usado para transformar el tramo de la carretera 99 que cruza Gridley en un real atractivo de la ciudad. En lugar de ser otro lento punto para los conductores que pasan a través de nuestra ciudad usando la carretera 99, puede convertirse en un placer que invite visitantes a detenerse y disfrutar de nuestra ciudad, un lugar que hará a todos los residentes sentirse orgullosos. La construcción de un buen plan puede mejorar la seguridad, usabilidad y haver de esta un placer para todos los usuarios – residentes, visitantes, peatones, ciclistas y conductores – de esta forma todos podrán disfrutar de todo lo que la ciudad tiene para ofrecer – un importante punto que usualmente es ignorado cuando la apariencia a lo largo de la carretera luce igual que cualquier otra ciudad!

HIGHWAY 99 REVITALIZATION PROJECT
PROYECTO DE REVITALIZACION, CARRETERA 99:

COMMUNITY MEETING/*REUNION COMUNITARIA*

Tuesday, December 4, 2001
Martes, 4 de Diciembre, 2001
7:00 PM
City Hall, 685 Kentucky (@ Spruce)
Municipalidad de la cuidad



If you are absolutely unable to make it to this meeting, please drop off or mail any comments to City Hall as soon as possible! Thank you.

Si usted esta absolutamente incapacitado de participar en esta reunión, por favor entregar o enviar por correo a la Municipalidad de Gridley, cualquier comentario que usted tenga tan pronto como sea posible! Gracias.

This effort is being coordinated by the Swift and Associates civil engineering firm (Longmont, CO and Chico, CA) and Heritage Partners, a local urban planning firm. Peter Swift, an expert in street design solutions for economic revitalization and increased community safety and livability, will lead these initial input sessions, as well as a subsequent 4-day public design workshop in February 15-19, 2002 (details to be announced,...).

Este esfuerzo esta siendo coordinado por el Swift y Associates, la firma de la asociación de ingenieros civiles (Longmont, CO y Chico, CA), y Heritage Partners, una firma local de planificación urbana. Peter Swift, experto en desarrollar soluciones en el diseño de calles para la revitalización e incremento de la seguridad y bienestar ciudadano, va a llevar a cabo la primera sesión, y también las subsecuentes 4 dias del taller de diseño publico, el cual se desarrollara entre el 15 y el 19 de Febrero del 2002 (más detalles serán anunciados:...).

For questions, please contact Mary Van Buskirk at Heritage Partners, at mvanbuskirk@heritagepartners.com or 893-8982.

Figure 12: Publicity Flyer (in English and Spanish)

On the evening of December 4th, 2001, Swift & Associates held the first public input meeting in Gridley regarding the Highway 99 corridor. Community notice of the upcoming meeting went out via local radio and television public service announcements, bi-lingual flyers, and newspaper advertisements.

The purpose of this initial meeting was to first offer a general overview of tools and techniques that may be used to achieve context sensitive street design, and then to gather input from Gridley citizens, city staff and elected officials with regard to the section of Highway 99 that bisects their town. After a short presentation by Swift & Associates, the meeting was opened to public comment. Participants were asked to express the problems that they perceived along the Highway 99 corridor, and then to suggest possible solutions. After these were listed and posted on large sheets of paper, meeting participants were given 6 stickers and asked to place the stickers next to vote the items they considered to be the most important "Problems" and "Solutions". Participants were instructed to vote for three items in each category, and not to vote for any one item more than once. All suggested items, and the total number of additional votes received by each, are recorded below. (While some items received no additional votes, they were still considered to be valuable pieces of input contributed by the citizens of Gridley, and were considered in the design process.)

Problems

- 11 Lack of aesthetic at south "Gateway" into Gridley
- 8 40' residential street width minimum does not create neighborhood feel
- 6 Drainage/detention facilities required on-site/individually
- 6 High school students crossing Highway 99 (Fairgrounds, Community Center)
- 5 Attached sidewalks
- 5 Hollis Lane, Liberty Road offset intersection and associated merge lanes on Highway 99 conflicts
- 4 Center turn lane creates head-on conflicts
- 3 Pedestrian unfriendliness
- 2 No pedestrian crossing lights at certain intersections
- 2 Too many accidents on Highway 99
- 2 Caltrans obstruction
- 2 Traffic safety
- 1 4/5 lane configuration through town is only passing opportunity from Live Oak to Chico
- 1 Difficulty of getting in and out of parking lots along Highway 99 corridor
- 1 Lack of building maintenance
- 1 Water districts and drainage

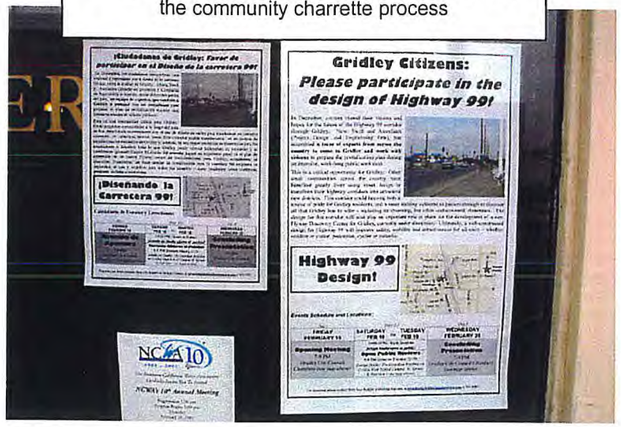
- 1 North end of corridor
- 0 No left turn pockets causing rear-end accidents (especially intersections of Sycamore and Hazel streets)
- 0 Light signals are not long enough to allow pedestrians to cross Highway 99
- 0 No shoulders/locations to pull over
- 0 Curb radii are too large
- 0 Unsafe for emergency vehicles (drivers are too distracted)
- 0 18-wheelers
- 0 Size of Right-Of-Way (specifically, can improvements fit in existing ROW)
- 0 Pedestrian safety
- 0 Location of rice/straw burning facility
- 0 Common sense that is not well supported factually

Solutions

- 10 Improve corridor landscaping
- 9 Reduce Highway 99 to 2 lanes from 5
- 7 Underground utilities along Highway 99 corridor (specifically overhead electric lines)
- 6 Emergency vehicles should trigger intersection signals to allow unobstructed travel down Highway 99
- 5 Slow traffic (specifically, the 45 mph zone on the south end of town extends too far north into the corridor)
- 4 Pull elements of downtown charm into Highway 99 corridor
- 3 Improve signage along corridor, both public street signs as well as private business signs
- 3 Cohesive town theme
- 3 Identification and pursuit of financing resources
- 3 Final product of design effort should be in a format that service groups (e.g. Rotary club) can use to make improvements immediately
- 3 Roundabouts to control intersections
- 2 Regulation of building conditions (specifically, improvement to facades)
- 2 Bike lanes
- 1 Reduce size of curb radii
- 1 Architectural code (Urban code)
- 0 Change parking configuration to backs of building along Highway 99 (specifically, strip mall property)

PUBLIC PLANNING PROCESS: COMMUNITY DESIGN CHARRETTE, FEB. 2002

Posted Flyers in English and Spanish advertised the community charrette process



What Is A Design Charrette?

The open studio work format – or 'charrette' - is a technique that attempts to get the greatest participation from the community in an informal way, and to achieve short feedback loops to inform the design through daily review and input sessions. In our experience, there are many individual citizens in communities who tend to be a bit too shy to speak up in a public meeting and do not contribute as much as others, though they may have valuable insight into the project. The open studio provides an opportunity for them to participate on a more personal and private basis. In this way, the design team can receive as much insight and information as possible from all who know the town.

Prior to the charrette, a community focus session was conducted to identify the principal concerns of many community members (see Dec. 2001 meeting description above). The charrette was held during February 2002. A public meeting at the City Hall initiated the charrette process on the first evening. The design team then set up a temporary design studio at the community building on the high school campus, and invited all interested parties to visit and offer comments and suggestions to the design team as they worked during the next few days. The process was concluded with a follow-up presentation and meeting back at the City Hall on the last evening of the charrette. Below are descriptions, images and public input records from the charrette process:

Charrette Kick-Off Meeting

Similarly to the earlier meeting (Dec 2001), the charrette initiation meeting began with a general overview of tools in the engineer's 'toolbox' that could be used to achieve a safer and more livable street design for Highway 99.

Figure 13: Charrette Opening Meeting

Peter Swift, Principal of Swift and Associates, addresses participants

The design team used a series of input-gathering techniques to find out what the community wants. To begin by stepping back and seeing the big picture, participants were first asked to record their vision for the future of the Hwy 99 corridor (below).

Participant Visions (as written by participants)

- Controlled intersections for emergency vehicles
- Streets lined with large trees.
- Prosperous businesses
- Less big signs
- Visitors from Chico
- Wide highway access through Gridley
- Replacement of Sycamore trees planed in the 1920s
- Good access to high quality shopping area
- Wide intersections and turn lanes to street
- Wide street that is clean and easy to get on and off of
- Traffic lights at Ford, West Liberty, and Obermeyer Roads
- Perhaps green areas rather than trails
- Night Safety lightening for pedestrians
- Lighted flashing pedestrian crossings
- Trees along the side walks
- Slower, smooth flowing traffic
- Signs announcing Gridley
- Installation of Opticon equipment
- Clean, peaceful
- Safe
- Being able to walk late at night
- More trees and safer driving
- Divided highway utilizing planters in the divider strip
- Trees on both sides of the highway
- Good shopping associations
- Improved street signage and lightings
- Welcome to Gridley signs
- Clean tree lined streets along with grass strips
- Trees and green grass

Dan Burden, nationally-know street design expert, share his broad experience working with similar design projects across the country

- Well Controlled traffic
- Not congested with wall to wall businesses
- Business and street address signs well maintained and obvious
- Safer Traffic flow
- Beautification
- Cleanup of dilapidated buildings
- New construction
- Passing lanes removed
- Sidewalks along highway
- Planters in the middle of the roadways
- Turn lanes, no suicide lanes
- Cute shops along highway Trees
- Clear picture of where town starts
- Arches or some other form
- Wildlife information center on corner
- No above ground utilities
- No empty lots
- Visitor center provide flyway information
- Lots of landscaping, trees and a fountain
- Pacific flyway center
- Slower Traffic
- Safer Crossings
- Street feeling that induces travelers to stop and visit
- A small-town, rural atmosphere that accommodates a major transportation roadway
- Trees, sidewalks, gateways, and medians
- Beautifully landscaped
- Safe roadway
- A place where people want to stop and stay
- Something only found here
- Interesting things to see and do
- Flowers /plants along a narrower street
- People eating under umbrellas on the sidewalk
- Fountain
- Trees with Italian lights like downtown
- Shops with large widows

FEBRUARY 2002 DESIGN CHARRETTE (CONT.)

Participants post their value words, grouping them with other participants' similar value words. This enabled them to see how many of their values were shared by many other members of the community.

Participant Values

Then participants were given five post-it notes each and asked to record a single one-or-two-word 'value' on each, regarding the future corridor (e.g. safety, comfortable, friendly, etc.). They were asked to take turns placing these on the wall for all to see, grouping theirs with others' that were similar so that it would be immediately visually apparent which values were shared by community members. These values, and the number of times they appeared are listed below:

Friendliness	7
Safety	6
Prosperity	5
Community	5
Family Oriented	3
Aesthetics	3
Traffic	2
Small Town Ambiance	1
High Quality Schools	1
Honesty	1
Parks	1
Peacefulness	1
Respectability	1
Loyalty	1
Comfortable	1
Recreation	1

Figure 14: Community Participation

Participants vote for their priorities

Participant Priorities

A 'brainstorming' session wrapped up the meeting. Participants' concerns, ideas and requests were voiced and recorded on large sheets of paper. When all had been heard, participants were given 7 stickers and asked to use them to vote for their priorities among all of the ideas (and not to vote for any one item more than once). All suggested items, and the total number of votes received by each, are recorded below (again, note that while some items received no votes, they were still considered to be valuable input and were considered in the design):

9	Medians
8	Underground Utilities
7	Signal Override for Fire Trucks
6	Better Lighting
6	Pedestrian Friendly
6	Green Trees
5	Easy Access to Business
4	Reduction of Lanes
4	Small Parks/ Public Places
4	Bike Lanes
4	Calm Traffic When Going From 4 to 2 Lanes
3	ADA Accessibility
3	Help Kids and High School Students by Improving Access, Safety
3	Roundabout near High School
3	Street Lights
2	Attractive
2	Within Grant Guidelines
2	Colonnade/Awnings
2	Accommodate Semi-Trucks/No Speed Bumps
2	Roundabouts
2	Façade Improvements (Retail)
2	Parking Structures

Participant suggestions and priority votes

2	Public Restrooms
2	Better Integration of 99 Corridor with Downtown Gridley
1	Planter Boxes
1	Parking to Rear
1	Transit Stops
1	Stop Signs at Uncontrolled Intersections
1	Call Boxes
1	Places for Kids

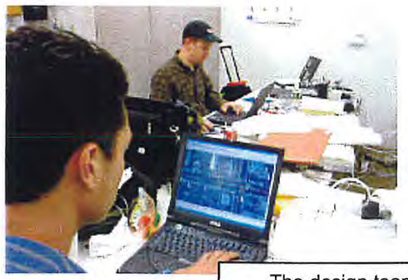
Open Design Studio

After the opening community meeting, the design team set up at their temporary in-town studio to work on the designs and recommendations. All participants and interested citizens were invited and encouraged to come by the studio to review the on-going work and offer further input.

Figure 15: The design team begins work in the open project studio

FEBRUARY 2002 DESIGN CHARRETTE – THE OPEN DESIGN STUDIO

Figure 16: The public design studio process



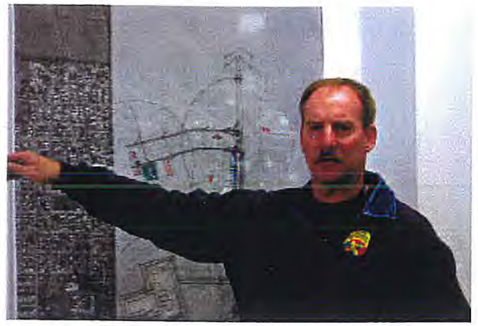
The design team uses computer and hand-drawings to design and present proposed designs

Design team members present and critique each other on the day's work

Community leaders City staff, emergency responders (police and fire), Caltrans representatives, citizens and highway users participate in the on-going design work

Project becomes front-page news for the main regional newspaper's Sunday edition

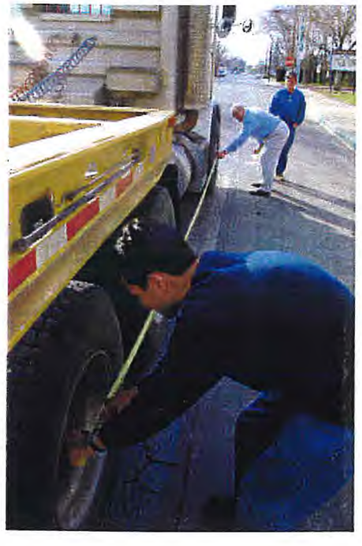
Figure 17: Working with Emergency response personnel and truck drivers who know the corridor



Emergency response personnel work with design team members to ensure that their ability to move quickly and easily through the corridor is maintained or improved.

Design team members meet with emergency response personnel in the field to make sure that the regular standards used for designing and engineering streets for emergency trucks apply well for Gridley's equipment.

When considering 1) narrowing the street to make it slower, safer and more comfortable and inviting for pedestrians, and 2) employing roundabouts to more efficiently control traffic flow at intersections, design accommodation for big rigs is an important consideration. During the charrette, design team members met with area truck drivers in the design studio and out in the field. They measured the actual truck wheel bases to verify the accuracy of the measurements from the standard engineering manuals that were being used in the design work. They even went for a drive in one truck to make sure that the standards specified by Caltrans for designing and engineering streets for large trucks apply well for big-rig users of Gridley's Highway 99.



FEBRUARY 2002 DESIGN CHARRETTE – FINAL PRESENTATION

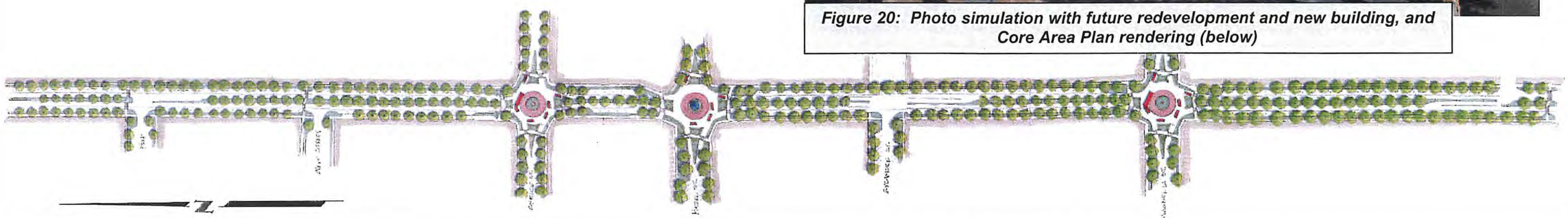
At the design charrette's final presentation, the design team presented the summary of its work for review and response by participants. A computer visualization progression was used to illustrate how the street would look after streetscape improvements are made, and then again after the improved corridor attracts redevelopment, new building and pedestrian activity further into the future.

Figure 18: Existing Conditions: Hazel and Highway 99 intersection

Figure 19: Photo simulation with streetscape improvements

Figure 20: Photo simulation with future redevelopment and new building, and Core Area Plan rendering (below)

A large-scale plan rendering (below) for the whole corridor was displayed and presented, showing the main elements of the proposed re-design for the corridor and its key intersections.



DESIGN BACKGROUND, APPROACH AND RECOMMENDATIONS

DESIGN BACKGROUND: CREATING AN IDENTITY

The stated economic development goal of the City of Gridley is to improve the City economy. This includes creation of new jobs, improvement in residents' per capita and family incomes, quality of life amenities for residents such as schools, housing, parks, safety, and an increase in retail sales tax and other revenue to the City of Gridley. To achieve these goals, the City of Gridley has embarked upon an effort to enhance and expand the local economy with a Four-Point program. One of these four points is, in fact, the revitalization of the Highway 99 corridor, which in turn will have a significant bearing on the other three elements of the economic development program:

1. **Develop a Gridley Industrial Park**
   a. CDBG PTA Grant-Study for design and engineering of an 80-acre site
   b. Negotiations and acquisition of 80-acres from private party (formerly peach orchard)
   c. Creation of a Redevelopment Agency
   d. Annexation of property to City
   e. Grant from Federal source on R&D for a Rice-to-Ethanol plant, testing and development
   f. Pilot testing with a rice co-op
   g. Researching companies process for Rice-to-Ethanol plant development
   h. Existing business expansion
   i. Apply for infrastructure grants
   j. Development – 2002-03

2. **Highway 99 Revitalization**
   a. CDBG & Caltrans grants
   b. Design new streetscape, facades, landscaping
   c. Structure a Façade Loan Program

3. **Pacific Flyway Discovery Center**
   a. Funded by City, cooperative project with State Parks & Recreation
   b. Study and design completed
   c. Implementation FY 2002-03

4. **Business Improvement District**
   a. On-going Beautification Program- Mural Program
   b. Promotion to existing & new businesses

It is important to note that, in the new, more knowledge-driven and service-oriented economy, with its smaller, more decentralized firms, towns and cities can no longer compete for economic development solely on availability of large, cheap tracts of industrial and commercial land. The contemporary economy thrives in towns that are attractive to *people* – with urban fabric that is human-scaled, walkable, lively and interesting, offering a wide range of choices in housing, employment and mobility. In fact, according to a 1998 analysis (ERE Yarmouth and Real Estate Research Corporation), real estate values over the next 25 years will rise fastest in "smart communities" that incorporate traditional characteristics of successful cities, including commercial districts with a "pedestrian-friendly configuration." According to a 1999 report, businesses are increasingly concerned with the lack of transportation choices, air pollution and overall decline in quality of life that accompany poorly designed transportation corridors and circulation systems and can make recruiting and retaining skilled workers difficult ("Profiles of Business Leadership on Smart Growth: New Partnerships Demonstrate the Economic Benefits of Reducing Sprawl", National Association of Local Governments Environmental Professionals). Regional and national business leaders also say that low-density, discontinuous and automobile-dependent land use patterns can cause higher direct business costs and taxes.

Therefore, the livability, image and identity of 'place' that Gridley creates for itself now and in the future will have direct bearing on the city's ability to achieve its economic development goals and attract the type of new investment and development it desires. The redesign of the Highway 99 corridor, Gridley's 'front door' and 'first impression', can become the turning point at this crossroads on the way to Gridley's desired future.

DESIGN APPROACH

The underlying premise for the proposed designs is that improvements to the public realm will help to enhance this portion of the Highway 99 corridor, creating an environment in which economic investment can occur. The proposed design is founded upon this economic development vision, and then further informed by the extensive input the design team received from Gridley citizens, city staff and decision-makers, as well as the knowledge and experience brought by the design team from other similar projects.

A walkable, attractive and safe environment for pedestrians is one of the keys to establishing a vibrant corridor within the City of Gridley. Vehicular access, heavy truck traffic and maintenance of the street system must also be accommodated. Specific design considerations include the following:

1- Street Width narrow enough to minimize pedestrian crossing times, while still accommodating vehicular, as well as, bicycle traffic.

2- Roadway capacity to carry the anticipated amounts of traffic, including large trucks.

3- Access Control to maintain a smooth flow of traffic and minimize conflict points.

4- Landscaping along the corridor to create enclosure and bring color and life to a pavement intensive background.

5- Separation of pedestrians from moving traffic with on-street parking, tree lawns and offset or wide sidewalks.

6- Appropriate pedestrian crossings

DESIGN RECOMMENDATIONS

The following gives a more detailed description of each of the above six design approaches developed into the recommended design:

Street Width is a vital factor in the design of context sensitive roadways. Design standards and intents that are appropriate in rural conditions, as is much of Highway 99, are not always appropriate in urban conditions, such as the corridor through the city of Gridley.

To the north and south of Gridley, the Highway 99 roadway section consists of 12' travel lanes in each direction, along with shoulders of varying width. This section does well to serve the high-speed needs of those traveling a rural highway. Within the limits of the town, however, 12' lane widths and unnecessary shoulders serve only to encourage high speeds of travel and to create a false sense of safety and security at high speeds for the driver. Speed limit signs are currently posted through the corridor to incrementally lower the allowable speed in the heart of the town. However, studies have shown that motorists will consistently drive at whatever speed they feel safe (often called the road 'design speed'), not at posted speed limits.

The proposed design manages to utilize the space currently taken by two 12' travel lanes for efficient and effective vehicular movement, bicycle movement, and on street parking:

Vehicular Lanes

In order to encourage travel at the more modest speeds appropriate to an urban condition, the overall street width has been modified in several ways. First, the travel lane itself has been narrowed to 11'. (A 10' width would help to control speed further; however, due to the large amount of truck traffic, an 11' width was chosen as appropriate for this corridor.)

Further, the overall street width is narrowed to one vehicle lane in each direction. This means that the prudent driver sets the speed for travel within the corridor. This also prevents the conflicts that result from vehicles jockeying lanes at the last minute to move into the correct lane to make a turn. Further, this greatly reduces road crossing distance, increasing safety for pedestrians.

Bike Lanes

Adjacent to the vehicular travel lane on each side is a 7' bike lane. The bike lanes serve multiple important purposes in the overall road design. First, they help provide more actual choice in mobility by reserving area for safe travel

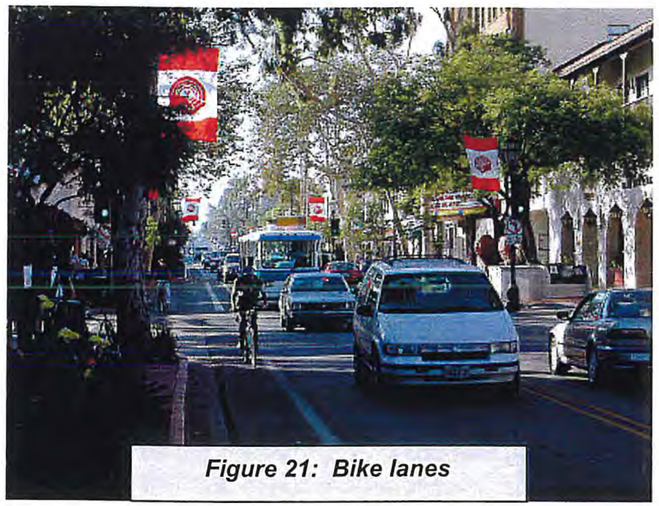


Figure 21: Bike lanes

for bicyclists. They also function as vehicle breakdown lanes when necessary, and a region where vehicles can pull over to allow emergency vehicles to pass. Further, striping the line between the vehicular and bike travel lanes with a heavy, wide marking, and painting standard bike lane symbols provides an additional indication to drivers for the need to slow down and to be aware of their surroundings and alerts them to the possible presence of people on bicycles or on foot.

On-street Parking

Next to the bike lane is a 6' parallel parking isle. Six feet is a narrower than standard width for parallel parking. However, because of its location adjacent to the bike lane, ample space is provided for parking. At the same time, the narrower spaces indicate to those parking that they must "hug" the curb as much as possible. Often times, bike lanes are specified at the narrower 6' width, while parking stalls area specified at the greater 7' width. However, in this case, greater space is, as it should be, reserved for the moving bicyclist than for the stationary parked car. On-street parking serves several functions, the greatest of which, however, is to encourage vibrant commercial development. In this manner, the Highway 99 corridor is transformed from a "car pipeline" to a public space that can be utilized and taken advantage of by all.

Roadway Capacity for the 99 corridor is, of course, significant because it will remain a state highway. Current traffic counts indicate volumes on the order of 16,000 ADT (Average Daily Trips). The Butte County Association of Governments' (BCAG) model for their current widening effort projects future volumes of 26,000 AADT (average ADT) for the corridor overall, and up to 35,000 vehicles per day at the busiest intersection of Magnolia/East Gridley Road.

In order to serve the needs of the citizens of Gridley for their community *while* achieving smooth and efficient vehicular highway travel, a 'road diet' for the Highway 99 corridor through town is proposed. A road diet combines the advantages of many individual design elements to create a more efficient whole. In the particular case of Highway 99 through Gridley, the proposed design combines the advantages of three important design elements: 1) lowering overall design speeds to achieve greater road *capacity* (while this may seem counter-intuitive, volume capacity is actually highest at slower speeds because lower speeds mean cars do not need to leave as much distance between themselves and the car in front of them – see inset to the left); 2) utilizing modern roundabouts, instead of signal lights, to control intersections, which apply the fundamental characteristics of circular geometry to achieve a more smooth, consistent and efficient flow of traffic through intersections; and 3) utilizing central medians to prevent left-turning, conflicting movements within the corridor. All three elements used together will allow significant traffic volumes to occur at adequate Levels Of Service (LOS). *(See Appendix C for traffic capacity analysis.)*

ROAD CAPACITY: GO SLOWER, GET THERE FASTER

The physics of traffic science was recently highlighted in a "Special Technology Report" prepared and published by ***Discover* magazine** – a publication known for covering scientific thought that has attained significant consensus among technical specialists and come into the mainstream. The following excerpts from *Discover*'s report discuss **how and why moving traffic at slower speeds can actually increase the overall rate of flow**:

...The answer to congestion used to be adding more lanes. But that hasn't worked. "You can add only so many lanes to highways before you literally start paving over the country," Barrett says.

Instead, a new scientific model has evolved... For example, Dirk Helbing, director of the Institute for Economics and Traffic at Dresden University of Technology, has compared the flow of cars and trucks to the movement of molecules. On an uncongested highway, he says, vehicles move with the easy abandon of molecules in a gas phase. As congestion builds, cars coalesce into a steady stream, like a liquid. Helbing says, "This is actually the most efficient phase for moving the largest number of vehicles" past a specific point. That's because as speed decreases from top highway velocities, cars can travel closer together, eliminating gaps between vehicles...

Slowing down cars seems counterintuitive to moving traffic faster, but it increases the overall rate of flow, allowing cars to keep moving instead of heading for the solid state. At certain speeds, the chance that small disturbances will lead to bottlenecks also decreases...

("Is Traffic Really a Threat to National Security? Why computers dedicated to war are working to fix America's roadway nightmare" by Curtis Rist, part of a Special Technology Report "*Go Slower, Get There Faster: The whole country is stuck in traffic. But good science can fix that*", *Discover* magazine, June 2001).

Roundabout Intersection Controls

Some of the delays experienced on a signal-controlled corridor can be overcome with the combined elements of the proposed road diet. The Highway 99 corridor is a prime candidate for utilizing these elements because: 1) the current and projected ADT's fall within reasonable limits for single through-lanes and single-lane intersection roundabouts; 2) there is already adequate Right-of-Way to accommodate a cross-section that includes all the elements necessary to achieve greater capacity, smooth flow, safety and attractiveness (i.e. the roundabouts proposed for the three main intersections would require the acquisition of only about 0.025 acres - or about 1,000 square feet - of land at each intersection).; and 3) without these elements, the roadway will have to be widened again and again to accommodate the traffic queuing caused by the inefficiencies of signalized intersections.

Roundabouts are proposed for signal control at three of the main intersections in the core area of the 99 corridor: Spruce, Hazel, and Magnolia/E Gridley Road. Roundabouts are recommended on streets considered for traffic signals or intersection redesign. Roundabouts have been proven to be the most safe, efficient, attractive, high performance intersection design, when used in appropriate locations and designed correctly. They enhance walking, safe motoring, trucking, bicycling, and gateway development.

Modern roundabouts are powerful tools to reduce overall corridor travel time while reducing speeds to safer levels. This is because, unlike traffic signal controls, roundabouts keep traffic flowing. Drivers circulating in roundabouts have right of way, so entering traffic yields. Drivers enter

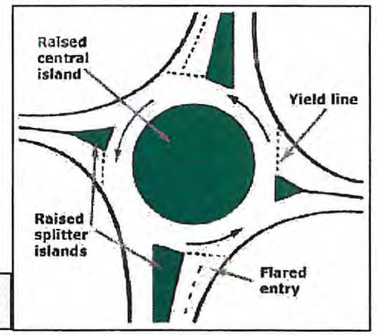


Figure 22: Roundabout diagram

DESIGN RECOMMENDATIONS (ROADWAY CAPACITY, CONT., ROUNDABOUTS...)

just as they would turn right from driveways – wait for gaps and enter. At traffic signals, vehicles are sometimes delayed even when there is no traffic on cross streets. This inefficiency is eliminated at roundabouts, which can generally improve capacity of an intersection by 30%.

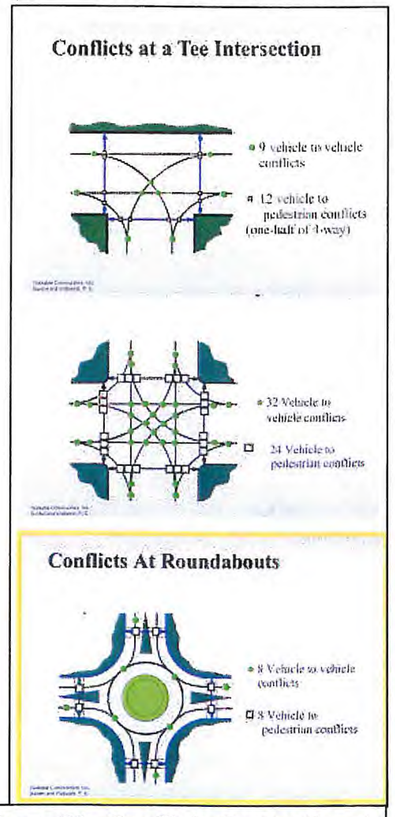


Figure 23: Conflicts-Conventional intersection vs. Roundabout

Roundabouts reduce the number of potential conflict points at an intersection. They also reduce speeds through the intersection to a much safer 5-20 mph, so that if there are accident conflicts, they are much less serious. A recent and authoritative study of modern roundabouts shows that they reduce crashes by an average of 50% and serious crashes by up to 90% (*Insurance Institute for Highway Safety,* an independent, nonprofit, scientific and educational organization dedicated to reducing the losses, deaths, injuries, and property damage from crashes on U.S. highways - 2000).

Correctly designed roundabouts easily accommodate large trucks and emergency vehicles. Roundabouts proposed for 99 are designed to handle the movement of a Caltrans STAA design vehicle (Surface Transportation Assistance Act requires that certain routes be designed for an STAA vehicle - up to a 67' semi - which is longer than a "California Legal" truck). Even larger tandem type trucks have a reasonable turning radius that corresponds to the STAA type.

From a traffic capacity standpoint, the most important advantage of roundabouts is that they help reduce the need for additional street width and travel lanes. While signals create stop-and-go conditions, necessitating additional lane area in proximity to the intersection for 'stacking' waiting cars, roundabouts allow traffic to flow most efficiently, allowing each vehicle arriving at the intersection to pass through safely as soon as there is a single opening, rather than waiting for signals to run their cycles of restricted flow.

In fact, traffic modeling and analysis for this roadway suggests that, if roundabouts are not used to make traffic flow more efficient on Highway 99 through Gridley, this portion of the corridor will likely have to be widened to 6 lanes in the future to accommodate projected traffic volumes with conventional signalized intersections (see Appendix C for detailed discussion of traffic modeling).

Additionally, removal of traffic signals at roundabout sites saves maintenance costs of between $3,000 and $4,000 per year. Roundabouts are often built at or below costs of signalized conventional intersections.

Roundabouts improve pedestrian access and safety by slowing traffic significantly at the points where pedestrians cross. Pedestrians find motorists far more likely to yield than in conventional intersections, because their slower speed means they have a chance to see and stop for pedestrians. Pedestrian crossings are also placed one car length away from circulating traffic to ensure drivers' attention is focused on pedestrians, not turning movements. This placement also encourages pedestrians to cross behind vehicles entering roundabouts. Pedestrians only have to look for motorists coming from one direction of threat at a time, as opposed to three at a conventional intersection.

Splitter islands - the triangular islands at entries to roundabouts - create refuges for pedestrians waiting for crossing gaps, reducing their crossing distance on major roadways to only 14 feet at a time. The reduced crossing width means pedestrians are in an active street lane no more than 4 seconds, as opposed to 14 to 20 seconds at a conventional intersection.

Roundabouts can also provide attractive gateway entries into the core area. Center islands and splitter islands are often landscaped. When used in succession, as is being proposed for Highway 99, they support the success of corridor businesses by slowing traffic to "shopping speeds" at the intersections and along the entire corridor.

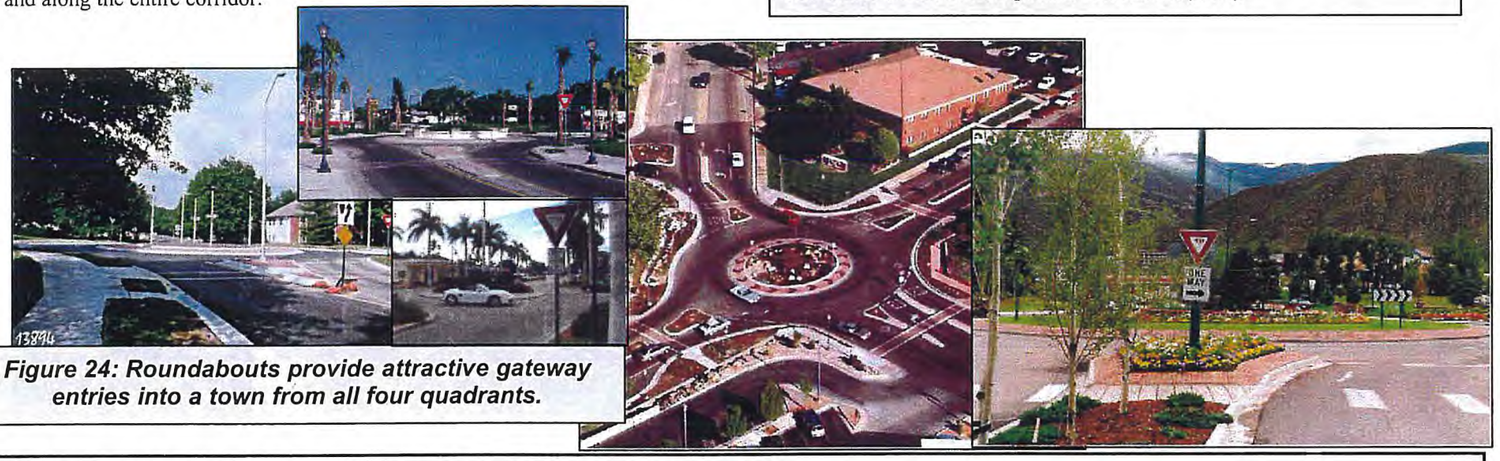


Figure 24: Roundabouts provide attractive gateway entries into a town from all four quadrants.

ROUNDABOUTS GO 'MAINSTREAM'

Roundabouts and other modern traffic science was recently highlighted in a "Special Technology Report" prepared and published by ***Discover* Magazine** – a publication known for covering scientific thought that has attained significant consensus among technical specialists and come into the main stream. The following are excerpts from *Discover*'s report:

How can roundabouts be so effective? Because they force drivers to make efficient use of gaps between cars that would otherwise add to delays. "Under heavy traffic conditions, vehicles in the circle keep circulating, while vehicles at the entries wait for the first available gap," says Georges Jacquemart, a New York City-based engineering consultant... "Every single gap is used, and unlike with signaled intersections, no time is lost."

The key to success is a radical revision of the old chaotic traffic circle. First, the new roundabout has a smaller radius— often just 110 feet— that forces drivers to slow to speeds between 15 and 20 miles per hour. "If you try to drive any faster, you feel uncomfortable because of the centrifugal forces acting against you," says Jacquemart. Second, a vehicle approaching the circle is forced to slow in order to steer past a small triangular-shaped median before it can enter the circle. Pedestrians have the right of way to cross at these medians and need to traverse only one lane of traffic at a time. The design keeps cars moving as fast as possible without the risk of causing serious damage… Reid Ewing, a Rutgers University professor of transportation and urban planning, says, "This may be the single most important device ever created to help control traffic safely and smoothly."

("Going a Roundabout Way: Rethinking circles to eliminate delays and deaths" by Curtis Rist, part of a Special Technology Report "*Go Slower, Get There Faster: The whole country is stuck in traffic. But good science can fix that*", *Discover* magazine, June 2001, p. 75).

DESIGN RECOMMENDATIONS (ACCESS CONTROL...)

Access Control is essential to maintain a smooth flow of traffic and minimize conflict points on busy corridors. Access control is achieved in the proposed design through the installation of center median and the minimization of additional access and egress points along the corridor.

Central Median

Medians provide the increased safety of a physical separation between oncoming motor traffic and of crossing refuges for pedestrians. They also provide a space for attractive landscaping and trees to shade the roadway.

There are 18 potential vehicular conflict points on a 4-lane corridor at a 4-way intersection or point along the corridor where driveways are located opposite one another. There are still 9 conflict points for a tee intersection on a 2-lane street. However, a 2-lane street with center median, as is proposed, reduces the number of vehicular conflict points to only 2.

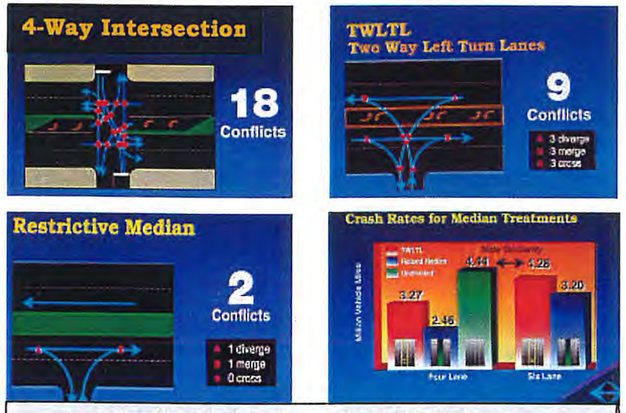


Figure 25: Medians vs. No Medians
Two-way-left-turn-lanes (TWLTL) are safer than undivided roads, but raised medians are even safer

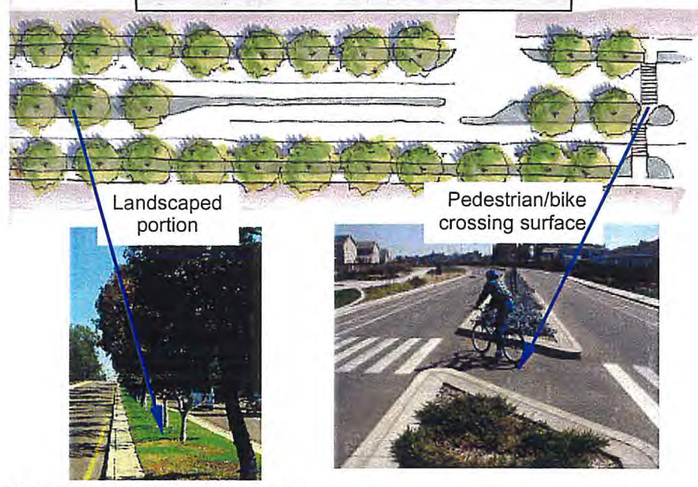
Studies show that upgrading a street to continuous medians with turning pockets reduces crashes up to 25% in four-lane sections. This increases the road's carrying capacity 25-35% above a five-lane section with the typical center two-way-left-turn lane (*Study by Florida Dept of Trans finds LOS D carrying capacity is raised from 26,000 to 33,000 average ADT with the addition of access control medians).*

Further, speed studies on city streets show speed reduction of nearly 2 mph with the addition of raised medians alone, and 5 mph when used in conjunction with curb extensions *(Anne Arundel County, MD study)*. And, though raised landscaped medians have a higher initial cost and require maintenance, long-term costs compared to paving are roughly equivalent.

Raised medians with pedestrian refuge areas also reduce conflicts between pedestrians and motor vehicles by allowing pedestrians to cross only one direction of traffic at a time. Also, the median with pedestrian refuge enables less continuous exposure for pedestrians crossing the street, since it takes far less time to cross one lane at a time *(see subsequent discussion* "6. Pedestrian Crossing"*)*.

Ideally, median pedestrian refuge islands should be constructed with a smooth, traversable surface, such as concrete or brick pavers. The landscaped portion of the median should have street tree species that will grow large enough to shade the roadway, installed approximately every 30' on center. Grass, groundcover, other low shrubs or decorative pavers can be used to cover the landscaped portion of the median. Median landscaping near pedestrian crossings should be low enough for motorists to easily see pedestrians from a safe distance.

Figure 26: Median design



Minimizing New Access Points

According to both Caltrans standards and to the good road safety engineering being used to design this project, new accesses onto the highway should be discouraged because of new vehicle and pedestrian conflict points they create. Instead, new development should be encouraged or required to locate new access points on adjacent side streets, if possible. However, if parking lots are consolidated behind buildings, as recommended in Section 5 and throughout this report, new accesses onto the main highway should not be necessary. Existing access points should be consolidated as much as possible, with several parcels sharing a single driveway off the main highway, and easements established for access from the driveway to individual parcels.

MEDIANS BENEFIT ADJACENT BUSINESSES

A recent study by the Texas Transportation Institute addresses the concern that many adjacent business and property owners have about the installation of central medians for access control along their streets. Many business owners interviewed before median installation thought that their regular customers would be less likely to patronize their business due to the more restricted access. While some business disruption took place during the median construction period, immediately after the medians were constructed the following actually occurred:

- Gross sales for businesses where medians were installed increased an average of 10%. For businesses in the overall area, gross sales increased an average of 2½%.
- Customers per day increased an average of approximately 18% after median installation for existing businesses.
- While business owners interviewed before median installation thought that property values would decrease as a result, property values actually increased 6.7% after the raised median installation.
- A majority of customers indicated that, while raised medians made access more difficult in some cases, their level of customer satisfaction was better or remained the same.
- There was almost always an increase in the number of total employees along corridors where medians were installed.

("Economic Impacts of Raised Medians on Adjacent Businesses" Frawley & Eisele, Texas Trans Institute, Oct 200)

An anecdote - from a different perspective - on property owner outlook comes from the experience of University Place, WA. For their major thoroughfare, Bridgeport Way, the City estimated that it needed $600,000 to acquire the necessary R.O.W. for enhancing the street and installing central medians. However, the actual cost ended up being only $25,000! After the overall street plan was presented and explained to adjacent property owners, they recognized the great benefit it would bring them and donated most of the necessary easements!

DESIGN RECOMMENDATIONS (LANDSCAPING; PEDESTRIAN SEPARATION, CROSSING)

Landscaping along the corridor is essential to create enclosure and bring color and life to a pavement-intensive background. Trees planted along the sides of a street give a comfortable sense of enclosure as in an outdoor room, which tends to make motorists slow their speeds. They also provide protection from the sun and heat for both the sidewalk and for parking, bicycle and travel lanes. The color, texture and sense of the presence of organic life produced by trees in an urban setting is invaluable to making a district attractive and welcoming – pedestrian-friendly and thus commercial-friendly. Trees and landscaping in the central median further softens and breaks up the usual hot, ugly stretch of asphalt to create a more attractive space all along the roadway.

Planting and maintaining urban trees have both associated costs – e.g. planting, maintaining and clean-up – and benefits – e.g. energy savings, air quality improvement, stormwater runoff reduction and property value increase. However, a 1999 study by the Western Center for Urban Forest Research and Education actually measured and calculated the costs and benefits, and found a net economic benefit per tree planted in an urban area. The study found that, after calculating all of the measurable costs and benefits associated with urban trees, the average annual net benefits per tree for a 40-year period were $1-8 for small trees (e.g. crape myrtle), $26-37 for medium trees (e.g. Chinese pistache), and $48-63 for large trees (e.g. London plane). *(This study was for the San Joaquin Valley, a California Valley with conditions very similar to its neighboring Sacramento Valley, in which the city of Gridley is located.)*

See Appendix E for tree and plant list.

Separation of Pedestrians From Moving Traffic is an essential part of creating a pedestrian-friendly and, in turn, commercial-friendly street environment. Currently, the walking environment along the Highway 99 corridor through Gridley is so harsh and inhospitable that few people would choose to walk there unless they have little other choice. Narrow sidewalks are at the back of curb, where traffic rushes by mere feet away. In some places, sidewalks do not even exist.

The Context Sensitive Solutions plan recommended in this project proposes four-elements of improvement to make the Highway 99 corridor not only a place where people *can* walk, but would choose to do so, as well. Each of these improvements is simple, but together they create a substantial buffer of safety and comfort between pedestrians and moving traffic:

1. Off-set and widen the sidewalk: In doing so, a horizontal separation is achieved between the pedestrian and the curb line.
2. Addition of landscaping, specifically street trees: In addition to providing shade and a cooling effect for sidewalks and pedestrians, they also provide a vertical barrier between the pedestrian and traffic. Though not substantial in terms of actual additional safety provided to pedestrians by street trees, the psychological benefits are felt both on the part of the driver and the pedestrian, as each perceives a "green wall" separating them from the other.
3. Additions of parallel parking and bike lanes: These two areas add additional horizontal separation (distance) between moving vehicles and people. Parked cars also provide a substantial physical barrier that adds perceived *and* actual protection to the pedestrian area. On-street parking also provides an important economic benefit - it provides a visual cue to motorists that there is easy to find and convenient parking available for adjacent businesses.

Figure 27: Wide sidewalks, street trees, on-street parking and bike lanes buffer pedestrians

The same elements that create a buffer area for pedestrians – wide sidewalks, street tree planting area, on-street parking lane and bicycle lane – also offer space for other important uses. These include:

- space for future transit bus turn-outs and transit shelters;
- space for cars pulling out of driveways to wait for an opening in traffic without blocking sidewalks;
- space for driveway cut ramp angles so that these do not have to be located in the sidewalk itself, as is the case without the additional buffer area.

Appropriate Pedestrian Crossings: Pedestrian safety on multi-laned highways that lack effective crossings is of great concern. Many cities report that the majority of their pedestrian crash types are on multi-laned highways that lack safe crossing facilities. Engineering measures to reduce this trauma are essential to any road design effort.

Appropriate pedestrian crossings are vital to the corridor, as well as the town, in terms of creating one coherent whole instead of two disjointed halves sliced apart by a wide, fast highway. The bulk of the city of Gridley is located to the west of Highway 99, but many important destinations, such as the high school and fairgrounds, lie to the east. One of the significant concerns heard from many project participants and observed first-hand by the design team was the great difficulty for pedestrians to cross the highway, and the volume of high school students who did so each day.

The combination of a wide roadway and high traffic volumes traveling at high speeds on Highway 99 through Gridley means that pedestrians currently experience this corridor as a barrier, and their connection to the other side a dangerous risk. This reduces the mobility and access to essential service and linkages for those who cannot afford or do not have the ability to drive (almost 1/3 of all Americans are too young, too old, too poor, or too infirm or disabled to own or operate a vehicle).

Furthermore, this condition greatly detracts from the choice of those who *can* drive. They get into their cars just to cross the street because they feel they must to be safe. This adds to signal and roadway congestion, parking needs, corresponding inefficient land use, storm drainage, water runoff and heat gain issues. As traffic volumes increase, these challenges will only worsen if basic changes are not made to the Highway 99 roadway design through Gridley to make it safer for pedestrian crossings.

Street Design for Choice and Economic Benefit: Making a slower, safer street also expands choices for Gridley's citizens. It offers safe and viable alternative choices of mobility such as walking or biking. A slower, safer street also supports increased economic activity. Slower speeds enable passing motorists to have time to notice the goods and services offered along the street. They will be more likely drawn to stop if they sense they will have a safe and comfortable environment when they get out of their cars.

Crossing Locations: To be friendly and inviting enough to get people out of their cars, the street environment should offer pedestrians safe crossings no more than 150 feet out of their way each direction – or about 300 feet apart. The lack of frequent safe crossings on the Highway 99 corridor does not support walking and the associated use of retail. The design for 99 recommended in this report seeks to make the necessary repairs, to create a multi-modal, ADA accessible, economically viable corridor.

As a general rule, as speeds and traffic volumes increase, motorists tend to overlook or otherwise fail to yield to pedestrians in marked and unmarked crossing locations. Pedestrians crossing mid-block on a 5-lane road without medians or refuge islands must dash across approximately 70 feet. At a normal walking speed of 4.0 feet per second this takes about 18 seconds. In 18 seconds, motorists traveling 45 mph traverse a distance of about three football fields. Against the competing background of the visual soup of signs and cars

DESIGN RECOMMENDATIONS (PEDESTRIAN CROSSINGS, CONT.)

on a suburban highway, pedestrians are hard to detect in the best daytime conditions, and are exceptionally hard to see under night conditions. If a motorist yields in one of the lanes they are setting up a screen where motorists in the next lane often fail to see the pedestrian until it is too late.

Designs must take into consideration these factors. For this reason, doing nothing to address street crossings of pedestrians, or simply installing crosswalk markings and lighting is highly insufficient for increasing pedestrian safety on Highway 99. Crossings must be narrowed – ideally to 1 lane each direction - and better marked, and vehicle speeds must be reduced.

By reducing the number of travel lanes to one in each direction, and introducing neck-downs, bulb-outs and center medians, the basic recommended street design substantially reduces both the crossing distances that pedestrians have to traverse and the number of potential conflicts with vehicles. The traffic 'calming' effects (making traffic slower and more steady) of intersection roundabouts, narrower lanes and an overall narrower street section, a center median and street trees reduce the severity of any remaining potential conflicts with vehicles.

Three specific pedestrian crossing design responses are recommended for the corridor:

1. Roundabout Pedestrian Crossings

Of great importance are the pedestrian crosswalks at the roundabout intersections. As previously explained, roundabouts intersections vastly reduce both vehicular and pedestrian accidents. Additionally, due to slower vehicle speed at roundabouts, with vehicle-pedestrian accidents, fatalities are almost non-existent. The likelihood of a pedestrian fatality in an accident reduces remarkably as vehicle speed reduces. With a vehicle traveling at 40 mph, the accident pedestrian fatality rate is 85%. At 30 mph, it drops to 50%. Finally, at 20 mph, the pedestrian fatality rate is reduced to *less than 5%.*

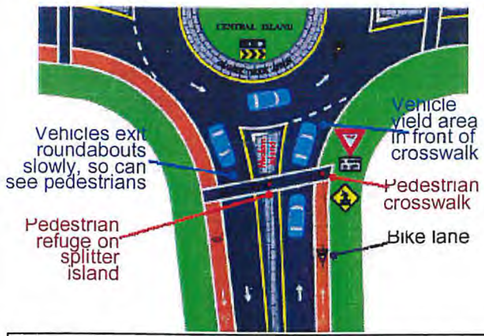


Figure 28: Ped crossings at roundabouts

The simplicity of roundabouts, both for vehicles and pedestrians is perhaps what makes them work so well. Currently, to cross Highway 99, a pedestrian must traverse 5 lanes of traffic and concern themselves with traffic in each direction and turning traffic in front and from behind. All of this takes from 15-20 seconds to complete. On the other hand, with crossing at a roundabout, the pedestrian has only to cross one lane of travel at a time, paying attention to only one possible conflicting vehicle direction of travel during each crossing.

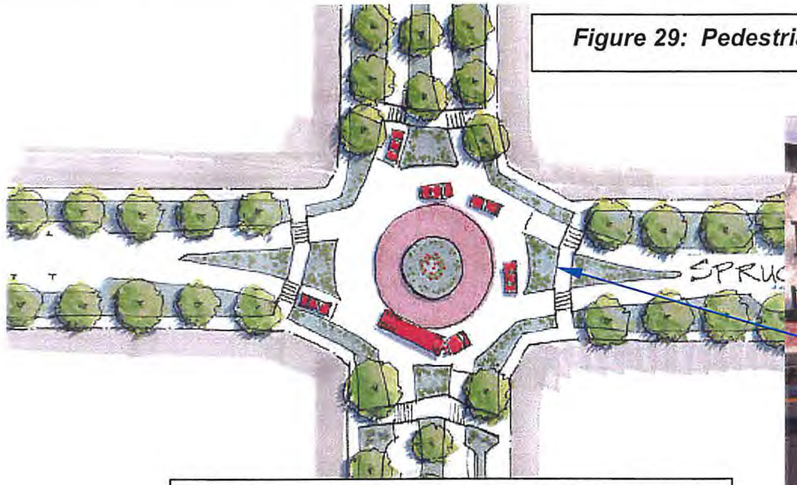


Figure 29: Pedestrian crossings at roundabout intersections

Pedestrian crossings at roundabout intersection are located about 20 feet back from the yield line so that pedestrians are crossing behind any waiting vehicle. The roundabout splitter island provides a refuge halfway across.

As vehicles approach the roundabout, they arrive at a yield bar and proceed when the circulating lane is clear. For the pedestrian, the crosswalk is set 20' back from the vehicular yield bar. In this manner, the pedestrian crosses behind the vehicle that is trying to enter the roundabout, and in front of the next vehicle in the queue, which is only concerned with stopping behind the lead vehicle. Thus, the pedestrian need only concern himself with cars approaching from the left, while the vehicle trying to enter the roundabout no longer has to be concerned with the crossing that is occurring behind him. The pedestrian arrives at the splitter island after having to cross only one lane of travel and having had no more than 5-7 seconds exposure in the vehicular lane of travel. The pedestrian then has only to cross the exiting lane from the roundabout, which again consists of only one lane of travel making only one possible movement.

2. Crossings at non-Roundabout intersections

Intersections that do not have roundabouts should have other accommodations to make pedestrian crossings safer and easier. The corners should be 'bulbed out' to shorten crossing distances to only the length of the through-lane

Figure 30: Pedestrian crossings at non-roundabout street intersections

Before: Wide streets with large corner curb radii increase both crossing distance and crossing time at current intersections along Highway 99, making them feel and function less safely for pedestrians.

After: Intersections narrowed with bulb-outs – such as these in the existing Gridley downtown - create shorter crossing distances and times, making them feel and function more safely for pedestrians.

widths. Crossings on the highway leg(s) of the intersection should be designed as described for mid-block crossings, below.

3. Mid-Block Pedestrian Crossings

'Mid-block' crossings are those at locations away from signalized intersections. Because of simple geometrics, mid-block pedestrian crossings can be designed to be far simpler and more manageable than crossings at either tee or four-way signalized intersections. Tee intersections produce four conflicts per crossing leg, while four-way crossings produce six conflicts per crossing leg. In contrast, pedestrians crossings at mid-block on a street with a central median typically have only one or two conflicts at a time, and from only one direction at a time.

The 2-lane roadway recommended for Highway 99 makes mid-block crossings even safer and easier. Crossing width is reduced to approximately 12 feet at a time, which takes only about 3 seconds to complete. This is accomplished by breaking the crossing into 2 sections, with a wide central median offering a refuge island in the center. (In contrast, a typical signalized intersection for a conventional 2-lane roadway, with typical corner radii and without the central median, is usually 40+ feet, and takes at least 10 seconds to cross.)

Refuge Island Forty-Five Degree Cut: Pedestrian channels through medians should be placed at a 45° angle toward approach traffic. The angle in the center of the path reduces the likelihood of a person running straight across the entire street without looking before each direction. The angled path through the median reorients pedestrians to the oncoming traffic, forcing them to look directly into the eyes of oncoming motorists. The angle also increases the effective storage area for accommodating bicycle length.

Refuge Island Design Details: The pedestrian refuge area may have light poles, trees, and other landscaping. In some cases, marking signage may also be used, though, as a general rule, landscaping and light fixtures create sufficient identity of the feature as to not require signing.

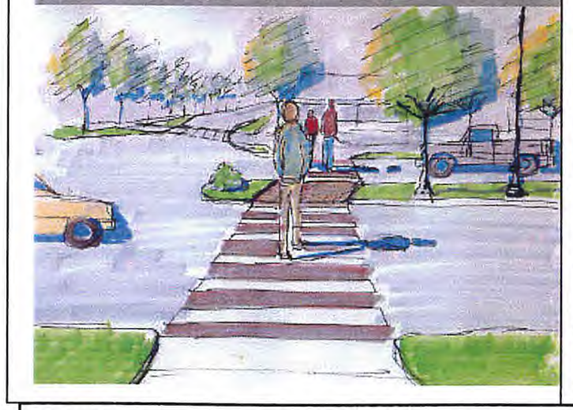
For visibility, trees in center medians near pedestrian refuge areas should be undercut to 8.0 from street level feet for visibility. Planting low shrubs and other colorful or dense ground cover adjacent are also helpful for alerting motorists to the presence of these refuge islands. A thirty-inch trimmed height restriction is recommended. Any signing or other materials should be kept under or over these view minimums.

IMPORTANT NOTE!

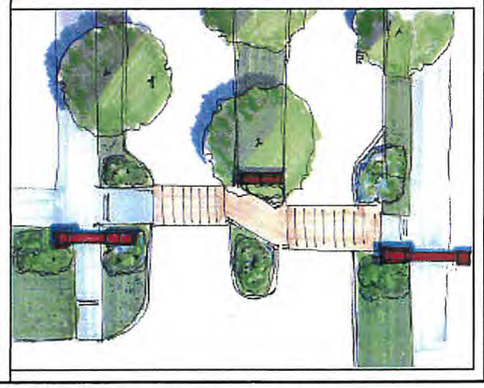
It is important to note that it is the specific combination of these recommended design elements functioning together that achieve the goals set out by the community for this corridor – enhanced safety, economic opportunity, aesthetics and functionality. They do not achieve the same outcome if they are not applied in combination as recommended.

Figure 31: Mid-block Pedestrian crossings

Before: Existing pedestrian crossing at Cherry is dangerous because road is too wide and vehicle are moving too fast for pedestrian safety.



After – Right and Below: Roadway is narrowed to one lane each direction, calming traffic speeds and lessening pedestrian crossing distances. A pedestrian crossing refuge area is created by the new center median, so pedestrians only have to cross one direction of traffic at a time. A 45° angle at the median forces pedestrians to turn and look at the other direction of oncoming traffic before entering the second lane



OTHER DESIGN CONSIDERATIONS

Vehicular Passing Opportunities

It is important that there are passing lanes north and south of Gridley to address the problem of through-travelers using Gridley to speed up and pass slower vehicles that they have not been able to pass on the 2-lane rural highway north or south of Gridley. For the north, a passing lane is planned for construction about 5 miles north of Gridley in approximately 5 years, according to Caltrans. For the south, the recommended design retains the existing 4-lane section up to a point just south of Cherry, where it transitions to the 2-lane core area urban section. These should provide enough opportunity to allow traffic to readjust itself prior to entering the pedestrian and business-friendly core area.

Potential Bypass

The property that has been acquired by Caltrans east of Gridley for possible future use as a bypass around the town center should be maintained. BCAG's traffic projections for the corridor are reasonable considering area growth rates, and do take into account the projected mitigating effects of the planned widening of the parallel Highway 70 corridor. The fact that Highway 99 north and south of Gridley is only 2 lanes - and that there are no current plans to widen it to 4 lanes – does currently limit the entire highway corridor's current projected overall capacity. However, if there are extenuating capacity increases in the future, and the highway north and south of town is eventually widened to 4 lanes, the bypass around Gridley may be of great value.

Alternately, there are many communities that now feel that some congestion at peak hour traffic times is healthy for "town center" environments. Traffic moves slow enough to give motorists a chance to notice goods and services at adjacent businesses, or to notice the inviting pedestrian activity along the street, and to make a last minute decision to stop. For example, Florida has adopted standards for infill development built in a traditional 'Town Center Street' fashion that reduce LOS standards from C down to D or E for these. Maryland and Vermont also are approaching that philosophy. Currently, there is proposed legislation in California that also supports this approach.

This is a decision for the city leaders to make in the future. In the mean time, the land designated for a bypass should be maintained to maximize future options.

Other Scenarios

One of the most valuable aspects of the proposed design alternative is its flexibility and versatility. The design of the highway 99 corridor has been

based upon existing traffic counts and projected future demands provided by BCAG. It will carry the anticipated traffic in the year 2025, but what if those projections turn out to be too conservative? What if those projected volumes never occur? As conveyed to us by BCAG, the traffic model is not actually intended to project traffic volumes at specific locations as much as to express the framework of traffic distribution on a county-wide level. It is quite conceivable then that the number of anticipated vehicles will never be reached. Along the same lines, what happens if a highway by-pass is constructed around Gridley and the existing in-town corridor is downgraded to a modestly traveled local street? An over-built street with an excessive number of lanes and too little traffic quickly becomes a racetrack under the wrong conditions.

A plethora of unknown future factors can, and will, affect the actual number of vehicles traveling this corridor. Caltrans representatives have explained that, because of right-of-way constraints and other factors, the whole Highway 99 corridor will not be upgraded to a 4-lane highway. In fact, the decision was made long ago to make Highway 70 the main corridor in the area, and plans are underway to complete its widening to four lanes. In short, the projected traffic volumes on Highway 99 through Gridley will always be constrained by the limited capacity of the highway outside of the city itself. The future traffic volumes may, however, for one reason or another listed above, be less than the projected numbers.

Fortunately, the proposed design alternative is prepared to handle virtually all situations. Because of its boulevard and roundabout design, the proposed roadway carries a substantial volume of traffic with only a limited number of lanes - in this case, one travel lane in each direction. Even if traffic volumes should drop off significantly, the presence of parked cars, narrow lanes, roundabouts, tree-lined medians and planter strips will serve to significantly calm traffic. In fact, the actual width of pavement - 46', as proposed by this design - is less than the existing 52' of pavement found on many of the city's side streets. The size and location of sidewalks, along with building placement closer to the street, trees and landscaping will make the corridor more livable, creating a pleasant experience for pedestrian and motorist alike. In short, because of its minimal size and laneage, and by virtue of its Context Sensitive Solutions, the proposed streetscape should function just as well at low volumes as it does at high volumes. In fact, by selecting a streetscape of this kind, in place of one with excessive laneage, the city insulates itself against the "threat" of both too much traffic or the equally problematic situation of too many lanes and not enough traffic.

Miscellaneous Recommendation Items

A few, general recommendation items that do not fit into the main six categories just discussed are as follows:

- **Side Street On-street Parking:** All side streets intersecting the core area boulevard should have diagonal parking beyond the roundabout splitter island or intersection bulb-out, for the first 300 feet on each side.
- **Signal Override for emergency vehicles:** Any existing or new traffic signals along the Highway 99 corridor through Gridley should be outfitted with signal override capabilities for emergency response vehicles, as funding becomes feasible.
- **Undergrounding Utility lines**: All overhead utility lines along the Highway 99 corridor through Gridley should be undergrounded as funding becomes feasible.

DESIGN APPLICATION: NEXT SECTION

The next report section, Section 4, illustrates the specific application to the Gridley Highway 99 corridor of the design elements recommended in this section. The highway corridor is broken into three distinct design segments:

1) **Core Area Boulevard**: from Ford on the north to Cherry on the south; broken into 3 further segments – north, central and south.
2) **Transitional Boulevard:** from Cherry to Morrison Slough.
3) **Beyond the Core**: developed areas north of Ford, south of the slough.

Important elements of the core area boulevard design are presented:

- Entryway Monumentation
- Streetscape Design

The interface of the corridor design with other related projects is discussed:

- Business Improvement District
- BCAG Highway 99 Segment Widening
- Existing Historic Downtown
- Planned Flyway Discovery Center
- Planned Industrial Park

Project implementation items are discussed:

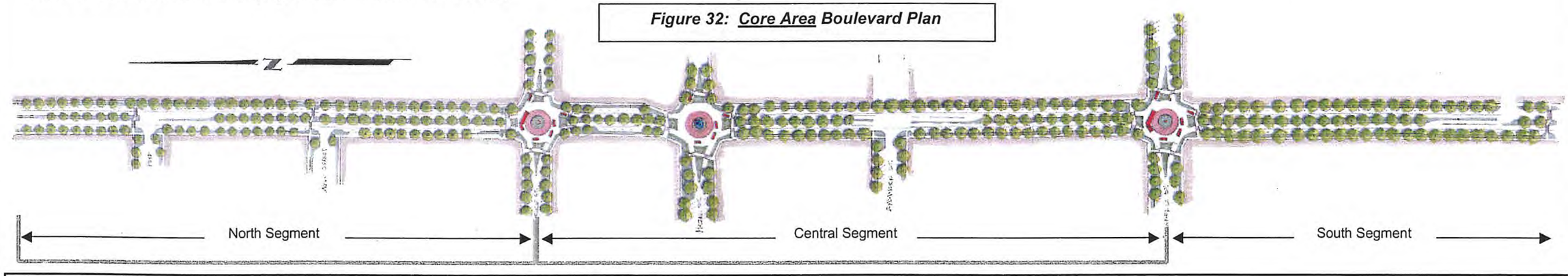
- Cost Estimates and Phasing
- Caltrans Approval Process

Development, redevelopment and façade improvement for the core area and throughout the corridor is specifically addressed.

LAST REPORT SECTION: WIDER ALTERNATIVE

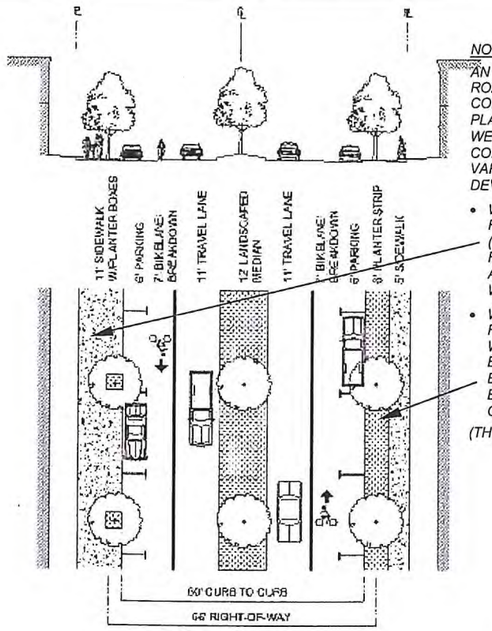
At the request of the City, the last section of this report contains an alternative design for a wider 5-lane street design, fundamentally similar to the existing highway. However, due to 1) the likely need to continue to widen the highway when traffic volumes grow, due to the fundamental problems of this design, and 2) considering the community's essential goals of preserving and enhancing the corridor's capacity, safety and economic viability by designing a walkable and welcoming environment for Highway 99 through Gridley -- the strong professional recommendation of the project team is to approve and implement the design proposed in this report, which was developed through the application of the best current engineering science to the goals and values expressed by the community through the public process.

Figure 32: Core Area Boulevard Plan



CORE AREA BOULEVARD NORTH

Figure 33: North Segment Design Section and Plan



NOTE:

AN 11' AREA ON EACH SIDE OF THE ROADWAY IS DESIGNATED FOR THE COMBINATION OF SIDEWALKS, PLANTING STRIPS, AND TREE WELLS/PLANTER BOXES. THE CONFIGURATION OF THESE WILL VARY DEPENDING ON ADJACENT DEVELOPMENT:

- *WHERE THERE ARE BUILDINGS FRONTING CLOSELY ONTO 99 (WITH NO PARKING LOT IN FRONT), THE SECTION SHOULD BE A FULL 11' SIDEWALK WITH TREE WELLS.*
- *WHERE THERE IS NOT A BUILDING FRONTING CLOSELY ONTO 99, OR WHERE THERE IS A PARKING LOT BETWEEN THE SIDEWALK AND BUILDING, THE SECTION SHOULD BE A 5' SIDEWALK AND 6' CONTINUOUS PLANTING STRIP.*

(THIS APPLIES TO ALL SEGMENTS...)

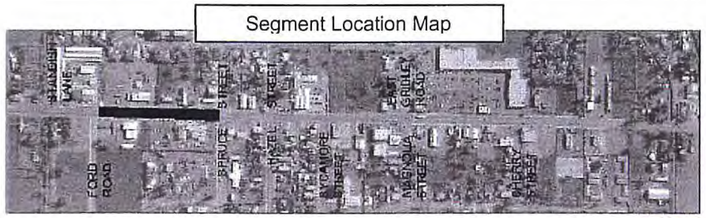
North Segment: Ford to Spruce

The new design for the core area boulevard should begin slightly north of Ford Street. This 'North' segment, which runs south to Spruce Street, has an existing right-of-way (R.O.W.) of 66', which should be expanded to 82' to accommodate all recommended elements.

Because of the light traffic volumes to and from Ford, right turns are simply allowed from the southbound through lane; a left turn pocket accommodates turns from the northbound side. This intersection may - depending on warrants - need a signal. This should be determined at the time engineering design occurs. Corner 'bulb-outs' and pedestrian striping are proposed on the Ford (west) side of the intersection, with a pedestrian crossing of Highway 99 on the north leg of the intersection.

The possibility of a new street being constructed south of Ford is anticipated and shown on the drawing. The median should cross it, so it will be a right-in right-out intersection.

Segment Location Map



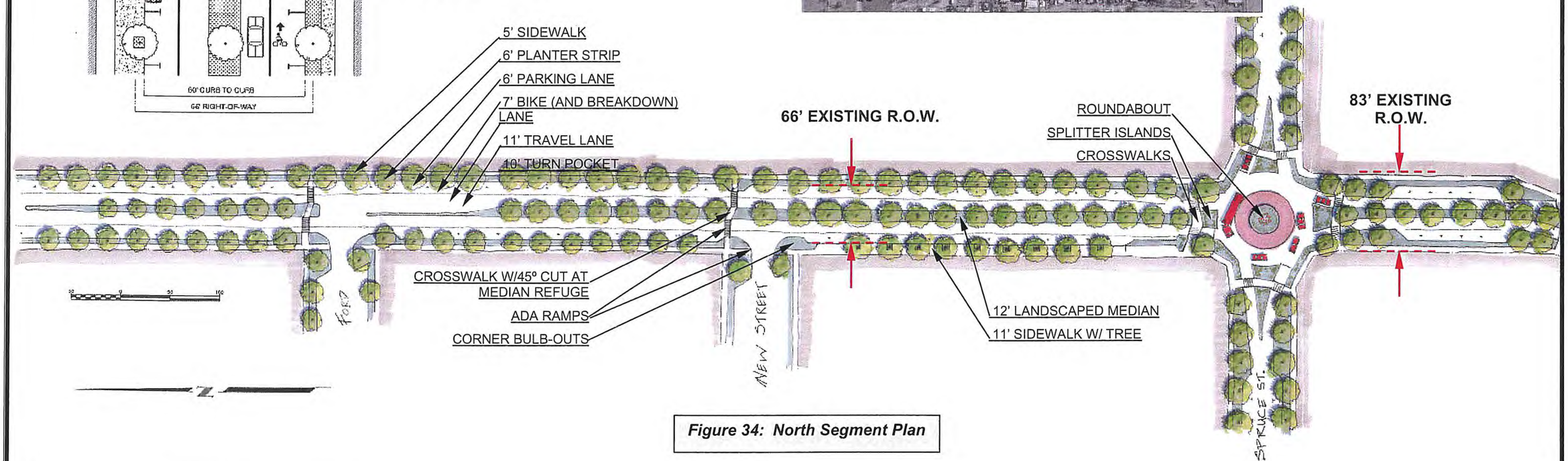
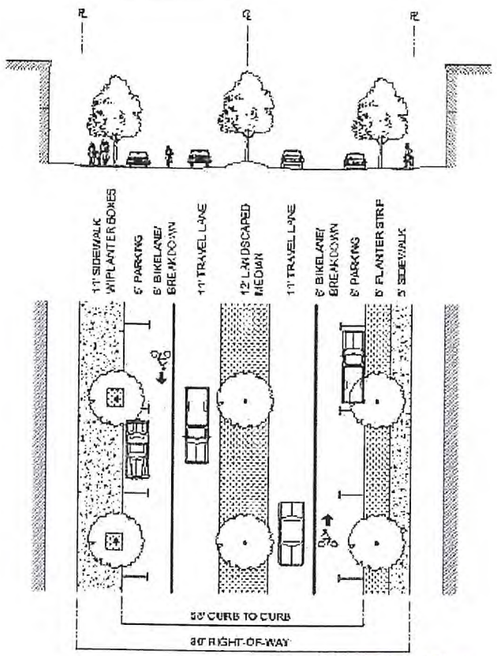


Figure 34: North Segment Plan

CORE AREA BOULEVARD CENTRAL

Figure 35: Central Segment Design Section



Central Segment: Spruce to Magnolia/East Gridley Road

A roundabout at Spruce Street is coupled with a roundabout at Hazel Street to form the area slated to be the "100% block" for the corridor -- that is to say, this will become the gravitational center of the corridor for robust pedestrian and commercial activity, and will function to highlight the route to the downtown district. This is the area where retail and mixed-use buildings should be encouraged. (In the future, apartments or offices built nearby or above storefront retail would further enhance the activity and safety of the area - to reduce crime, the more "eyes on the street," the better).

Hazel Street leads directly to Gridley's historical Downtown. The roundabout located here should have some civic art and directional signage directing people to the town center. The design of this roundabout should send a clear message that it is a crossroad and leads to important civic activity. Hazel also leads to the fairgrounds to the east of the intersection. The importance of this intersection cannot be overstated. As with Spruce, adjacent buildings should have a strong retail and mixed use character.

The Sycamore Street intersection will have low traffic loading according to traffic projections. The emergency responders expressed a concern that a median crossing would impede access. That intersection is currently under design to be a signalized intersection, and this study recommends that it remain that way. Because the traffic volumes are predicted to be low, we recommend that the signal be evaluated to have a cycle time that does not allow queue lengths to back up into the proposed roundabouts.

Segment Location Map

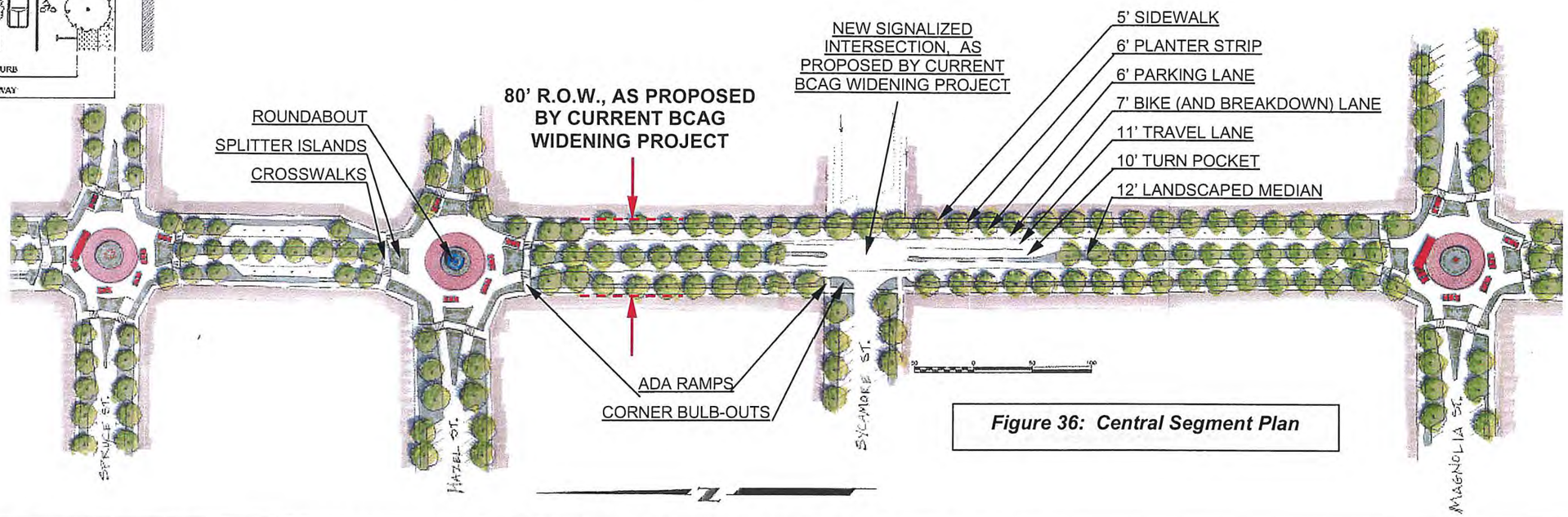
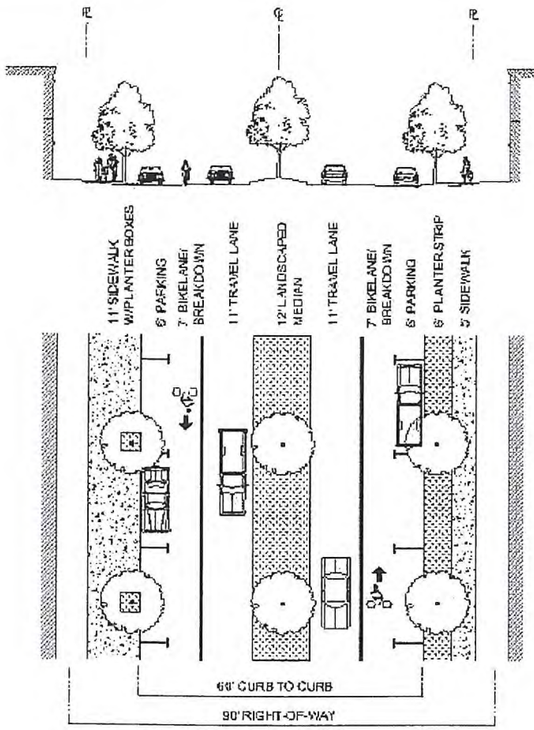


Figure 36: Central Segment Plan

CORE AREA BOULEVARD SOUTH

Figure 37: South Segment Design Section and Plan



South Segment: Magnolia/East Gridley Road to Cherry

The southern-most end of the core area boulevard is Cherry Street. The existing Heritage Oaks Square Shopping Center entrance is maintained with ¾ access– left and right in, and right out. Traffic existing the shopping center may reach the southbound lane by proceeding to the nearby Magnolia roundabout and making a "U" turn.

Magnolia Street is an important conveyance for east-west traffic. The opportunity for more commercial-oriented activity exists here, but a mixed-use environment is always an advantage.

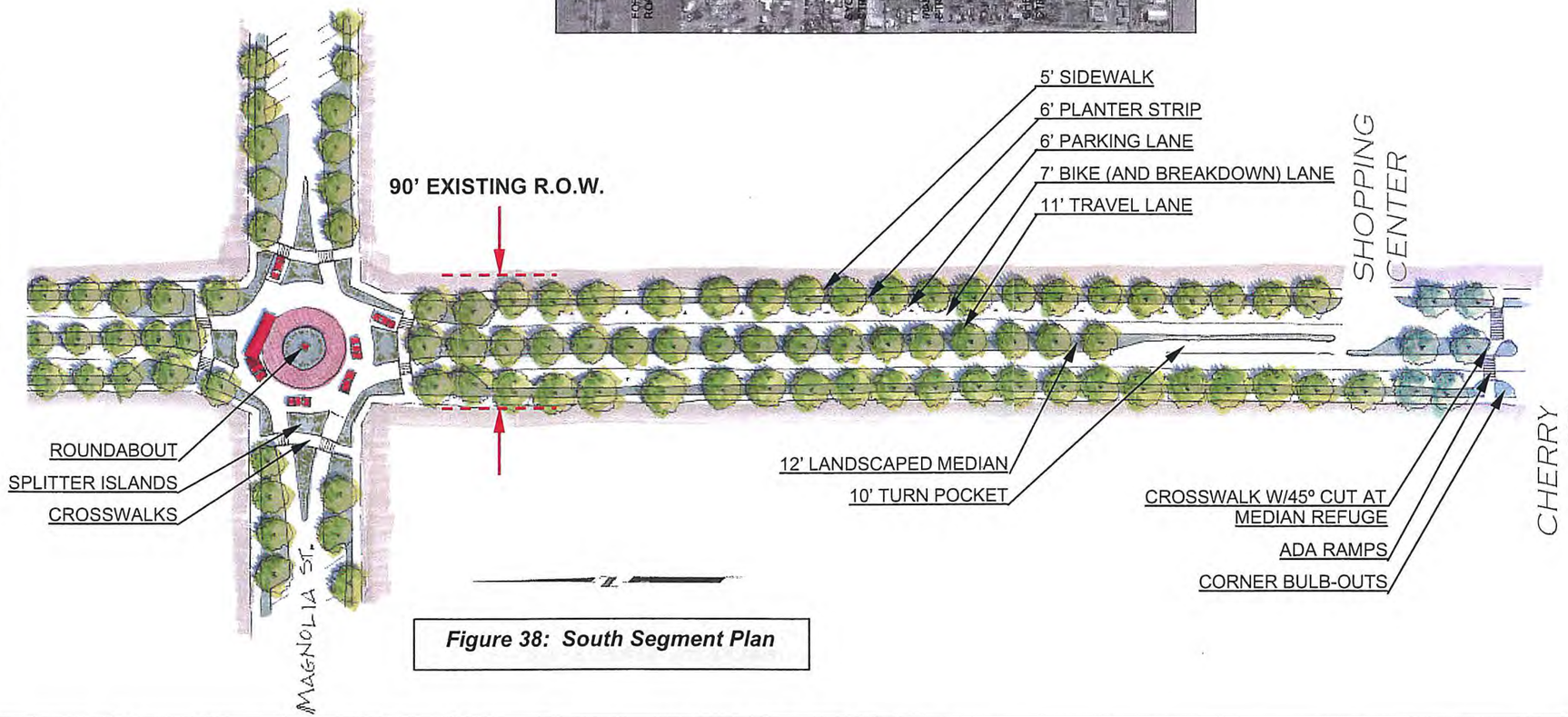


Figure 38: South Segment Plan

Core Area Boulevard: Before and After

Figure 39: BEFORE Redesign

Core Boulevard - North

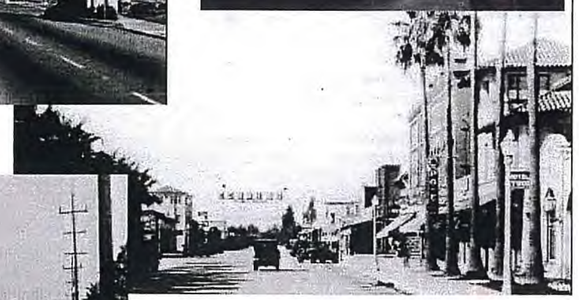
Core Boulevard - Central

Core Boulevard - South

Figure 40: AFTER Redesign

ENTRYWAY MONUMENTATION FOR THE CORE AREA

Figure 41: Entry Arches are a California Valley Tradition



Entry Monuments

A gateway identifies the beginning of a distinct or special place. It gives a sense of welcome and transition and helps to orient people to their surroundings. Such features would be very appropriate to marking the entrances to the proposed core area boulevard area.

Although signs are an important ingredient in gateway monumentation, a truly effective gateway uses a combination of architecture, landscaping and special features such as fountains to say "you have arrived and we welcome you." The following information about gateway monumentation is from the book "*Arch Rivals: 90 Years of Welcome Arches in Small Town America*":

Origin of entry arches:

"Until the early 1900s, many towns out west were located along railroad rights-of-way. One town looked pretty much like the next until local folks discovered that, by erecting an arch displaying the town' name, and/or a clever slogan, their town was no longer just another stop along the route."

Significance, benefits of entry monuments:

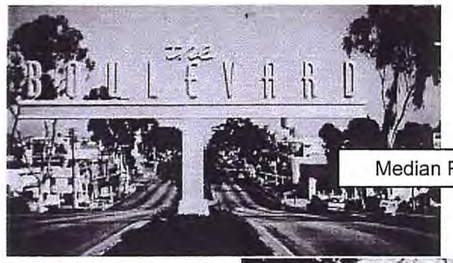
Welcome signs are more than just an advertisement for a town, its natural beauty, great climate or wonderful produce. They are an outward expression of people's pride in their community and a symbol of the friendly rivalry that exists between cities..."

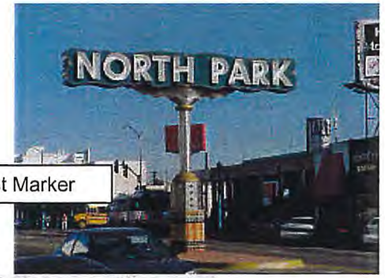
Perhaps the greatest benefit of these sign is the way they have always pulled people together,.. Contests to decide the wording or slogan of the signs often draw hundreds of entries and involve even the youngest of school children. Fund drives to build repair or to 'save the arch/sign' find individuals uniting with business, social, religious and political groups for a single cause. In days past, it was not uncommon for a sign's dedication ceremony and accompanying celebration to be hailed as the most important event in the town's history to that point."

Figure 42: Concepts for 'Gateways' to Gridley

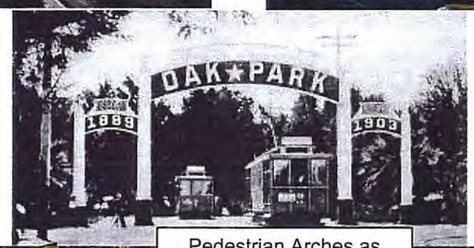
Traditional Arch

Suspension Monument





Median Post Marker



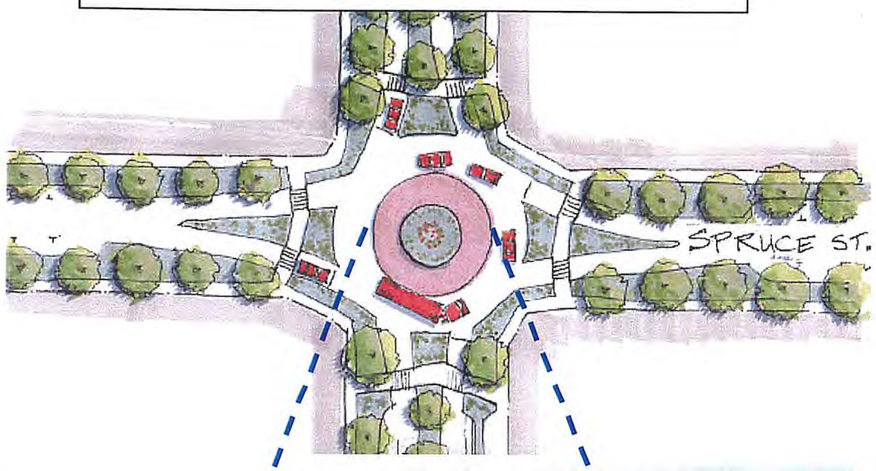
Pedestrian Arches as Side Gateway Markers

ENTRYWAY MONUMENTATION FOR CORE AREA

NORTH 'GATEWAY' TO THE CORE AREA

The proposed roundabout at Spruce Street will function as a 'gateway' to the core area from the north.

Roundabouts not only reduce speeds, improve pedestrian access, keep traffic flowing more smoothly, reduce crashes and lead to commercial corridor success by slowing traffic to 'shopping speeds', they also provide a great space for attractive landscaping, signage or other desired 'gateway' features.



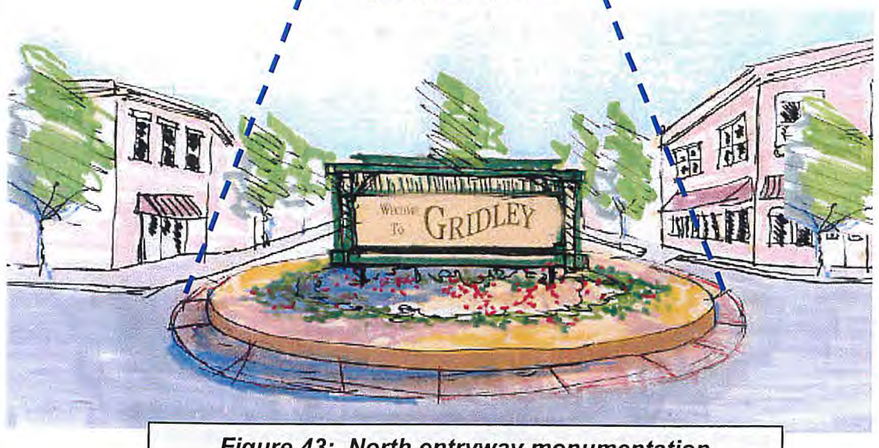
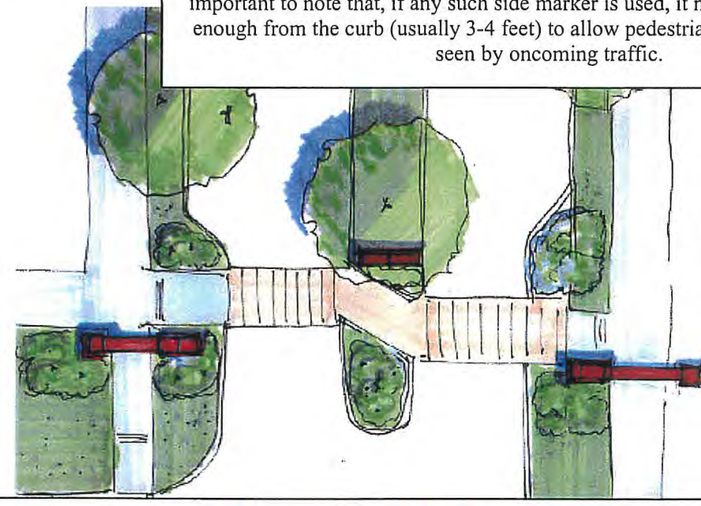


Figure 43: North entryway monumentation

SOUTH 'GATEWAY' TO THE CORE AREA

If the Gridley community supports building a new 'gateway' feature to mark the entrance to the core area from the south, an artist or architect should be commissioned to develop the right design for Gridley.

Below is an illustration of one potential concept for a gateway on the south, located on the north leg of the intersection with Cherry Street, near the pedestrian crossing. It consists of a central median sign marker, and edge markers that function as pedestrian gateways (the photo below shows this type of pedestrian gateway). It is important to note that, if any such side marker is used, it must be located back far enough from the curb (usually 3-4 feet) to allow pedestrians trying to cross to be seen by oncoming traffic.



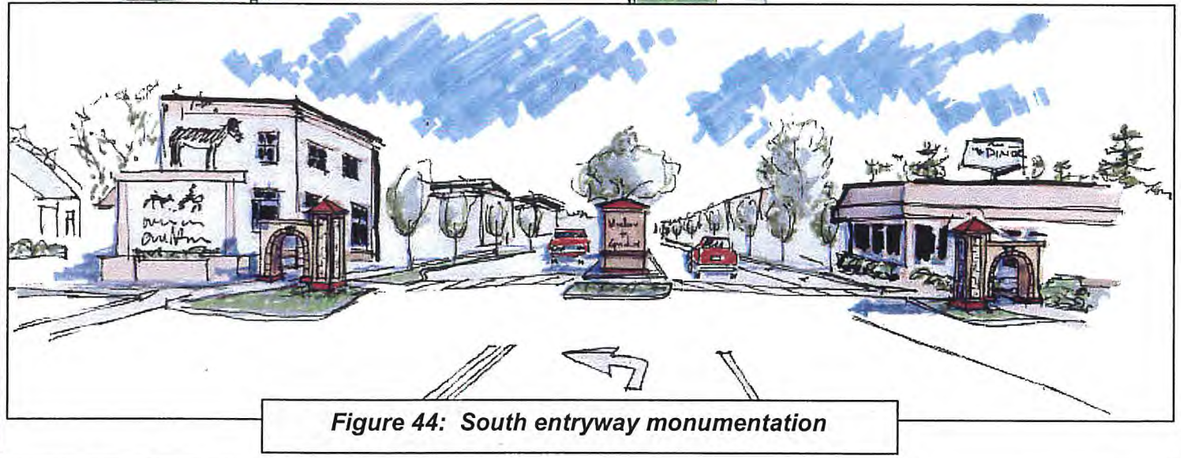


Figure 44: South entryway monumentation

STREETSCAPE DESIGN FOR THE CORE AREA

Building an Attractive Streetscape

Well conceived, constructed and maintained streets heighten sense of pride, pleasure and responsibility for a town, leading to its ultimate success as a place for investment, work, festivals, fun, friendship, association and play. Exceptionally well-designed streets give back public space, enriching the civility, common community values and sense of place that make a town's image.

The previous report section on street design discussed the importance of generous sidewalks, street trees, landscaped medians, curb extensions, and integrated pedestrian crossings in creating a safe and attractive street, and thus aiding the success of existing businesses and attraction of new investment. Other elements are also essential to completing the lively and inviting street scene that slows passing vehicles, enables and encourages walking and biking, supports adjacent businesses, and improves the overall image of the town. These are generally grouped under this 'streetscape' segment of the report. These elements include:

- trees and landscaping for street edge, median and parking lot buffers, and flower planters
- buildings pulled up to the sidewalks, with doors and windows fronting on the street, and awnings and arcades for shoppers' comfort
- pedestrian-scale decorative streetlight fixtures
- benches/seating areas and trash receptacles
- public and private signage
- special features, such as fountains or public art
- the undergrounding of overhead utility lines

Figure 45: An introduction to streetscape design elements

Envisioning the possibilities…

Corner bulb-outs with street trees

Benches, decorative paving, landscaping

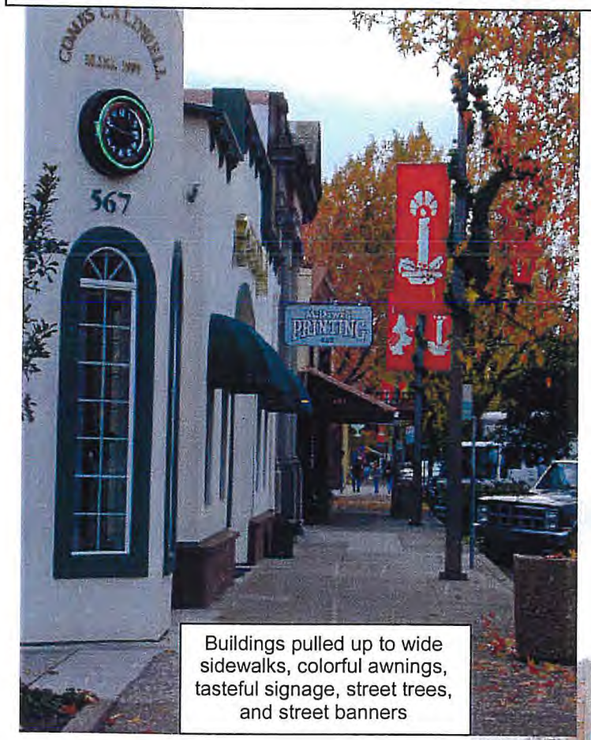
Wide, comfortable sidewalks, with trees, seating, lighting

Awnings, tasteful signage, street trees and decorative trash barrels

Of course, accessible fountains are always great people attractors – especially in the hot valley climate

Streetscape Design for Core Area: Existing Downtown as Precedent

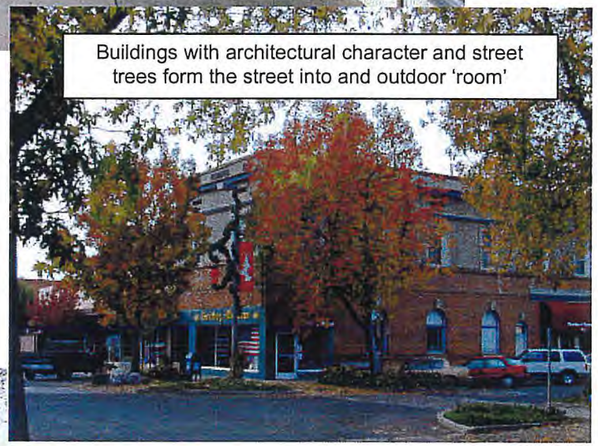
Figure 46: Downtown Gridley streetscape elements



Buildings pulled up to wide sidewalks, colorful awnings, tasteful signage, street trees, and street banners

Landscaped corner bulb-outs and narrowed crossing distances

Sheltered places to rest along wide, landscaped sidewalks



Buildings with architectural character and street trees form the street into and outdoor 'room'

Decorative street lighting

Narrow, safe street crossings

What 99 Can Learn From Downtown Gridley

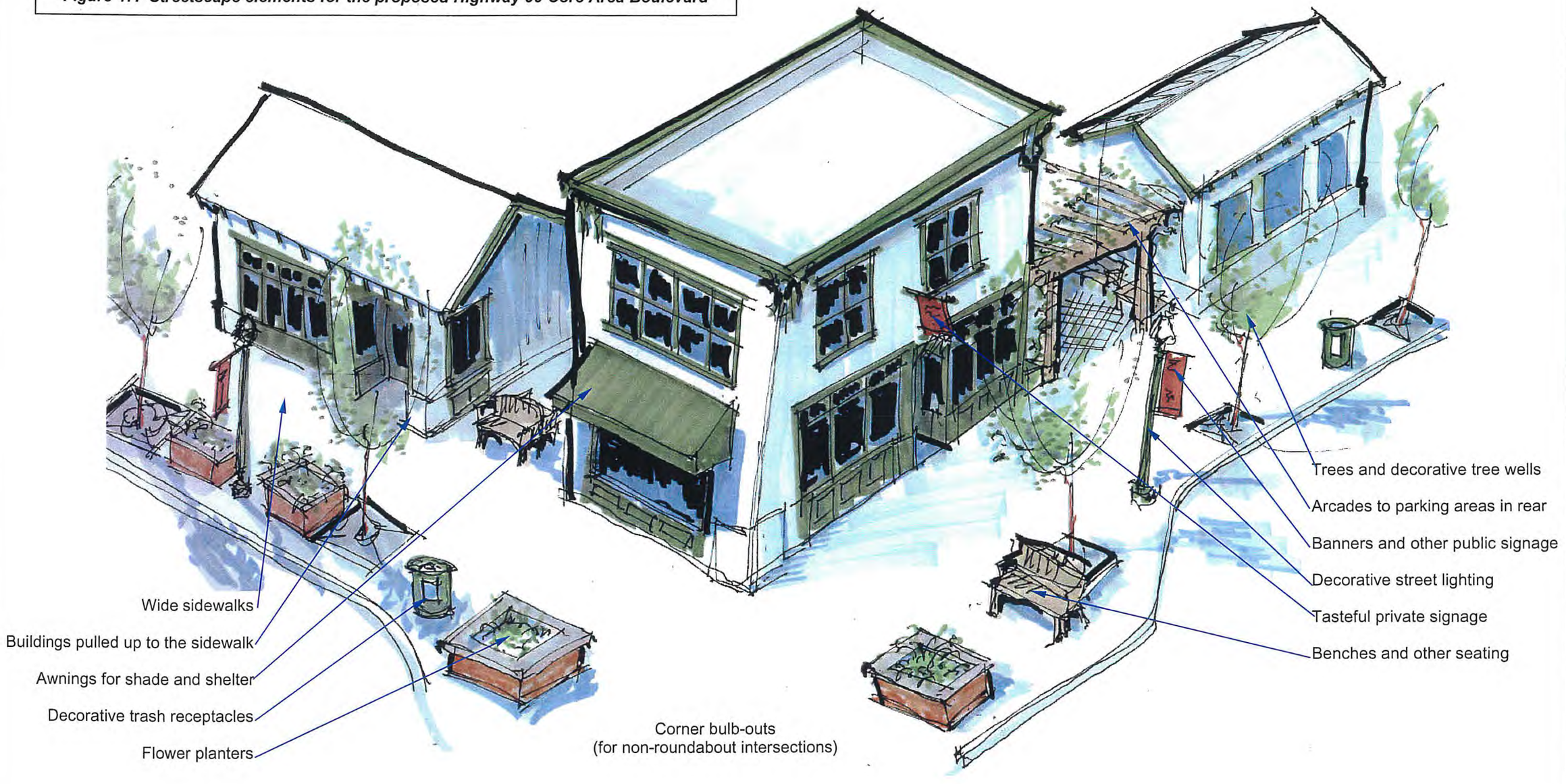
While Highway 99 is not downtown Gridley, and nor should it be, the design of the streetscape – with buildings pulled up to wide sidewalks, street trees and landscaping planters, seating areas and trash receptacles, decorative street lights and banners, landscaped corner bulb-outs and safe pedestrian crossings, and architectural character – are the same type of elements that 99 needs to make the whole corridor into a place more inviting to people. People – pedestrians – are what activate a space, making it more attractive to prospective business patrons, thus strengthening its existing businesses and making it more attractive for new investment and redevelopment.

Corner bulb-outs provide space for diagonal parking

Places for PEOPLE!

Recommended Streetscape Design for Core Area

Figure 47: Streetscape elements for the proposed Highway 99 Core Area Boulevard



CORE AREA STREETSCAPE ELEMENTS: AWNINGS AND ARCADES

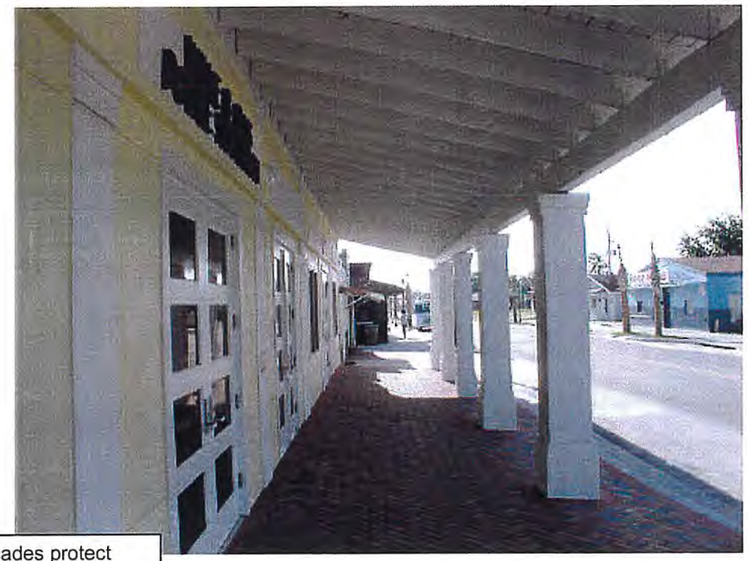
Figure 48: Awnings and arcades

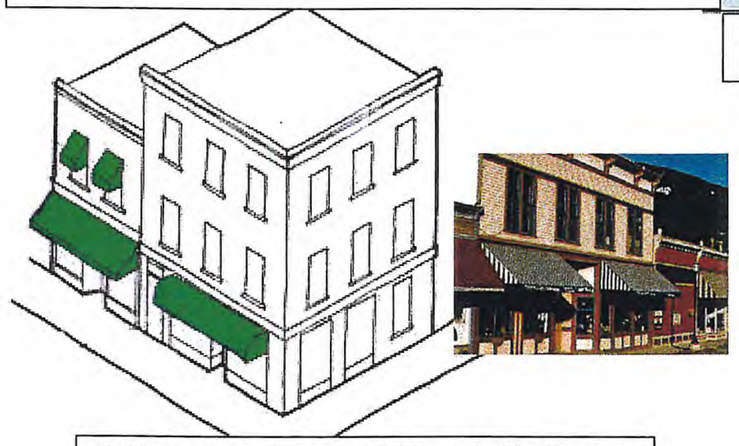
Buildings, Awnings and Arcades

New development in the core area of the corridor should bring buildings up to the sidewalk, with any necessary on-site parking located to the back or to the side of the building. Siting buildings adjacent to the sidewalk and placing windows and glass doors facing the sidewalk makes the street more inviting to pedestrians and offers a tempting glimpse of goods and services to passing motorists and shoppers.

A welcoming street also shades pedestrians from the elements with trees and awnings or arcades. Awnings and arcades can also add color, texture and interest to buildings, and provide an opportunity for tastefully located retail signage.

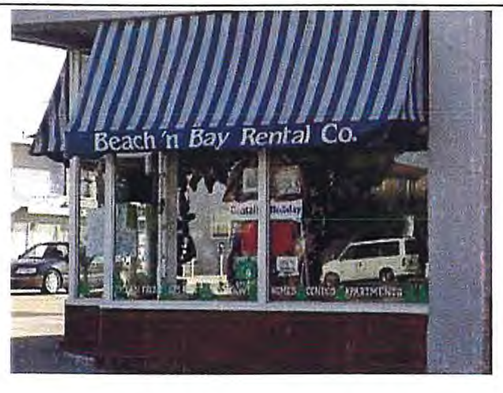
Large awnings can also provide ideal places for sidewalk cafe-type seating

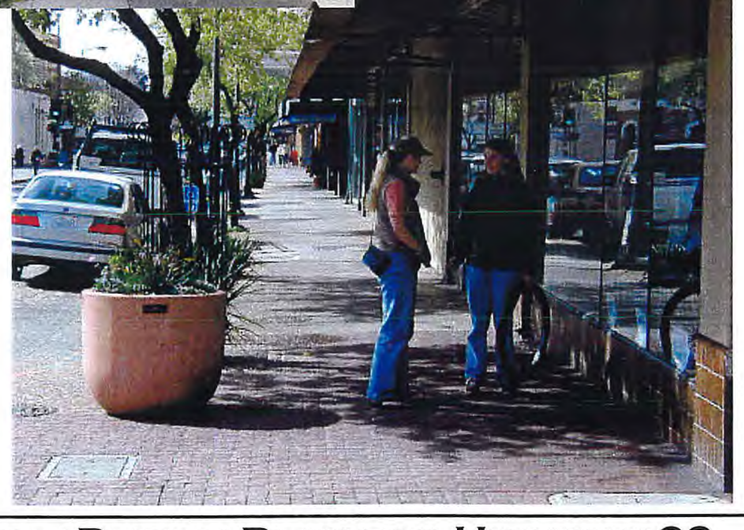




Awnings add color, texture and interest to building facades, as well as providing a place for tasteful signage

Continuity in awnings and arcades protect pedestrians and shoppers from the sun or rain





Shaded building arcades, with wide, decoratively paved sidewalks

CORE AREA STREETSCAPE ELEMENTS: DECORATIVE STREET LIGHTING

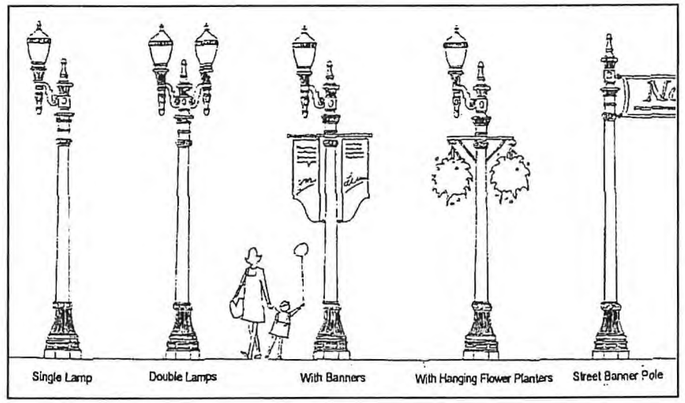
Lighting

Attractive streets at night have three lighting elements. The first combines pedestrian-scale and higher vehicle luminaires. The lower lamps are placed every to provide warm radiant light, creating continuously lit corridors with placement every 90-120 feet. The higher light poles, if still needed, provide more diffuse, general area lighting. Effective use of this street lighting provides both safety for vehicular and pedestrian movement, and security by removing dark hiding places.

The second light element should be theme lighting. This element often includes lights focused on building edges, crowns, entryways, windows or other locations celebrating buildings and public space. Trees can also be lit to create thematic lighting.

The third source of lighting is the warm, radiant glow of lights from ground level shops. These lights are set on timers and should remain lit until a designated hour, such as midnight on weeknights, or 2:00 a.m. on weekends. The combination of these three sources of light create welcoming, secure, night conditions inviting evening walks. Increased presence of people making use of corridors for night walking and gathering adds real security, and hence, social interaction, vitality and economic success.

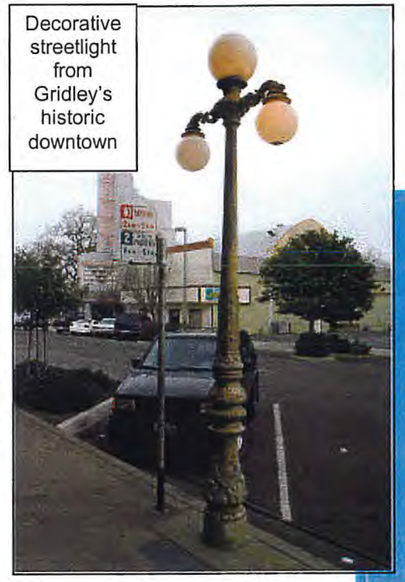
Figure 49: Pedestrian-scaled decorative light fixtures



Pedestrian-scaled Decorative Fixtures
People walking along streets enjoy strong linear elements in along the streetscape during the day, and steady flood of low angle light at night. Street lamps provide both services. Street lamps enhance many themes, conveying moods reflective of classic main streets, historic neighborhoods, revitalized industrial areas, or tourist districts.

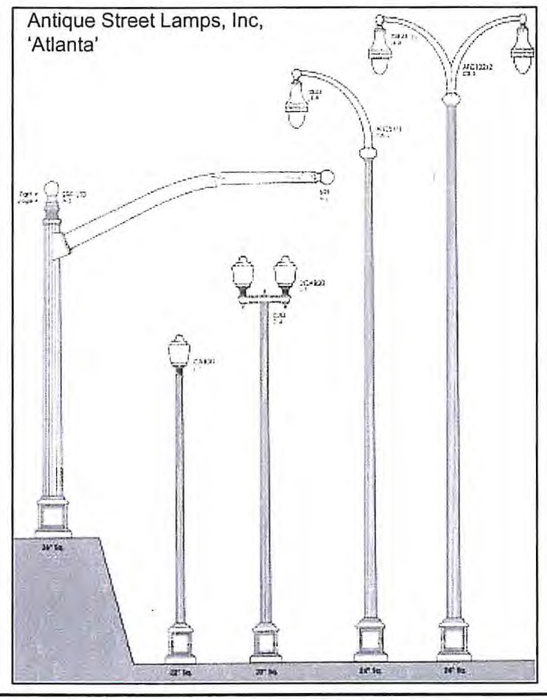
Lighting for sidewalks needs to be lower, more pedestrian scale, and more closely spaced than conventional "cobra head" streetlights. When chosen with care, decorative light standards can help beautify and distinguish the core area district.

Decorative streetlight from Gridley's historic downtown

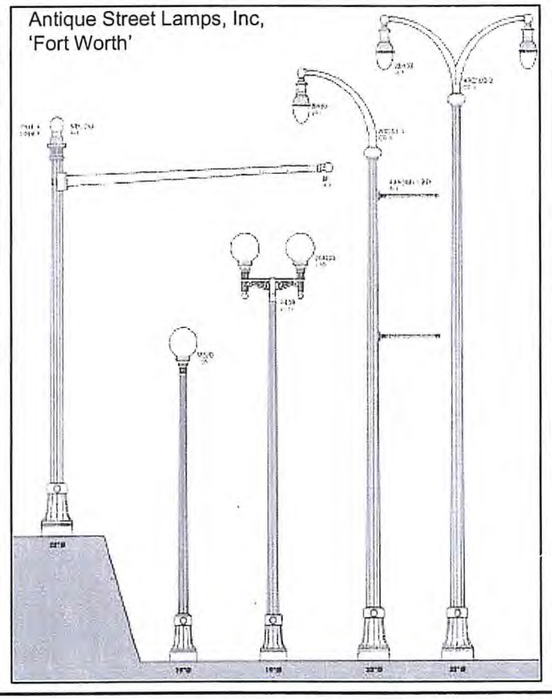


Pedestrian-scaled, decorative streetlights come in many types and can have accessory uses such as for displaying decorative banners, flowering planters, or anchoring cross street banners advertising special events

Antique Street Lamps, Inc, 'Atlanta'

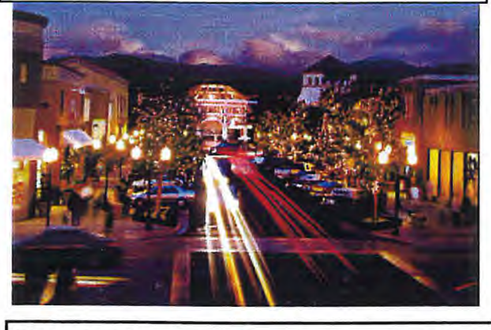


Antique Street Lamps, Inc, 'Fort Worth'



There are many suppliers of pedestrian-scaled, decorative streetlights, and many pole and fixture styles to choose from.

Figure 50: Combination of attractive street lighting elements



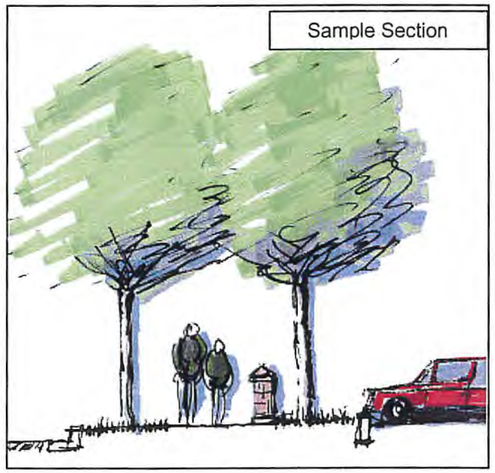
CORE AREA STREETSCAPE ELEMENTS: PARKING LOT BUFFERS

Parking Lots Remaining Adjacent to Highway 99

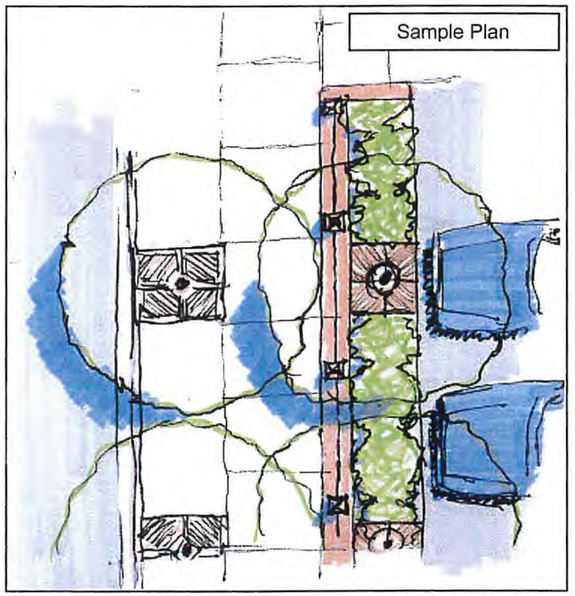
Photos of existing conditions above and below: While this hedge is a start, it is not enough to buffer a narrow sidewalk from a parking lot and its accompanying clutter. The narrowness of the sidewalk, sandwiched between the hedge and roadway, makes this a very uncomfortable place to walk.

More substantial parking lot buffer design elements should be required to mitigate the effects of those parking lots that are remain adjacent to the street. These parking lot buffer areas also provide enough width for locating small, discreet public restroom facilities when pedestrian volumes necessitate this in the future.

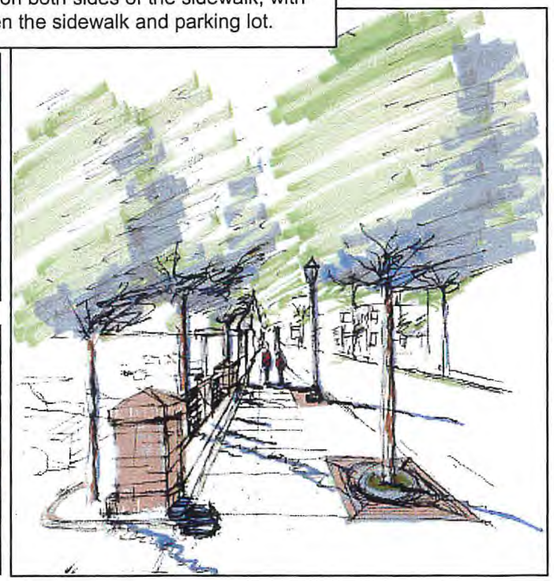
Figure 51: Recommended parking lot buffer methods



Where *significant* distances of parking lot edge fronts onto 99, a 'heavily landscaped' buffer design should be used – a 5-6' landscape strip on both sides of the sidewalk, providing an alleé of trees and greenery to soften the distance.



Where *short* distances of parking lot edge fronts onto 99, a more 'urban' buffer design is appropriate – tree wells on both sides of the sidewalk, with a masonry and wrought iron wall between the sidewalk and parking lot.



CORE AREA STREETSCAPE ELEMENTS: TREE WELLS AND PLANTERS

Figure 52: Tree Wells

There are many decorative street tree grate designs and paving combinations to choose from. Ensure that they one chosen can accommodate the eventual size of the designated street trees.

Figure 53: Tree-Planted Medians

Trees in medians can also be planted in landscaped tree wells if a median covered with decorative paving is preferred to a median covered with plant groundcover.

Combined tree well and planter

Figure 54: Flower Planters

Flower planters should be chosen in a style and material that matches other street elements, such as benches and trash receptacles.

Iron planters

treated wood planters

Low brick planting areas can be very attractive – as long as they are isolated to areas where pedestrians will not be tempted to cut across, trampling the plants!

glass-reinforced cement planter

Wood

Wood and iron

Custom design (e.g. Flyway theme)

Steel (black or colored)

Recycled material

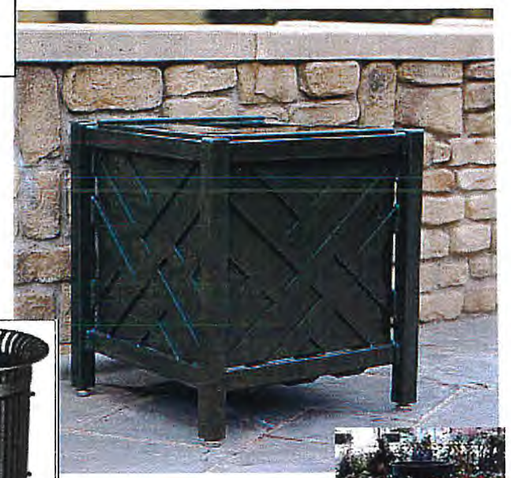
Seat Walls

Figure 55: Benches and Other Seating

Comfortable, attractive seating is an essential element of streetscape design, because it welcomes people to be there and to linger.

Figure 56: Decorative Trash Receptacles

Trash receptacles are essential to help keep streets clean and well kept. To blend in to an attractive streetscape, they should be sturdy and decorative, not just utilitarian-looking.



CORE AREA STREETSCAPE ELEMENTS: PUBLIC SIGNAGE

Public Signage

A public signage program is essential to the look and 'readability' of the corridor. Public signage should be used to distinguish this as a special district and to orient and direct motorists and pedestrians so that they feel more comfortable and confident as they navigate through the district. Public signage should:

- Be posted near the gateways to the core area to give directions to parking and other destinations.
- Provide differential directional signage for motorists and for pedestrians:
  - For motorists, signs need to be larger, mounted fairly high and indicate destinations from a distance. Distances can be given in miles or blocks.
  - For pedestrians, signs need to be lower, smaller, and in pedestrians' line of site. Distances given in blocks or average walking time are more meaningful. To avoid cluttering up the landscape, cluster signs together on single posts or kiosks placed at strategic locations; building corners are also good locations. Good pedestrian signage should be unobtrusive, easy to read, aesthetically attractive and placed in such a way that it is visible to pedestrians and not to motorists.
- List the stores and attractions (perhaps on a map) at a central gathering place.
- Tell about historic structures or areas and local landmarks or destinations. Examples of key destinations in and around Gridley are the Historic Downtown shopping district, the historic Hazel Hotel, the downtown theater, the Grey Lodge wildlife area, the future Flyway Discovery Center elements, Fairgrounds, planned Industrial Park, major corridor shopping centers, hospital, community parks, libraries, schools, museums, entertainment centers, community gathering halls and City Hall.
- Recognize people who have donated energy and resources to rebuilding the street for the community.

Figure 57: Pedestrian wayfinding and directory signage

Figure 58: Motorist wayfinding signage

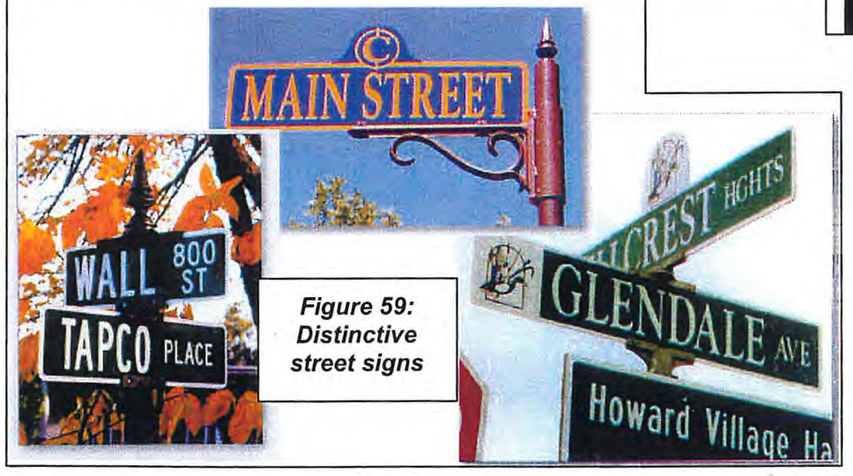


Figure 59: Distinctive street signs

Figure 60: Historical and recognition plaques

Figure 61: Street banners to define and direct

Banner signs can define and celebrate the new corridor core area district. Banners usually use a logo or design placed on a lightweight material that can move with the wind. They are intended to add liveliness, color, and a sense of movement to a pedestrian-oriented street and sidewalk.

CORE AREA STREETSCAPE ELEMENTS: PRIVATE SIGNAGE

Sign Control is Good For Business

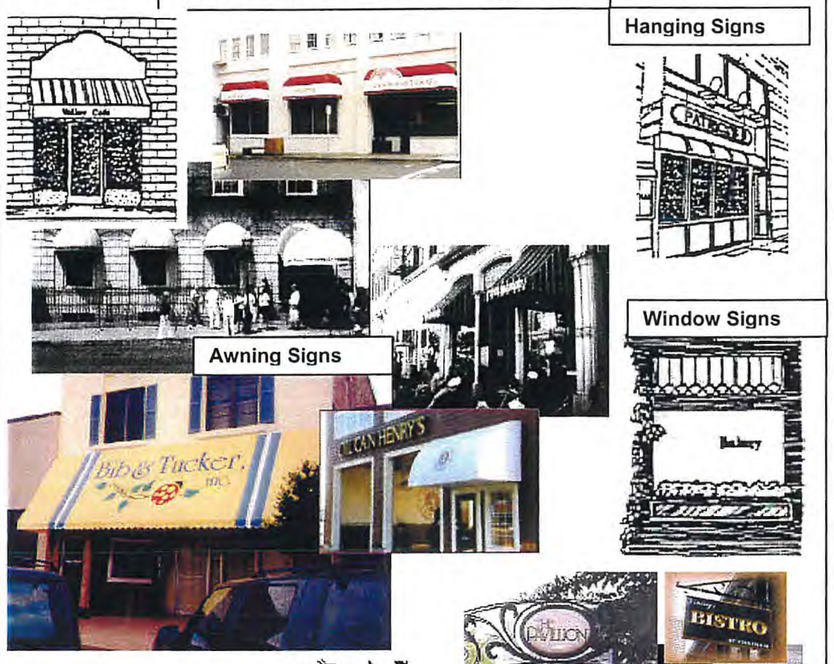
New businesses, industry, and residents are either attracted to or repelled by a community's appearance. An attractive community generates business and attracts homeowners. An attractive community is also a healthy community. It instills a sense of pride, a sense of caring, and a sense of place. The National Academy of Science's Urban Policy Committee reports that "improving the appearance and attractiveness of buildings and open space in a community increases its desirability as a place to live, work, visit and invest." The Mississippi Research and Development Center, after a five-year study of 35 cities, concluded that "the way a community looks affects how both residents and visitors feel about it. An attractive community has a better chance at industry, including tourism." The more a community does to enhance its unique natural, historic, and architectural assets, the more tourists it will attract. On the other hand, the more one place comes to look like everyplace else, the less reason there is to visit. The Joint Economic Committee of the United States Congress reports that a city's quality of life is more important than purely business-related factors when it comes to attracting new businesses, particularly in the rapidly growing high-tech and service industries.

Every step taken to improve a community's livability includes billboard and sign control. It is found in modern shopping malls, revitalized business districts and top-grade industrial parks. When a community passes regulations that effectively limit the size and number of signs, the viewer actually sees more. As a result, businesses do a more effective selling job at a lower cost. Elimination of clutter also increases motorist safety, and reduces the visual assault on our senses. In fact, the competition to see who can build the biggest, tallest, and most distracting sign always backfires. Like a mob of screaming people, the more everyone shouts, the less you can hear. Sign clutter works the same way. It means the benumbed viewer sees less, not more.

Without exception, communities that have enacted sign control ordinances have benefited economically. For example, Montgomery County, MD; Fairfax County, VA; Boulder, CO; Chapel Hill, NC, Boca Raton, FL; Marin County, CA; and Honolulu, HI all have three things in common: strict sign controls, healthy economies, and national images as good places to live, work, and do business.

Sign control is even more important when it comes to communities that want to develop tourism. As tourists, Americans collectively spend millions of dollars seeking unspoiled countryside and unobliterated architecture. Yet nothing destroys the unique character of a place faster than uncontrolled billboards and signs. Almost all of America's premier vacation resorts ban billboards and control on-premise signs, recognizing that sign control helps attract tourists' dollars and aids the local economy.

Figure 62: Appropriate sign types



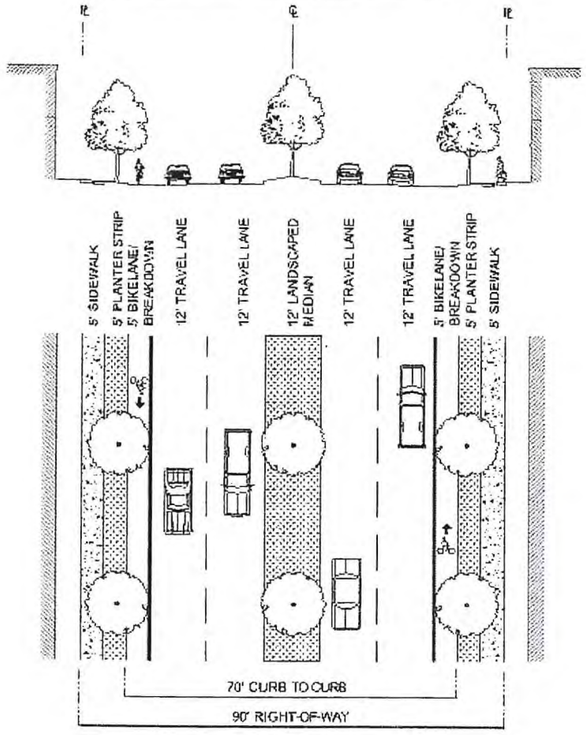
Sign Control for Highway 99

Considering this, the regulation of private signage along the new 99 corridor is essential. In keeping with the desired pedestrian orientation of the core area boulevard, the design and location of building signage for new construction, and with the change of tenants in existing structures, should be reviewed. Signage should not be treated as an afterthought, but should be well integrated with the building design. Many aspects of signage detract from the pedestrian experience including incompatible size, color, materials, location, as well as the proliferation of signs at a single location. Following are general guidelines for corridor signage:

- Signs should be designed at a scale appropriate to a pedestrian environment.
- The size and location of signs should be appropriate to the specific business.
- Pre-packaged "corporate" signs should be modified to a scale and location appropriate to the desired pedestrian character of the Highway 99 core area boulevard.
- Signs should not block, or obliterate, design details of the building upon which they are placed.
- Pedestrian-oriented signage is encouraged. Such signs may be located on entry awnings, directly above business entrances, and "hanging signs" located adjacent to entrances.
- Commercial/private signage should complement buildings' appearances. Signs are an important architectural element for any business.
- Certain types of signs types are inappropriate to a revitalized Highway 99 corridor. These include pylon signs, freestanding signs and roof signs. They detract from the appearance of the area, and are not typically needed when buildings are placed closer to the street and thus more visible. Franchise logos and identification signs should be allowed only if they are scaled down in size and are integrated into the building facade and street character. Buildings and gas station canopies designed as signs should be prohibited.
- *Overhanging Signs*. Well-designed overhanging signs receive high preference ratings in public 'Visual Preference Surveys'. If appropriately designed, they add significant charm and character to a building facade and streetscape.
- *Multiple Tenant Buildings*. Multi-tenant building signage is an important consideration. Each tenant is allowed one identification sign to be located within the designated sign area. Signage may be varied in terms of lettering styles and lighting, but regularity in size and location should be maintained.
- *Awning Signs*. Awnings are highly encouraged since they increase a business's visibility and provide stores' patrons protection from weather. Well-designed awning signage complements the building facade and can be easily removed as tastes evolve or new businesses move in. Awnings should be made of high-quality opaque material. Backlighting of awnings should be prohibited.

TRANSITIONAL BOULEVARD: CHERRY TO MORRISON SLOUGH

Figure 63: Transition Boulevard Design Section



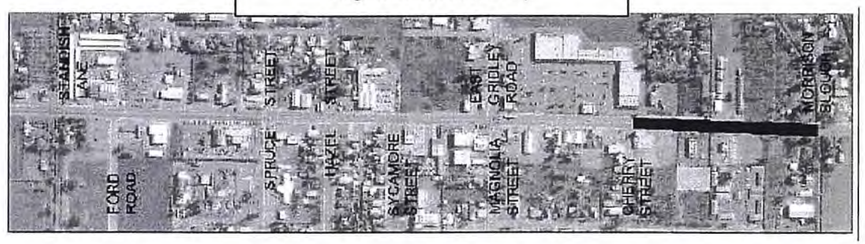
Transition Boulevard: Cherry to Morrison Slough

Beyond the core area district (core area is Ford to Cherry), properties adjacent to the highway are much less developed. As the town grows and these properties are developed for more urban uses, the proposed core area design should be extended accordingly. Until then, however, it is recommended that the street design transition to a more rural boulevard section outside of the core area district.

South of Cherry, it is recommended that the highway transition from the 2-lane core area boulevard design section to the 4-lane transitional boulevard design depicted on this page. This will allow a passing area before vehicles reach the 2-lane section in the core area. The proposed section includes 5' sidewalks, 5' edge tree-planting strips, 5' bike lanes and a 12' center landscaped median with turn pockets, all within the existing 90' R.O.W. Since the location of some existing curb, gutter and sidewalk in this area may not correspond to the proposed design location, the proposed elements should be fit around the existing locations until the time when full implementation of the new design can be funded. Currently, this 4-lane transitional boulevard segment is recommended to continue south to Morrison Slough.

(Beyond Morrison Slough, it is recommended that median noses only – instead of continuous medians - be used to distinguish the location of street intersections and new entrances to the planned Industrial Park. Sidewalks, street trees and bike lanes should also be extended to connect these rural intersections back to the core area boulevard. See page 48 for an illustration of this 'Beyond the Core' street design.)

Segment Location Map



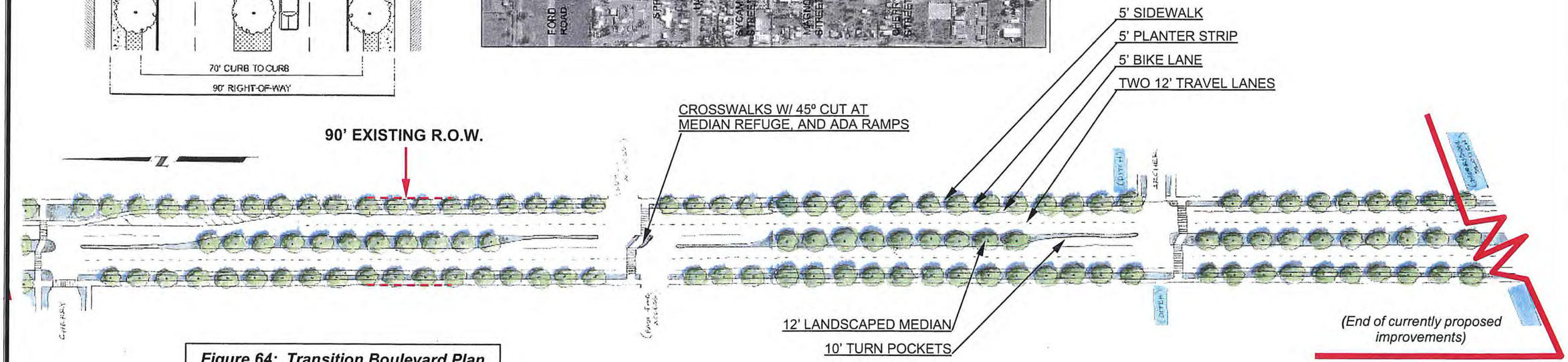


Figure 64: Transition Boulevard Plan

TRANSITIONAL BOULEVARD, CHERRY TO MORRISON SLOUGH: BEFORE AND AFTER

Figure 65: Transition Boulevard area - Existing Condition

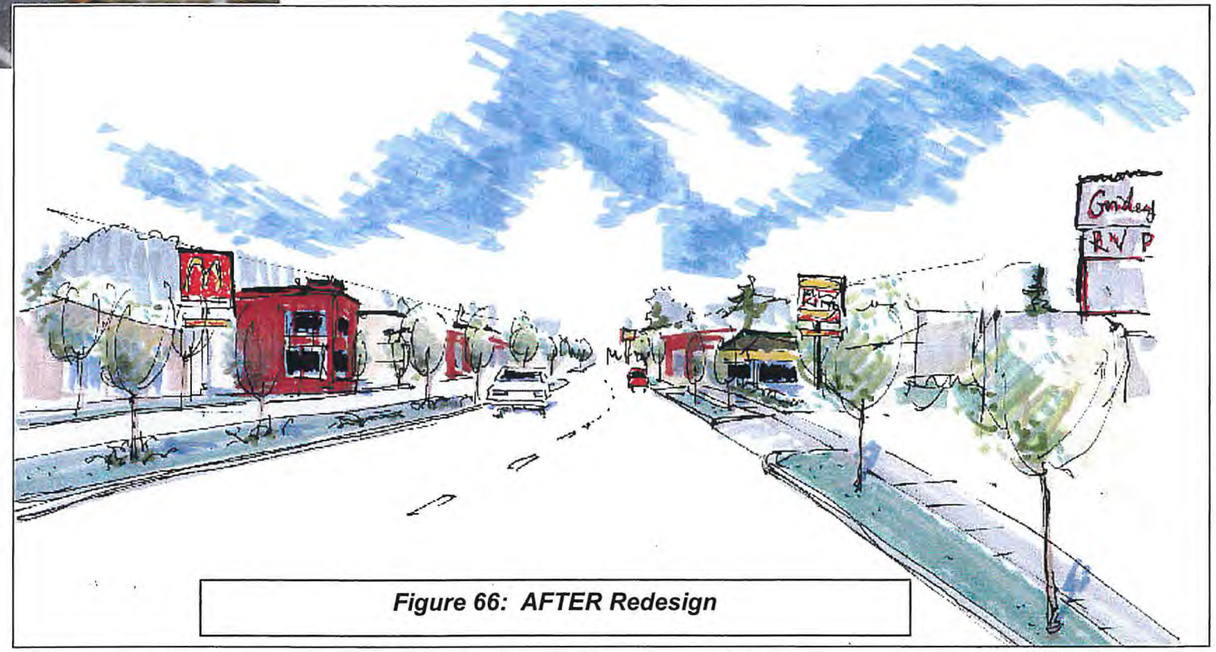


Figure 66: AFTER Redesign

INTERFACE WITH RELATED PROJECTS

Business Improvement District

The citizens of Gridley are very actively pursuing the changes necessary to improve their business success and their town. One important step has bee to form a Business Improvement District to enhance and market their offerings. The proposed redesign of Highway 99 will have a direct bearing on the success of the efforts of this recently-formed Business Improvement District. Members of the district were extremely involved in the public project design process. Now their insights, talents and energy will be vital to seeing this vision through to its realization – for the increased success of their businesses and their community, overall.

All of the proposed elements of this street design will work together to make a more inviting and attractive district along Highway 99. Narrowed paving, center medians and roundabouts will slow traffic so they have a chance to see what is offered in adjacent businesses. Pedestrian improvements such as wider sidewalks separated from travel lanes by street trees, on-street parking and bike lanes will provide a more safer and more attractive space for pedestrians, which is vital to improving the success of corridor businesses. On-street parking will show passing motorists that there is convenient, easy-to-find parking for businesses. Buildings pulled up to the sidewalk and all of the proposed streetscape elements will greatly improve the aesthetics and image of the corridor, inviting more business and investment.

Highway 99 Widening

Currently, the City has been given a grant to design and construct a widening project on a two-block section of Highway 99. The aim of this project is a widening from a 4 to 5 lane section for the only segment of the corridor which is not already 5 lanes. This project will serve to help alleviate rear end accidents occurring in this portion of the corridor.

It has taken 10 years to obtain the funding for this project, and it will be 4 or more years before the project is completed. The Butte County Association of Governments (BCAG), the regional planning organization that is coordinating this project, appropriately desires that their widening project and this proposed streetscape project be clearly differentiated so that there will not be confusion among the constituency that this proposed plan is part of their project, and that there would be no movement to transfer the hard won monies to this new plan. Caltrans was also concerned that the funding would be lost, as it was specifically dedicated to the 4 to 5 lane-widening project.

The project manager stresses that this report proposes that there will be two separate phases of construction in the corridor. The first will be the current BCAG widening project, increasing the number of lanes and associated right-of-way acquisition. The project recommended in this report would be a second, separate, subsequent phase. The Right-of-Way acquisition that will occur as part of the first phase will be invaluable in the second phase and has been utilized as part of the recommended design.

Increasing Business Downtown

As is illustrated on the next two pages, the recommended re-design of Highway 99 is intended to not only improve the 99 corridor and its associated economic activity, but also to improve the visibility and economic activity of the existing historic Downtown area for Gridley. Streetscape elements recommended for 99 are used to highlight the route to Downtown along Hazel Street. Also part of this project are recommendations for the improvement of Hazel to make it a more attractive, inviting path to Downtown.

The Pacific Flyway Discovery Center

Concurrently with this Highway 99 streetscape improvement project, the City of Gridley is also pursuing an opportunity to capitalize on its proximity to the Grey Lodge preserve, an important stop on the Pacific Flyway for millions of migratory birds. This attracts thousands of visitors, from naturalists, to hunters and hikers, who visit the area throughout the year. Gridley is positioning itself to become the 'urban' counterpart for this visitor hub, offering an Information Center and other activities and amenities related to the new Flyway Discovery Center being proposed out at the Grey Lodge site. Visitors need information, food and possibly lodging, and usually also enjoy shopping and spending time if the surrounding area is attractive and welcoming enough. This is why the redesign of Highway 99 is crucial to the success of drawing visitors to the new Discovery Center offerings. It is the first – and often the only – interface they have with Gridley - the 'doorway' to Grey Lodge.

Industrial Park

The City of Gridley is also pursuing the development of a large, new Industrial Park adjacent to the Highway 99 corridor, south of the core area of town. This is seen as a key to the economic development the town desires and is pursuing for itself. The redesign of the Highway 99 corridor is intended to also highlight this new feature, as is illustrated on following pages. The redesigned plan also provides facilities for choice in transportation modes for workers traveling from the heart of town to new jobs at the new industrial park, in the form of continuous sidewalks and bike lanes.

The following pages in this section illustrate the interface of the recommended new Highway 99 design with these other important projects.

INTERFACE WITH DOWNTOWN: USING HWY 99 TO SHOWCASE THE ROUTE

Figure 67: Existing Downtown sign – lost in the clutter

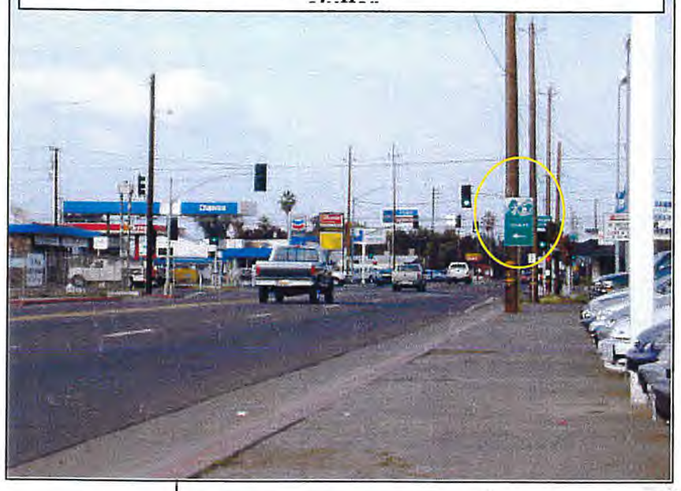
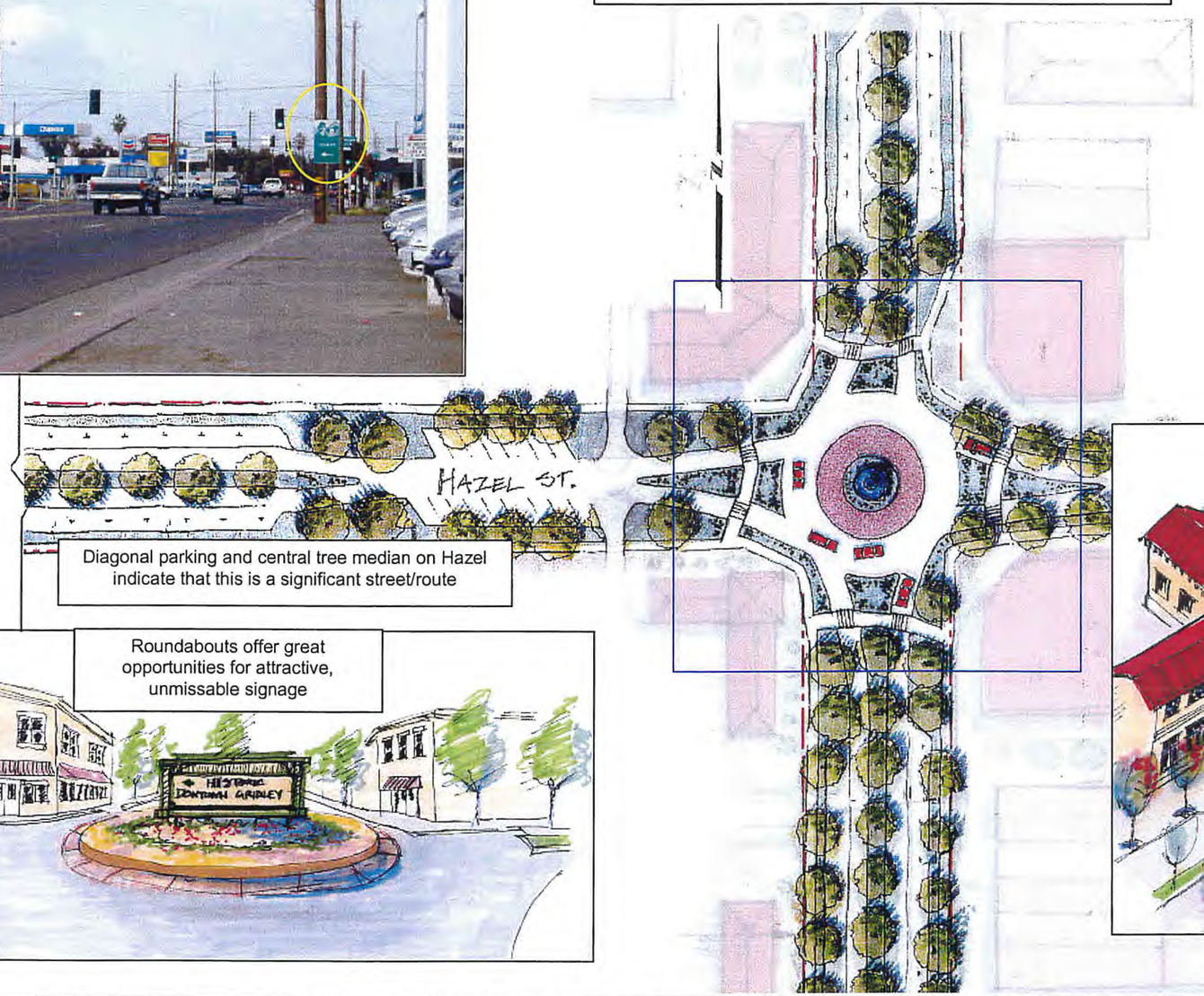


Figure 68: Using the proposed Hazel roundabout to highlight the route to Downtown



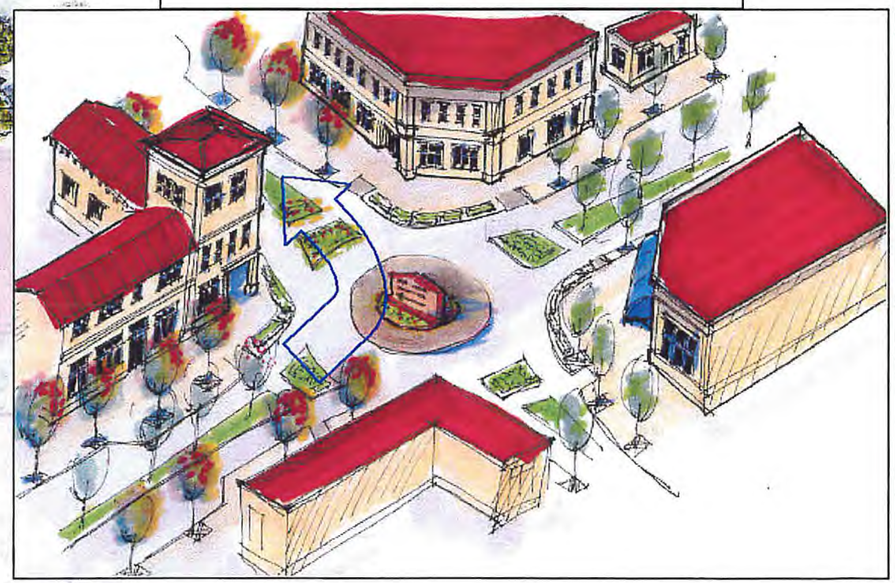
Diagonal parking and central tree median on Hazel indicate that this is a significant street/route

Roundabouts offer great opportunities for attractive, unmissable signage

Highlighting the Route Downtown

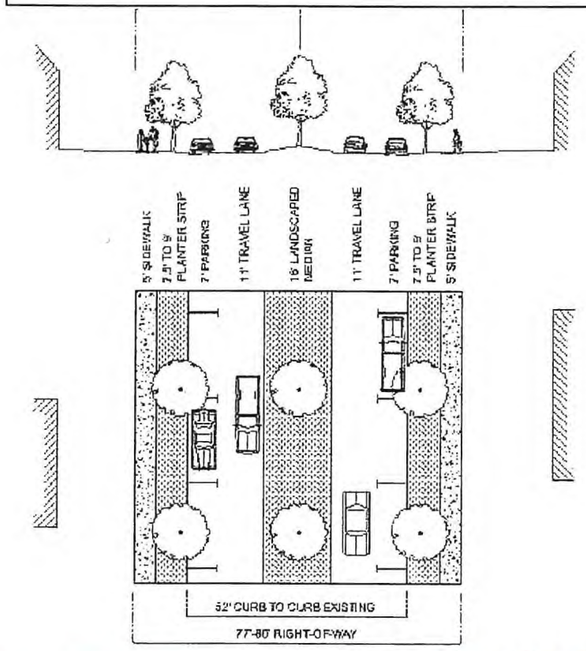
Currently, two small signs that get lost in the visual clutter of the 99 corridor are the only indication or invitation for drawing visitors Downtown. In contrast, the street design being proposed in this project, with a roundabout at Hazel, offers and opportunity to make the whole street function as a great sign pointing visitors to enjoy more of beautiful Gridley by exploring the Downtown. In addition, the recommended new design for Hazel Street, itself, includes on-street diagonal parking and a central landscaped median to continue drawing visitors down the street and into downtown.

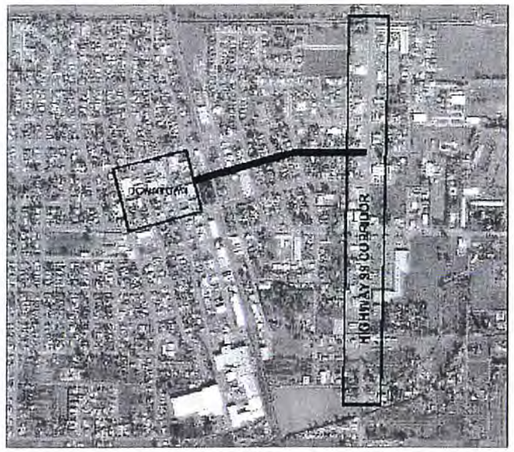
Ornamental street trees, signage banners, decorative street lighting and street furniture should 'turn' the corner at Hazel, drawing the eye in the direction of Downtown



Interface with Downtown: Design for Hazel Blvd to Historic Downtown

Figure 69: Proposed Hazel Boulevard design





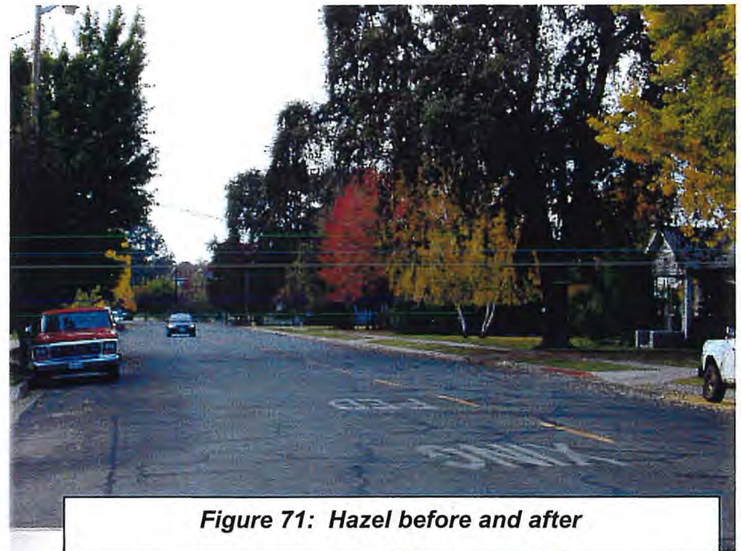
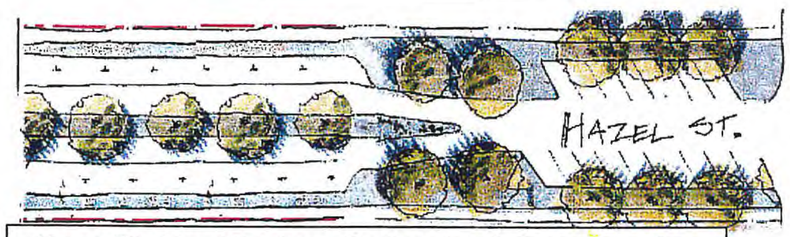


Figure 71: Hazel before and after



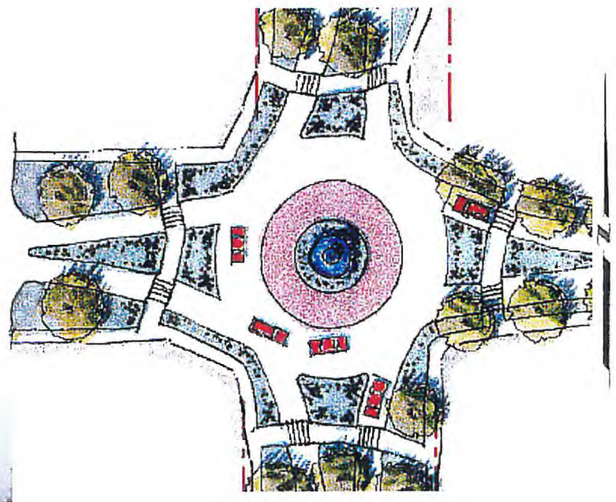


Figure 70: Hazel Boulevard bulb-out and diagonal parking

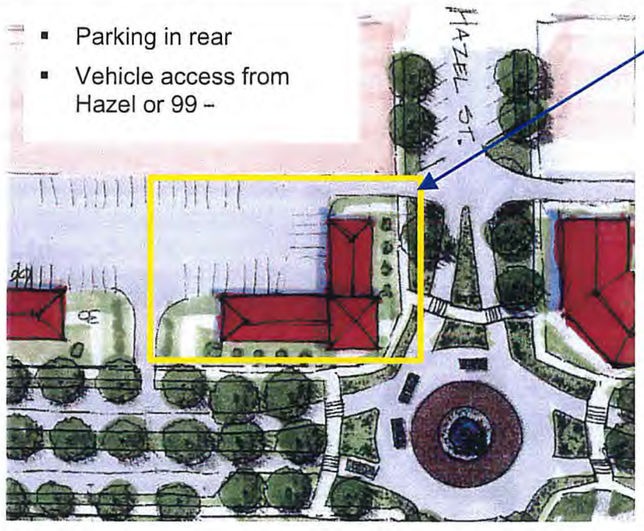
INTERFACE WITH THE NEW FLYWAY DISCOVERY CENTER

Highway 99 and the Flyway Discovery Center

The plans for the proposed new Pacific Flyway Discovery Center are still in the early phases. However, it is already clear that, since Highway 99 is the route most visitors would use to access the different elements of the proposed center, it will play an important part in welcoming and drawing visitors to this new attraction. Two of the currently proposed elements of the center – the Visitor's Information Center and a conference/retail/office center / public plaza - are likely proposed to be located on Highway 99.

The illustrations on this page are meant only to show how these elements interface potentially and generally with the highway corridor – the specific plans and location properties will be proposed through the Discovery Center project.

Figure 72: Pacific Flyway Discovery Center element:
-- "Visitor Information Center" –
information and displays wetlands garden courtyard offices
possible viewing tower



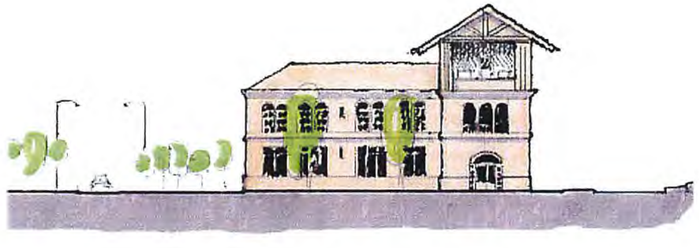
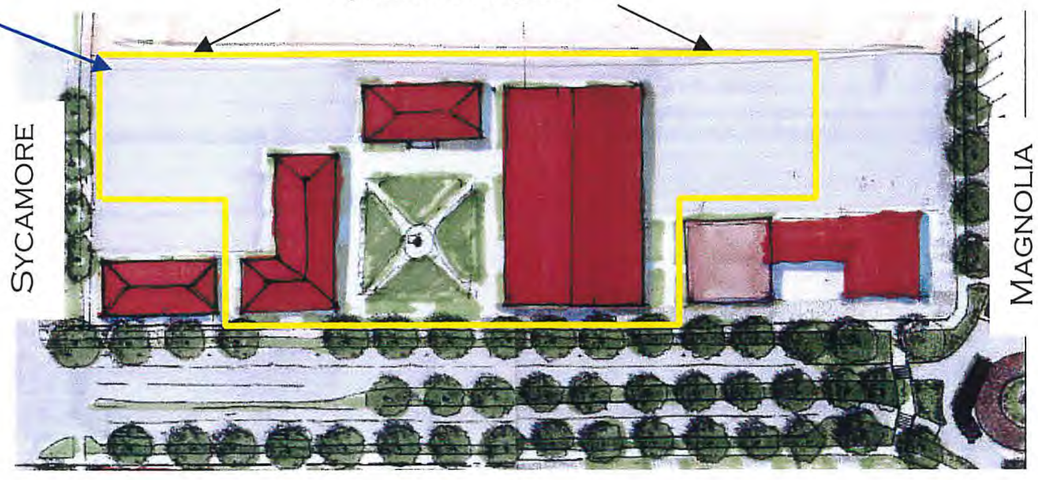
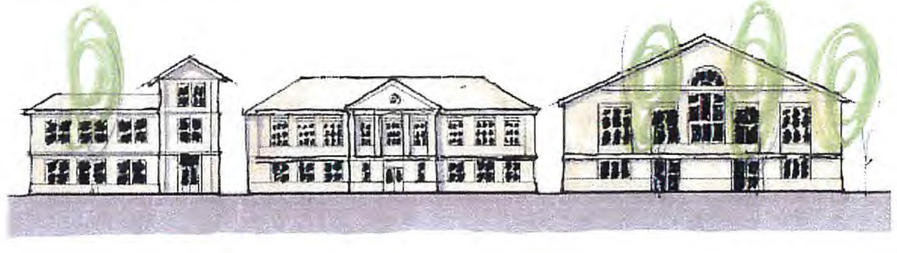


Figure 73: Pacific Flyway Discovery Center element:
-- "Gridley House" –
convention center shops offices plaza





'Beyond the Core' Design : Interface with Planned Industrial Park

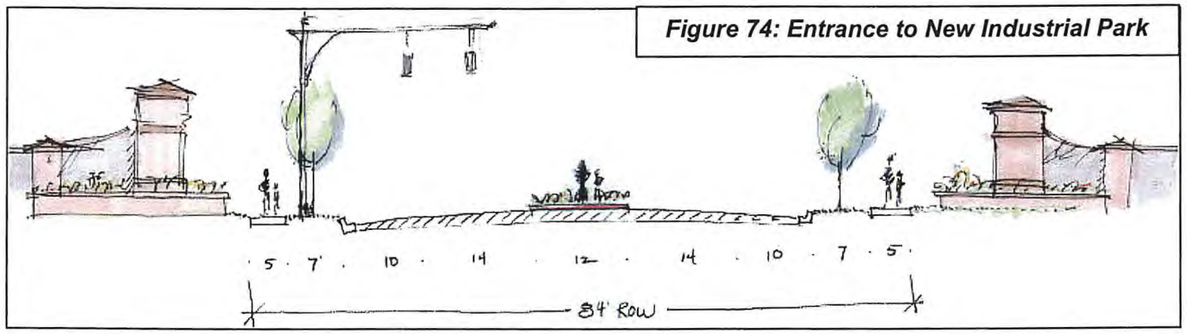
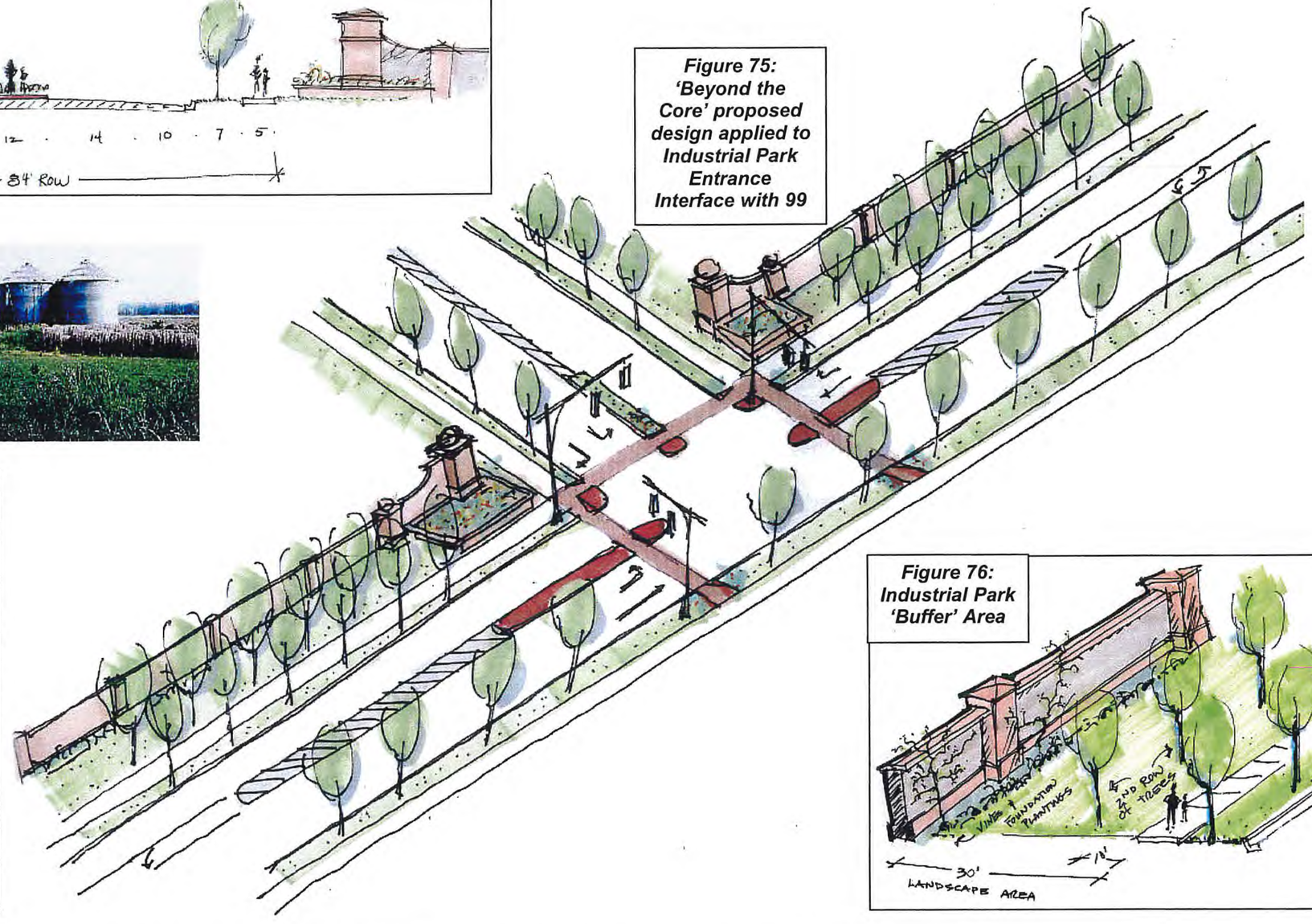


Figure 74: Entrance to New Industrial Park

Silos as possible gateway marker precedent

Figure 75: 'Beyond the Core' proposed design applied to Industrial Park Entrance Interface with 99



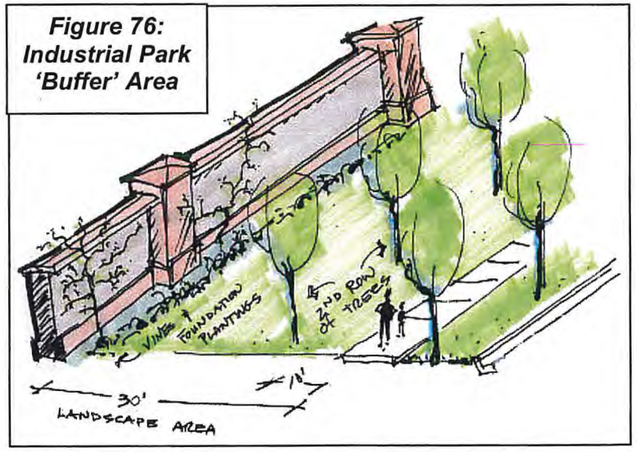
'Beyond the Core' Proposed Design: North of Ford and South of Morrison Slough, Generally

In the future, and as Gridley grows and develops, the boulevard treatment can and should be extended along the corridor north and south of the currently proposed boundaries, as appropriate. Until then, the existing section can be retained.

Industrial Park Entrance

Entrances to the planned Industrial Park south of town should be connected to the core area boulevard with bicycle lanes and sidewalks. Industrial Park entrance intersections should also be marked with short median 'noses' - which function as refuge islands for pedestrian crosswalks - on both the Highway 99 and Park entrance legs of the intersection. The Industrial Park entrance should be marked with some entryway feature – perhaps 'gateway' columns of a design reminiscent of the valley's abundant grain silos, or some other appropriate gateway icon.

Figure 76: Industrial Park 'Buffer' Area



PROJECT IMPLEMENTATION: COST ESTIMATES

Cost Estimates

These cost tables present the best current estimate of costs for the proposed road redesign. They are preliminary. Due to the fact that this project involves work on an existing road, further estimating will be necessary in the subsequent construction engineering phases of the project.

Figure 77: Summary of Costs

Section of Roadway	Unit	Quantity (Lft)	Unit Price	Section Cost
Conform To Cherry				
Transition Section (Conform to Cherry)	Lft	350	$404.83	$141,691
Cherry to Magnolia				
Typical section	Lft	100	$407.61	$40,761
Left Turn Section	Lft	225	$381.98	$85,946
Typical section	Lft	350	$407.61	$142,663
Sub-Total		**675**		$269,370
Magnolia (w/ Roundabout)				
Roundabout	Ea			$153,002
Typical section	Lft	757	$407.61	$308,560
Sub-Total		**757**		$461,562
Hazel (w/ Roundabout)				
Roundabout	Ea			$153,002
Typical section	Lft	126	$407.61	$51,359
Sub-Total		**126**		$204,361
Spruce (w/ Roundabout)				
Roundabout	Ea			$153,002
Typical section	Lft	620	$407.61	$252,717
Left Turn Section	Lft	196	$381.98	$74,869
Sub-Total		**816**		$480,588
Ford to Conform				
Transition Section (Ford to Conform)	Lft	350	$404.83	$141,691
SUB-TOTAL				$1,699,262
Contingencies				
Utility and Storm Drainage Modifications	20%			$339,852
Traffic Control	15%			$254,889
Misc. Construction Contingencies	20%			$339,852
Sub-Total	**55%**			$934,594
CONSTRUCTION TOTAL				$2,633,856

Figure 78: Typical Section Costs: Ford to Cherry

Typical Section Cherry to Ford
11' - 6' - 7' - 11' - 10' - 11' - 7' - 6' - 5'

Assume: 0.45' Asphalt
1.05' Aggregate Base

Basis of Unit Prices	Unit	Unit Price	Normal Unit	Unit Price	Comments
Basic Street Section					
Machine Grading Modified	Lft	$64.00	Sta	**$6,400.00**	Normal bid item is by 100 foot station; 50 ROW width ($20/Cy)
Base Rock	Sft	$1.17	Syd	**$10.50**	($15.00/Ton)
AC	Sft	$1.83	Syd	**$16.50**	($55.00/Ton)
Concrete Curb & Gutter	Lft	$15.00	Lft	**$15.00**	Same as normal unit
Lighting, Sidewalk & Trees					
Concrete Sidewalk	Sft	$2.50	Sft	**$2.50**	Same as normal unit
Installed Street Light	Lft	$15.63	Each	**$2,500.00**	Installed; 160' on center
Installed Sod	Sft	$0.56	Syd	**$5.00**	9 Sft of sod per Syd
Street Trees	Lft	$5.00	Ea	**$200.00**	Tree (2.5" caliper) planting @ 40' on center

Characteristics & Dimensions		
Component	**Measure**	**HWY 99**
Right of Way	Width	80.00
Grading Factor (over/under 50' width)	ROW/50'	1.60
Curb to Curb (Face)	Width	48.00
AC Pavement (excluding curb)	Width	45.00
Curb & Gutter	No. Sides	4
Sidewalk	Width	16.00
Street Lights	No. Sides	3
Street Trees	No. Rows	3
Median	Width	10.00
Median	Net Width	9.00
Planter Strip	Net Width	6.00

Infrastructure Cost per LF of Street		
Basic Street Section		
Machine Grading Modified		$102.40
Base Rock		52.50
AC		82.50
Concrete Curb & Gutter		60.00
	Sub-Total	**$297.40**
Lighting, Sidewalk & Trees		
Concrete Sidewalk		40.00
Installed Street Light		46.88
Street Trees		15.00
Installed Sod		8.33
	Sub-Total	**$110.21**
Calculated Cost/Foot		**$407.61**

Figure 79: Roundabout Costs

Roundabout

Assume: 0.45' Asphalt
1.05' Aggregate Base

Basis of Unit Prices	Unit	Unit Price	Normal Unit	Unit Price	Comments
Basic Street Section					
Machine Grading Modified	Ea (roundabout)	$18,000			Round About with 26,129 Sqft of construction area
Base Rock	Ea (roundabout)	$18,800			Round About with 16,138 Sqft of base rock area
AC	Ea (roundabout)	$22,000			Round About with 12,066 Sqft of asphalt area
Concrete Curb & Gutter	Ea (roundabout)	$30,540	Lft	$15.00	Round About with 2036 Lf of curb and gutter
Lighting, Sidewalk & Trees					
Concrete Sidewalk	Ea (roundabout)	$13,940	Sqft	$2.50	Round About with 5576 Sqft of sidewalk
Installed Street Light	Ea (roundabout)	$40,000	Ea	$2,500.00	Round About with 16 street lights
Installed Sod	Ea (roundabout)	$4,722	Sqyd	$5.00	Round About with 8500 Sqft of sod
Street Trees	Ea (roundabout)	$5,000	Ea	$200.00	Round About with 25 trees
Calculated Cost/Round About		**$153,002**			

PROJECT IMPLEMENTATION: COST ESTIMATES (CONT.) AND PHASING

Figure 80: Ford to Conform Section Costs

Transition Section Ford to Conform — **Assume:** 0.45' Asphalt, 1.05' Aggregate Base
11' - 6' - 7' - 11' - (var 0' to 10') - 11' - 7' - 6' - 6' - 5'

Basis of Unit Prices	Unit	Unit Price	Normal Unit	Unit Price	Comments
Basic Street Section					
Machine Grading Modified	Lft	$64.00	Sta	**$6,400.00**	Normal bid item is by 100 foot station; 50 ROW width ($20/Cy)
Base Rock	Sft	$1.17	Syd	**$10.50**	($15.00/Ton)
AC	Sft	$1.83	Syd	**$16.50**	($55.00/Ton)
Concrete Curb & Gutter	Lft	$15.00	Lft	**$15.00**	Same as normal unit
Lighting, Sidewalk & Trees					
Concrete Sidewalk	Sft	$2.50	Sft	**$2.50**	Same as normal unit
Installed Street Light	Lft	$15.63	Each	**$2,500.00**	Installed; 160' on center
Installed Sod	Sft	$0.56	Syd	**$5.00**	9 Sft of sod per Syd
Street Trees	Lft	$5.00	Ea	**$200.00**	Tree (2.5" caliper) planting @ 40' on center

Characteristics & Dimensions		
Component	**Measure**	**HWY 99**
Right of Way	Width	80.00
Grading Factor (over/under 50' width)	ROW/50'	1.60
Curb to Curb (Face)	Width	48.00
AC Pavement (excluding curb)	Width	45.00
Curb & Gutter	No. Sides	4
Sidewalk	Width	16.00
Street Lights	No. Sides	3
Street Trees	No. Rows	3
Median	Avg. Width	5.00
Median	Net Avg. Width	4.00
Planter Strip	Net Width	6.00

Infrastructure Cost per LF of Street		
Basic Street Section		
Machine Grading Modified		$102.40
Base Rock		52.50
AC		82.50
Concrete Curb & Gutter		60.00
	Sub-Total	**$297.40**
Lighting, Sidewalk & Trees		
Concrete Sidewalk		40.00
Installed Street Light		46.88
Street Trees		15.00
Installed Sod		5.56
	Sub-Total	**$107.43**
Calculated Cost/Foot		**$404.83**

Figure 81: Left Turn Section Costs

Left Turn Channelization Section — **Assume:** 0.45' Asphalt, 1.05' Aggregate Base
11' - 6' - 7' - 32' - 7' - 6' - 6' - 5'

Basis of Unit Prices	Unit	Unit Price	Normal Unit	Unit Price	Comments
Basic Street Section					
Machine Grading Modified	Lft	$64.00	Sta	**$6,400.00**	Normal bid item is by 100 foot station; 50 ROW width ($20/Cy)
Base Rock	Sft	$1.17	Syd	**$10.50**	($15.00/Ton)
AC	Sft	$1.83	Syd	**$16.50**	($55.00/Ton)
Concrete Curb & Gutter	Lft	$15.00	Lft	**$15.00**	Same as normal unit
Lighting, Sidewalk & Trees					
Concrete Sidewalk	Sft	$2.50	Sft	**$2.50**	Same as normal unit
Installed Street Light	Lft	$15.63	Each	**$2,500.00**	Installed; 160' on center
Installed Sod	Sft	$0.56	Syd	**$5.00**	9 Sft of sod per Syd
Street Trees	Lft	$5.00	Ea	**$200.00**	Tree (2.5" caliper) planting @ 40' on center

Characteristics & Dimensions		
Component	**Measure**	**HWY 99**
Right of Way	Width	80.00
Grading Factor (over/under 50' width)	ROW/50'	1.60
Curb to Curb (Face)	Width	58.00
AC Pavement (excluding curb)	Width	55.00
Curb & Gutter	No. Sides	2
Sidewalk	Width	16.00
Street Lights	No. Sides	2
Street Trees	No. Rows	2
Median	Width	0.00
Median	Net Width	0.00
Planter Strip	Net Width	6.00

Infrastructure Cost per LF of Street		
Basic Street Section		
Machine Grading Modified		$102.40
Base Rock		64.17
AC		100.83
Concrete Curb & Gutter		30.00
	Sub-Total	**$297.40**
Lighting, Sidewalk & Trees		
Concrete Sidewalk		40.00
Installed Street Light		31.25
Street Trees		10.00
Installed Sod		3.33
	Sub-Total	**$84.58**
Calculated Cost/Foot		**$381.98**

Phasing

'Process' Next Steps:

- form technical advisory committee
- begin to talk to all adjacent landowners and business owners about the plan and how it will benefit them
- pursue grant funding
- begin process to acquire any additional necessary R.O.W.
- form volunteer force to begin trash pick-up along corridor and to begin to plant trees where possible, etc.

'Project' phasing:

It is highly recommended that sufficient funding be sought to construct the road redesign project in a single phase to minimize total costs and not draw out the disruption caused by construction. In the case, however, that the project is unfeasible for the City without an ability to phase, then:

1. complete underground work, including undergrounding utilities, install water, sewer, storm drain infrastructure that is currently lacking
2. install center landscaped median
3. install improvements to sides of road
4. install roundabouts and other intersection improvements

Priority phasing by area: 1) Hazel and Sycamore; 2) Sycamore to Cherry; 3) Hazel up to Spruce; 4) Remaining corridor.

PROJECT IMPLEMENTATION: CALTRANS APPROVAL PROCESS

The Project and the Caltrans Process

Though the proposed design recommendations for Highway 99 are not all within current Caltrans standards, they are consistent with the new Caltrans policy to encourage and work for Context Sensitive Solutions on its highways that travel through towns and cities (see page 10 of this report for more information about this Caltrans policy. This would indicate the feasibility for Caltrans to review and approve any necessary exceptions for the implementation of the recommended design for Highway 99 contained in this report.

Context Sensitive Solutions and Caltrans Grant. Meetings between project consultants, BCAG and Caltrans' staff clarified the agencies' desire to cooperate with the review of this proposed project under Caltrans 'Context Sensitive Solutions' directive. In addition, the original Caltrans project grant specified the following:

Community Based Transportation Planning (CBTP) Grant Objectives:

- *Supports Livable Communities* – Promotes environmentally sound beautification, to enhance and develop a safe multi-modal transportation system which invites non-automobile alternatives. The project recommends strategies for new development along the corridor which will help create jobs and new local options for goods, services and entertainment.
- *Demonstrates Local Support* - Consistent with the City's General Plan and the area's Regional Transportation Plan. Throughout the planning process, Gridley City Council members and community members have been supportive of the recommended plan, as it was developed from input received from the local community.
- *Involves Public Participation* - Incorporates a collaborative planning process with broad participation from community stakeholders. Input received from local Business Improvement District and Chamber of Commerce representatives, local real estate agents, brokers, business and property owners, and many interested citizens.
- *Induces Additional Benefits* - Forms a basis to apply for additional support for capital improvements from sources including Transportation Enhancement Activity funding.
- *Provides Multimodal Benefits* - Remedies deficiencies in balanced multi-modal transportation planning to provide significant benefit through providing a design guide for improvements and development along the highway.
- *Coordinates Land Use and Transportation* – Recommends new, compatible development options for developable properties along the highway.
- *Supports Statewide Need* - Supports State Treasurer's Smart Growth policies by encouraging development of a multi-modal transportation system which integrates with the community while efficiently moving regional and statewide traffic.
- *Provides Regional/Interregional Benefits* - Provides local, regional and interregional benefits through increased safety and beautification.
- *Compatible with Caltrans Projects* – Does not impact current project to widen State Route 99 from East Gridley Road to Spruce Street.
- *Located in economically disadvantaged, blighted or infill area* - Gridley's median household income of $19,375 (1990 Census) contrasts with $22,776 in Butte County. Current unemployment in Gridley is 11.7% versus 6.4% in Butte County, and 5.1% in California. Re-development of the corridor offers much opportunity for infill.
- *Other funding options* - USDA Rural Utilities does not fund proposed utility undergrounding, and the Department of Housing & Community Development funds only projects producing housing or jobs for lower income persons.

Caltrans is in the process of shifting some design policy toward Context Sensitive Solutions and so can be more receptive to proposals from concerned communities than ever before. Therefore, now is the right time for the City of Gridley to move ahead with proposals for the best possible project for the community. The following section provides an overview of the Caltrans approval process.

Exceptions to Caltrans Design Standards

The proposed streetscape preferred alternative would likely require a number of exceptions to current Caltrans design standards. Following is a brief overview of the process for obtaining approval for such exceptions. Full documentation of the process can be found in the Caltrans *Project Development Procedures Manual*, Chapter 21, "Exceptions to Design Standards" which can be accessed via the internet at http://www.dot.ca.gov/hq/oppd/pdpm/chap_htm/chapt21/chapt21.htm, and Appendix BB, "Fact sheet Exceptions to Mandatory Design Standards" at http://www.dot.ca.gov/hq/oppd/pdpm/apdx_htm/apdx_bb/apdx_bb.htm.

(Please note that roundabouts, in-and-of-themselves, do not require an exception. Because of their use and geometry in this case, the exception process will likely have to be traversed, but the use of roundabouts is neither unprecedented nor undefined by accepted Caltrans standards.)

Following is an overview of the Caltrans exceptions and approval process:

1. All anticipated design exception approvals must be obtained prior to district approval of the Project Study Report (PSR) or any other project initiation document. It is of great importance that this process be started as early as possible in the project development process, especially when, as is the case here, the project concept depends on potential design exceptions.
2. The "responsible-charge" engineer must identify all nonstandard design features and discuss these exceptions with the Project Development (PD) Coordinator and/or Geometric Reviewer as soon as the need for an exception is identified. This action will take place at the District office level, and will involve the review of the Design Oversight Office. Depending on the level of FHWA oversight, potential design exceptions may need to be discussed with the appropriate FHWA Transportation Engineer. In the case of the Highway 99 corridor, the proposed streetscape plan *does not appear* to require FHWA approval, as it does not impact the Interstate system. However, this should be discussed with the PD Coordinator to clarify the issue.
3. Once the PD Coordinator determines that there is sufficient justification to approve a design exception, a formal request should be made by preparing a draft Fact Sheet, as outlined in the above-mentioned appendix BB. The information included in this Fact Sheet consists of a description of the project and nonstandard features, citing of the standard for which the exception is requested, reasons for requesting the exception, along with typical project information data.
4. Once the PD Coordinator and/or Geometric Reviewer have made comments and had their comments satisfied, the Fact Sheet is circulated for approval signatures, including submittal to Design and Local Program (DLP) at Caltrans headquarters. Ultimately, the responsibility for approval of all exceptions to Mandatory Design Standards on State Highway and local facility projects rests with the DLP Program Manager, though this responsibility has been delegated to the PD Coordinator.

In short, the approval process for design exceptions is carried from the local agency sponsoring the project to the approval process of the district office, with final approval coming from Caltrans headquarters. This process must be completed prior to district approval of the Project Study Report.

DEVELOPMENT, RE-DEVELOPMENT AND FAÇADE IMPROVEMENT

Introduction

The purpose of improving the Highway 99 streetscape through the City of Gridley is not only to incorporate pedestrians and bicyclists into the corridor, improve the aesthetics of the corridor, improve the flow of traffic, and reclaim valuable public space. The ultimate goal of this project is the economic revitalization of the corridor that will be made possible through the achievement of all of these other goals. Therefore, the project effort examined the corridor to identify:

- Market conditions and challenges.
- Existing development requirements and challenges.
- Priority new development areas.

Market Challenges Relate to Street Design

There are many challenges facing new development along the Highway 99 corridor. This challenge to new development and investment is due to the fact that most of the economic activity along the corridor is currently auto-oriented - gas stations, fast food restaurants, auto retail and service shops – and the overall streetscape and development pattern is auto, rather than pedestrian, oriented. Until the corridor becomes attractive to people, rents will remain low. The street design and streetscape setting must be fundamentally reorganized – as is recommended in this report - in order to broaden the kinds of economic activity along the corridor that will bring entrepreneurial investments in renovated and newly-constructed buildings.

Existing Development Requirements

Generally:

- The City has no building setback requirements currently for the corridor. This is advantageous since it is recommended that, rather than the typical setback requirements, 'build-to' requirements be adopted to bring new buildings up to the sidewalk in order to form the pedestrian space.
- The City currently has no design review in place. (As was stated before, it is recommended that the City form a Design Review Board to review all proposed new development, redevelopment and façade improvement plans to make sure they are consistent with the overall vision for the enhancement of the corridor, as recorded in this report.)
- The City requires that new development provide for stormwater detention on site. Because of overall market and development conditions along the corridor, this is currently a stumbling block to new development. This - and other infrastructure-related development issues - is discussed in more detail on page 53 of this report.

City of Gridley Development Requirements

The existing zoning along the Highway 99 corridor consists primarily of two commercial zones and two industrial zones. Most of the corridor is zoned C-2 (General commercial), with a pocket of C-1 (Limited Commercial) at the shopping center, and M-1 and M-2 (Limited and Heavy Industrial) on the west side of the highway at the south end of town. Each of these zones sets forth a variety of requirements. The following is a short list of the intents and some of the requirements of the various zones that are significant to the design intent of the streetscape project proposed for Highway 99.

C-1 – Limited Commercial
The C-1 district is intended to establish and preserve commercial areas with stores, services, offices, restaurants and other retail uses contained within enclosed buildings in ***settings conducive to pedestrian traffic.***

- Most indoor commercial uses permitted
- No minimum lot area required
- 50' height limit
- 5' building setback to Highway 99
- Combination of building and lot may cover 100% of lot
- Private off street space for loading required

C-2 – General Commercial
The C-2 district is intended to establish and preserve commercial districts along major highways and in central locations to serve the community's needs for durable goods, automotive and repair services, and other retail wholesale commercial uses.

- Most commercial uses permitted, including outdoor uses
- No minimum lot area required
- 50' height limit
- 5' building setback to Highway 99
- Combination of building and lot may cover 90% of lot
- Private off street space for loading required

M-1 – Limited Industrial District
The M-1 district is intended to establish and preserve areas for light industrial and heavy commercial uses which are generally inappropriate in office and retail areas.

- Light industrial uses as well as all uses in the C-2 district permitted
- 55' height limit
- 5' building setback to Highway 99
- Combination of building and lot may cover 90% of lot
- Private off street space for loading required

M-2 – Heavy Industrial District
The M-2 district is intended to establish and preserve areas for heavy industrial uses which are incompatible with most residential and commercial uses because of noise, odors, smoke, traffic, vibration, bright lights, health hazards or aesthetics.

- Heavy industrial uses as well as all uses in the M-1 district permitted
- 65' height limit
- 5' building setback to Highway 99
- Combination of building and lot may cover 90% of lot
- Private off street space for loading required

Caltrans Development Requirements and Recommendations

Following are basic Caltrans requirements pertaining to development along their highway rights-of-way:

- A Caltrans encroachment permit is required for any work in the state right-of-way.
- Requires a 45' building setback from road center line, and recommends that building and screen tree setbacks should ideally assume at least an ultimate 50' half width for future route improvements.
- Requires traffic impact study for industrial development and 25,000+ s.f. commercial and 50+ unit residential developments adjacent to right-of-way.
- Recommends:
  - vegetation to soften visual impact and mitigate physical impact of new development
  - 25' vegetation buffer between existing ROW and structures
  - parking areas should be screened from view
  - build up rather than build out to avoid sprawl
  - integration of jobs and housing / mixing land use
- Concerned with:
  - offsite parking regulation
  - screening and visibility of structures
  - appropriateness and visual impact of architectural styles
  - height and setbacks of buildings and other structures
  - promotional signs affecting visual integrity
  - general visual impact on corridor

Access: Caltrans and City Requirements

The development or redevelopment of each property must be looked at also in terms of access onto Highway 99. Due to the median strip running the length

of the corridor, and the desire to improve access control, efforts should be made to upgrade access/egress appropriately. On this issue, both Caltrans and City policy is involved.

"Urban driveways", Section 205.3 of the *Highway Design Manual*, establishes general design guidelines for all types of urban driveways (Appendix J gives additional information). The manual outlines a variety of different design considerations and regulations, the first of which is correlation with local standards. The more restrictive standard between that of Caltrans and that of the City of Gridley will usually govern.

For further discussion on Caltrans and City access policy and recommendations, please see page 51-C of this report under the heading "Access to Adjacent Development".

Recommended Development Strategy and Priorities

To help identify priority properties for strategic redevelopment or improvement, Gridley's urban patterns were studied and discussions were held with local community leaders and realtors.

Due to strategic locations along the corridor, the following properties are development and improvement priorities as the streetscape is upgraded:

- Corner lots, especially those in the 'core area' of the new boulevard
- Lots in the 'core area' of the new boulevard
- Lots at the 'gateways' into town (near Spruce and near Cherry)

The illustrations on the following pages of this section identify these priority areas and give examples of how some of these sites could be redesigned and redeveloped. A list of all properties adjacent to the highway along this corridor is provided in Appendix D of this report.

Additional General Corridor Development Principles

In addition to the design and development principles recommended throughout this report, the following are some additional overall principles that should be considered for development along the corridor:

- It is recommended that the City form a Design Review Board to review all proposed new development, redevelopment and façade improvement plans to make sure they are consistent with the overall vision for the enhancement of the corridor, as recorded in this report.
- A landscape, fence, wall or other screening buffer should be established between commercial rear parking lots/drive lanes and adjacent single-family residential properties.
- The development of small plazas, parks, paseos and other such public spaces integrated with siting of new buildings should be encouraged to create a true community 'place' along the corridor.

Façade Improvement Programs *(see page 53 of this report for illustrations of recommended façade improvement principles)*

To encourage the type of development, improvements and investment that would revitalize the Highway 99 corridor through Gridley, it is recommended that the City of Gridley consider developing and implementing a Façade Improvement Program for the Highway 99 corridor district (which could be extended down Hazel Street and through the downtown, if desired). These programs have been used successfully in many other municipalities to leverage public and private funds to rehabilitate, upgrade, and generally improve the appearance of building façades within defined districts.

Generally, such a program would involve the City of Gridley offering grants or long-term loans (up to 15 years) to property/building owners or business owners (with the property/building owners' approval). The interest rate on the loan is determined on a case-by-case basis, with the level of security of the loan being the determining factor. If the loan can be secured with a deed of trust or equivalent, the interest rate is lowest (e.g. 2-4%), while less secure loans are issued at a rate up to 6 or 7%. Loans are generally fully amortized with compounded interest, paid off through regular monthly payments, and carry no pre-payment penalty.

The amount of the loan is usually determined by the cost per square foot to construct necessary improvements, and the investment by the applicant toward the cost of improvements. Qualified applicants are loaned up to 70-90% of the façade improvement cost, in an amount not to exceed a certain dollar amount per square foot of façade improvements, as determined by reasonable current local building costs. Loans up to a certain amount can be approved by the program director, whereas loans above that amount must be approved by a program committee.

If grants are offered, they are generally of a much smaller amount, e.g. up to $5,000. To qualify for these grants, buildings should be ranked by the City agency administering the program to be of highest priority and need.

It is ideal to offer architectural design assistance along with the loan or grant, to ensure that designs are compatible from the onset with the City's vision and requirements for development in the corridor. All façade improvement proposals should go before the new Design Review Board that this report recommends be developed.

Improvements covered by this program may include the following: storefronts; display windows; wood treatments; exterior lighting; wall repair, visible roof repairs in conjunction with other façade improvements; awnings and canopies in conjunction with other façade improvements; handicap access improvements; landscape improvements; and other improvements approved by the program staff and director. Improvements that are generally not eligible for a façade loan are: routine maintenance, cleaning to repair; a new sign only; parking improvements only; removal of illegal improvements.

See page 53 and Appendix G – Draft Corridor Overlay Zoning Code - *of this report for illustrations of recommended façade improvement principles.*

INFRASTRUCTURE: CHALLENGE AND KEY TO NEW DEVELOPMENT

Introduction

The purpose of improving the streetscape of the Highway 99 corridor is, of course, not only to beautify the street itself, but also to encourage new development along the corridor by stimulating private investment. To that end, it is important to examine not only the design of the roadway, but also the related issues of infrastructure and development regulation along the corridor and how these items will facilitate or hinder new development and redevelopment. It is the recommendation of this report that the City use this streetscape project as a vehicle in which to take on the role as leader and facilitator of this coordinated effort.

Access to Adjacent Development

The development or redevelopment of each property should first be looked at in terms of access onto Highway 99. Due to the median strip running the length of the corridor, and the need to improve access control, efforts should be made to upgrade access/egress appropriately.

"Urban Driveways", Section 205.3 of the Highway Design Manual (Caltrans standard) identifies general design guidelines for all types of urban driveways (Appendix J gives additional information). The manual outlines a variety of different design considerations and regulations, several of which are important to note:

Correlation with local standards. The more restrictive standard between that of Caltrans and that of the City of Gridley will usually govern. This mandate to adhere to the more restrictive of standards provides the opportunity for the City to take the leadership role in the arena of access by improving and coordinating the access requirements through this corridor.

Commercial Driveways. Commercial driveway width is limited to several different maximum widths depending on the condition. It is recommended that the City minimize the size of drive cuts as much as possible. According to Caltrans standards, when two or more drives serve a given property, the total width of the driveways should not exceed 60% of the frontage. It is recommended that the City adopt an even more conservative number. The importance of maintaining a coherent, consistent streetscape cannot be stressed enough. A street riddled with driveways provides little consistency in landscape features and greatly reduces the opportunity for on street parking. In addition to those concerns, each driveway is another vehicular crossing of a sidewalk and another opportunity for an accident. As permitted by Caltrans regulations, joint driveways should be utilized whenever possible, improving the condition of the street and creating a cost savings for property owners along the corridor.

This issue regarding access is very important and a coordinated development effort is greatly needed. As can be seen in the renderings of proposed buildings along the Spruce Street to Magnolia Street area, shared access is proposed wherever possible. By encouraging access points along common property lines, the city should be able to reduce the number of access points along this section of the highway to no more than 3 per side per block and, in many cases, to only one. Additionally, by building curb cuts within the right-of-way at certain pre-determined strategic locations, a financial incentive is provided to the adjacent development in the form of in-place infrastructure.

The costs of access onto Highway 99 will be no more for land owners under this propose plan than they would be under the current conditions. They may in fact be reduced, since no additional construction is required, except perhaps for a small section of curb and gutter. The benefits, however - in terms of slowed traffic, pedestrian, bicycle and vehicular access, along with the addition of on-street parking - are substantial.

Building Setbacks

As is discussed throughout this report, one of the key components to a functional, coherent streetscape is the manner in which buildings on adjacent properties address the street. It is the recommendation of this report that setbacks, in the core area from Spruce to Magnolia Streets, be replaced by "build-to" lines. While setbacks express a minimum distance from the property line for construction, build-to lines express an exact, required distance for construction from the property line.

Setbacks and Caltrans. Caltrans requires a mandatory 45' setback from the centerline of the highway. This distance was created to insure placement of buildings outside of the anticipated future right-of-way requirements through the city (currently the right-of-way varies from 66'-90' in width). Due to the configuration of the street cross-section, this puts the Caltrans setback at 5' behind the sidewalk on either side of the street. Since this existing requirement results in a desirable building placement, it is recommended that the Caltrans "setback" be adopted as the City's "build-to" line -- that is to say, the building frontage (or a certain percentage of such) should be required to be 45' from the centerline of the highway (5' from the back of the sidewalk). At this distance, each developing property has the opportunity to extend the sidewalk to their building or to appropriately landscape this area. By doing so, a coherent and consistent street wall may be formed, enhancing the quality of the streetscape and attractiveness for shoppers.

Infrastructure

One of the main hindrances to development along the Highway 99 corridor through Gridley is the lack of required infrastructure. This infrastructure issue centers mainly on the "wet utilities", that is to say water, sanitary sewer, and storm sewer. Hindrance to development comes from two directions. First is the City requirement for on-site storm water detention, coupled with the lack of underground storm sewer in the "core" area. Second is the Caltrans requirement that new utility installations be "bored and jacked" under the highway. Neither of these problems is unsolvable. However, the cost to solve each of the problems makes development of small individual lots unfeasible.

Stormwater. Storm water detention is a critical issue for development along the corridor. Because the improvement of land from native vegetation to buildings and parking lots increases the amount of impermeable surface on a piece of property, less rainwater is able to soak into the ground. When less water soaks into the ground, more runoff flows downstream onto adjacent properties. The City requires that only historic flows of stormwater can be released onto adjacent properties. - that is to say, no more than when most of the water was soaking into the ground.

In order to solve this problem, stormwater detention ponds are constructed to capture the runoff and release it at a slower, historic rate. These ponds need depth to create any useful volume, but because the land surrounding the Highway 99 corridor is so flat, and because there is no underground storm sewer, the ponds have nowhere to drain by use of gravity. In essence, each property is required to create a pond to retain stormwater that may encompass 25-50% of the property or more, and then to rely on pumps to lift the water to some appropriate outfall at an acceptable rate. This scenario is unworkable for all but the largest new developments. The cost of area lost to the pond along with the cost and maintenance of a pump is an excessive burden to most projects.

The solution to this problem is not simple, nor is it inexpensive. However, by sharing the costs amongst many landowners, a solution can be had. Once again, the solution requires a coordinated effort with strong leadership, and this Highway 99 streetscape project provides the appropriate impetus to create such a situation.

The first step in resolving this problem is in creating regional detention. The requirement of individual detention on each lot is wasteful, as a great deal of area is taken up by berms and slopes that provide no additional capacity. The key to improving this situation is to create an economy of scale. By combining many small detention facilities into one larger facility, great savings can be had. This, however, tends to mean that the most downstream property of a group becomes all pond, while the other lots are free to develop. To deal with this situation, an improvement district of some sort must be formed along the corridor with the goal of combining resources and opportunities for the combined good of several properties. Either costs and profits must somehow be proportionally shared, or as is more likely, an initial investment on the part of the City and/or the district is made to purchase the grounds necessary for a

regional facility and then to recapture funds as the properties within the district are developed.

Additionally, because of the improvements to the roadway that will occur with this project, extensions to existing infrastructure can be made at a greatly reduced cost. In the case of storm sewer, this leaves several options available, including extensions of the storm sewer line in Highway 99 south of Hazel Street; extension of the newer 21" line in Fairview Lane further north to serve additional properties; or, as a worst case scenario, installation of a line suitable for pressurized flows from a pump in any and all appropriate locations.

The Caltrans requirement for new utility lines under an existing highway presents an equally difficult challenge to overcome. Section 600 of the *Encroachment Permits Manual* speaks to Caltrans' requirements regarding utilities. Restrictions 1 and 6 in Table 6.2, "Restrictions upon Transverse Encroachments on Conventional Highways" specifically create the problem for small individual developments. Restriction 1 states that "the number of crossings shall be minimized" and restriction 6 states that "New installations under an existing roadbed shall be made by boring and jacking, directional drilling or other methods approved by the district". This second restriction is clearly an effort to avoid the lane closures required by the much more cost effective open trench method.

Sewer and Water. As each individual property looks to develop, one of the first questions asked is how the property will be served by sewer and water. In the core area of the Highway 99 corridor (Spruce to Magnolia), sanitary sewer is available to all but a very few properties, through sewer mains in side streets or streets and alleys on the backs of lots. A few properties, however, would need to obtain easements from adjacent properties and/or finance a sewer main extension to serve their properties. Water on the other hand is a much more difficult issue in that a large number of the properties along the corridor would have to bore under the highway in order to obtain water service, as the main often times lays on the opposite side of the roadway. Such a boring often times cost $50,000-$100,000 or more. Obviously, a cost like that most likely cannot reasonably be handled by a small development. This is a fact made painfully clear by the number of properties either undeveloped, or badly in need of redevelopment along the corridor. If it were financially feasible to develop these properties, it would likely already be done.

Again, this is a problem that cannot be dealt with on a lot-by-lot basis. It will need to be solved in a coordinated effort headed by a motivated leader - the City. When the sanitary sewer main extension south of Magnolia Street was constructed by the City, lines were stubbed out of manholes, even if an immediate need was not present. The City realized the value in making infrastructure improvements in a united manner, with the improvement of the corridor as a whole as the goal. In the same manner, water service could be provided to all properties along the corridor if the appropriate districts were formed and organized. Restriction 2 in the aforementioned table 6.2 of the encroachment permits manual states that "Underground distribution facilities on each side of the highway should be considered to avoid numerous crossings by service connections." By bringing together the resources of many property owners, it would be feasible to either make several crossings by boring, each of which would serve several properties instead of just one, or to construct a new main on the east side of Highway 99, specifically between Hazel and Magnolia streets. Additionally, if lane closures are required as part of the streetscape improvement plan, it may be possible to make much cheaper open trench crossings of the highway, adding additional savings to members of an improvement district.

In Conclusion

Due to the great variation in existing infrastructure conditions and the specific needs for development on each property, and the many different possible ways that the City could choose to address these infrastructure needs, the exact nature of a design and cost of these various improvements (stormwater, water and sewer service) cannot be determined at this time. However, it is clear from the basic requirements and costs presented above that such costs cannot be borne by small individual lot owners. They can only be handled through a coordinated effort of many landowners. It is the recommendation of this report that the City of Gridley spearhead an effort to create these districts, or at the very least to facilitate the creation of these districts.

The construction that would take place on Highway 99 for the streetscape project provides an appropriate opportunity to make additional improvements that could benefit the corridor and the city as a whole, at a substantially reduced overall cost. By using the streetscape project as a springboard for creation of necessary improvement districts and new development regulations, an environment conducive to economically and aesthetically pleasing revitalization of the Highway 99 corridor and the city of Gridley is at hand. The burden of taking advantage of these opportunities, however, rests with the City.

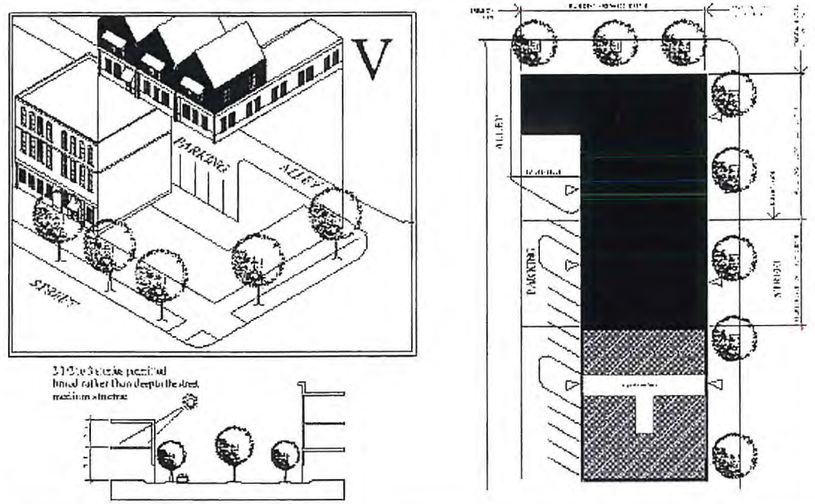
NEW BUILDING TYPES FOR THE HIGHWAY 99 CORRIDOR

A 2-and-a-half or 3-story building type containing commercial, retail or light industrial uses.

- Common walls are permitted on one or both side lot lines.
- Backed by an urban alley for service purposes.
- Parking on-street and in the rear.

Flexible interior configuration should enable it to adapt to various uses over time.

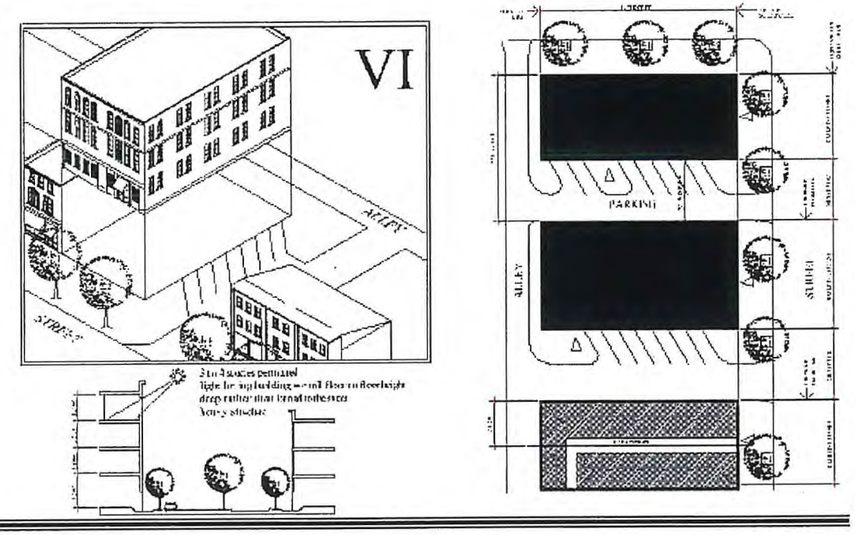
Figure 82: Corridor Building



This building type appears to be 2 to 3 stories from the exterior, but may have various interior configurations. Can contain dwelling units, retail, office or other uses.

- Common walls are permitted on non-parking side.
- Backed by an urban alley for service purposes.
- Parking is on-street, on the side of the building, and to the rear.

Figure 84: Loft Building

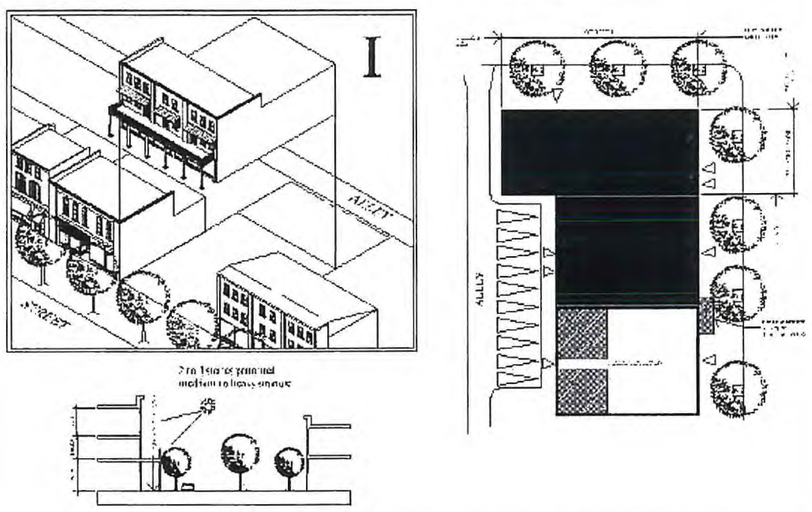


A flexible building type generally containing retail or other commercial space on the ground floor, with office or residential space above.

- Common walls are permitted on the side lot lines.
- Backed by an urban alley for service purposes.
- Parking on-street and in the rear.

Flexible interior configuration should enable it to adapt to various uses over time.

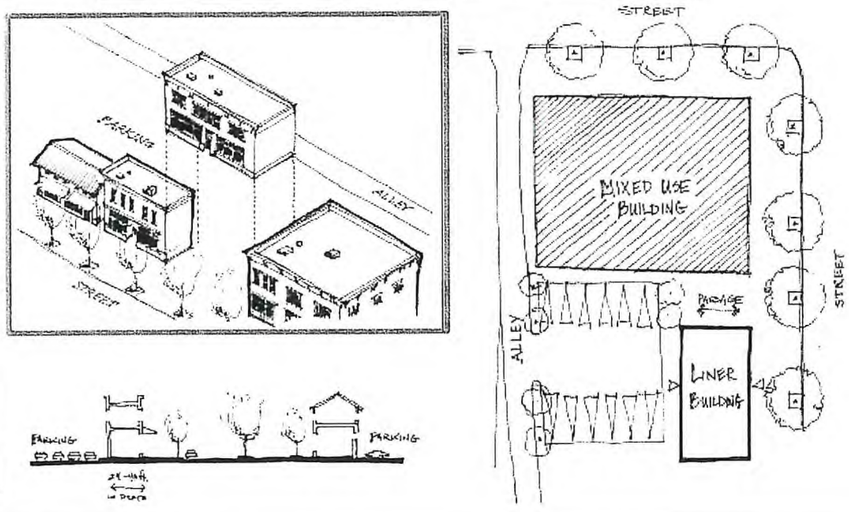
Figure 83: Mixed-Use Building



A 1 or 2-story flexible building type generally containing retail or other commercial space on the ground floor, with office or residential space above.

- Common walls are permitted on the side lot lines.
- Backed by an urban alley or parking lot for service.
- Parking on-street and in the rear or on the side.

Figure 85: Liner Building



ARCHITECTURAL CHARACTER

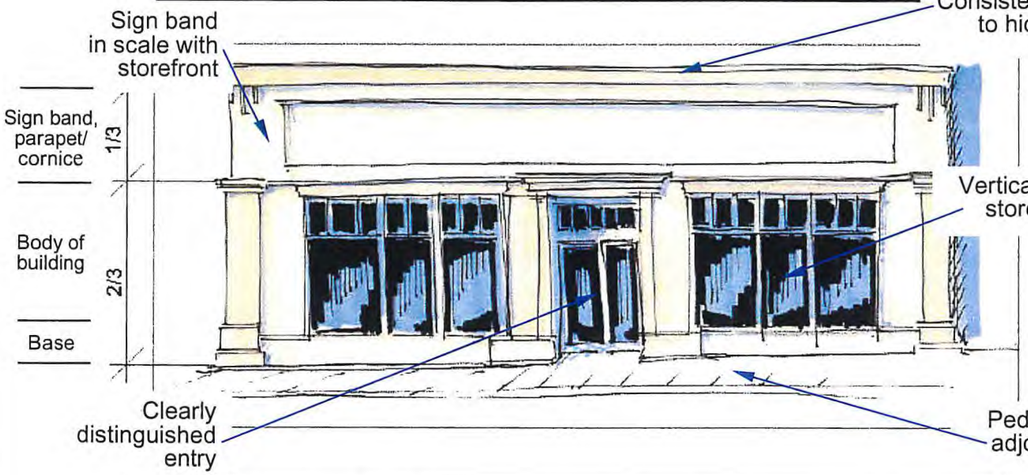
The design of new building should be consistent with the existing, vernacular architectural character of Gridley and other traditional central valley towns. A Design Review Board, made up of individuals who understand the characteristics of Gridley's traditional/vernacular architecture, should be set up to review all proposed new buildings along the Highway 99 corridor.

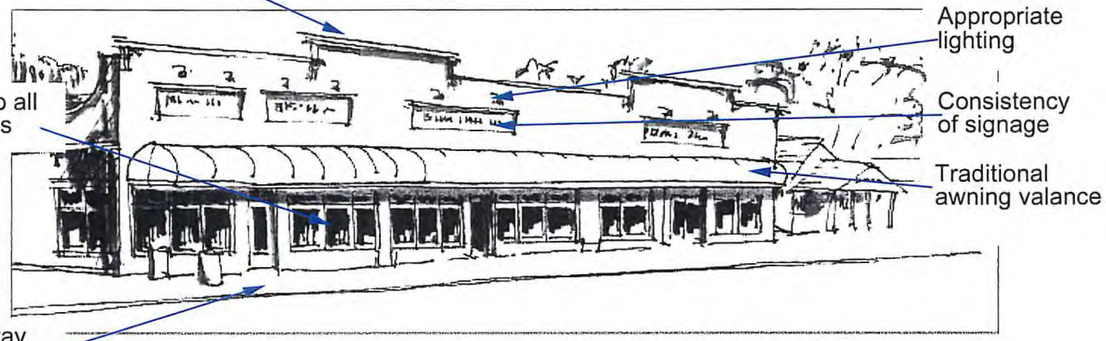
Figure 86: Gridley's existing architectural heritage

FAÇADE IMPROVEMENT

Figure 87: Façade improvement - Example #1

Figure 88: Façade improvement - Example #2





Facade Improvement for Existing Buildings

Existing single-story buildings along the corridor should be re-skinned with new fronts, as necessary, using the following principles:

- Pay attention to scale and proportion of the elements for a single-story building: 2/3 for the base and storefront glass, 1/3 for signage and cornice.
- Horizontal window and door bays should be broken into vertical sections (human beings relate better to openings with vertical orientation due to the verticality of their own bodies).
- Entryway locations should be clear and distinguished from other openings or features.
- Varying roof forms should be hidden behind parapet.
- Use a consistent scale for all storefront windows, awnings, signage and lighting.

Proposed Facade Improvement Programs

It is recommended that the City of Gridley, in conjunction with its planned new redevelopment agency, develop a Façade Improvement Program to incentivize owners of buildings and businesses along the highway corridor to enhance the faces of their buildings, and to thus contribute to the improvement of the image and character of the entire corridor and of their businesses.

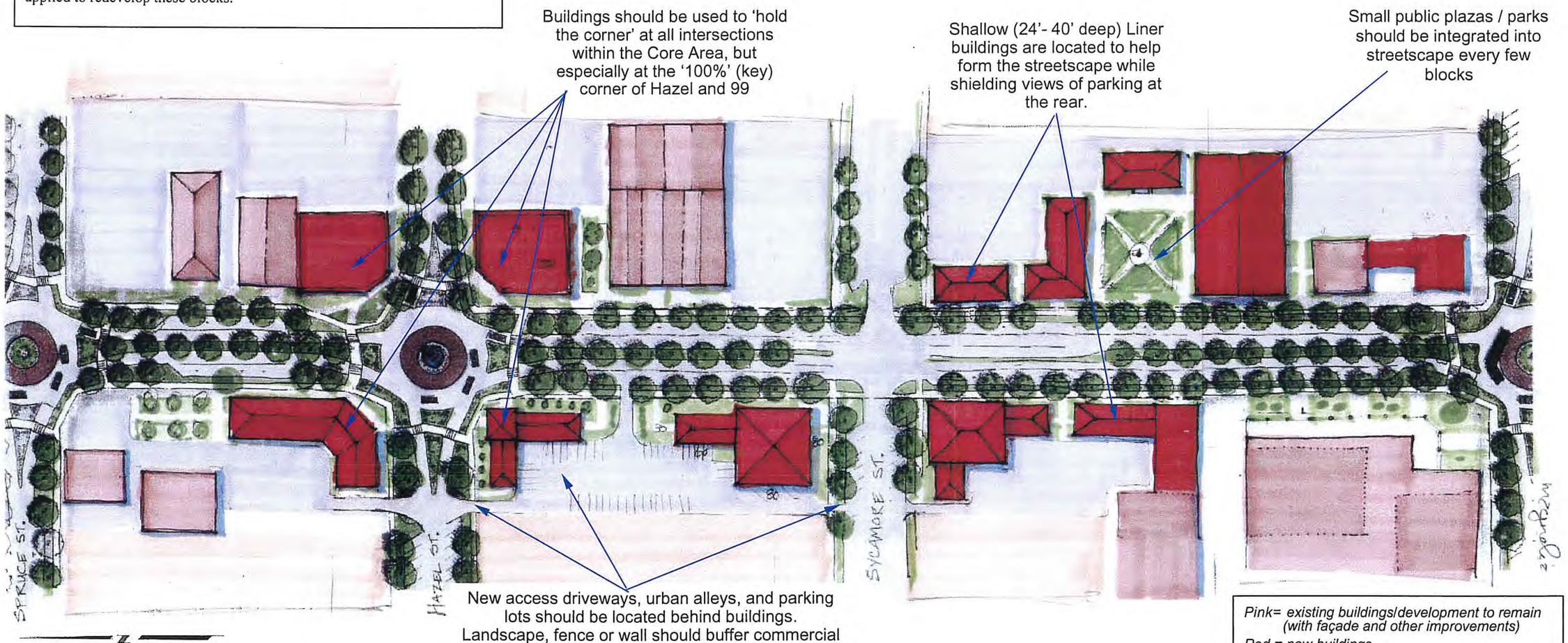
Such a program could involve the City and the planned redevelopment agency loaning approved applicants up to eighty or ninety percent of the costs of their façade improvement. The loans would then be paid back over the course of the long-term, e.g. 15 or 20 years, with a low, fixed interest rate. Either business owners or property owners could be the applicant. Loan funds could be used to fund both the design and construction of approved improvements.

(Re)/Developing The 'Core' Area of Highway 99

Priority Development Area: Spruce to Magnolia

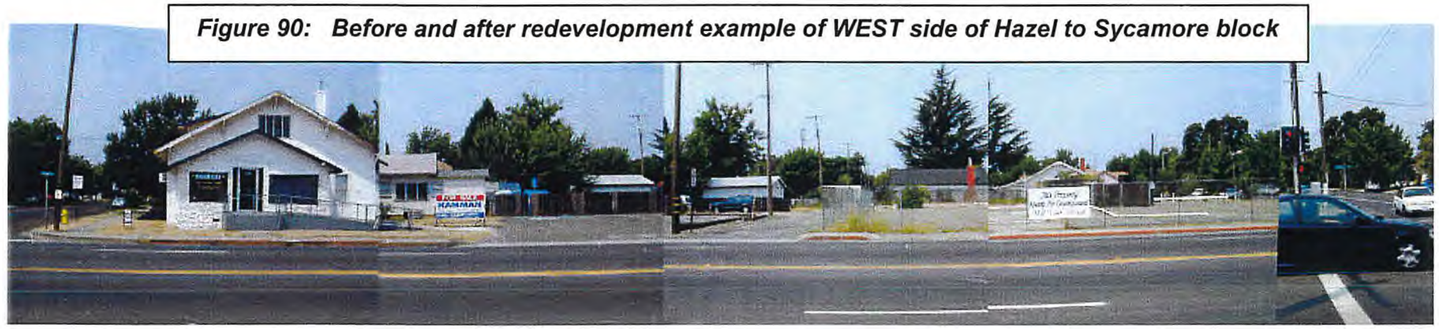
To develop a visual focus on the core blocks of the highway corridor and highlight the accompanying routes to the existing Historic Downtown district and the proposed Flyway Discovery Center that stem from this area, the blocks between Spruce Street and Magnolia/ E. Gridley Road should have priority for new and re-development efforts and funds. The image below illustrates an example of how the proposed new building types for the corridor, along with the recommended site plan elements, could be applied to redevelop these blocks.

Figure 89: (Re)/Development example plan for the Core Area blocks



(Re)/Developing Core Block 1 – Hazel to Sycamore

Figure 90: Before and after redevelopment example of WEST side of Hazel to Sycamore block



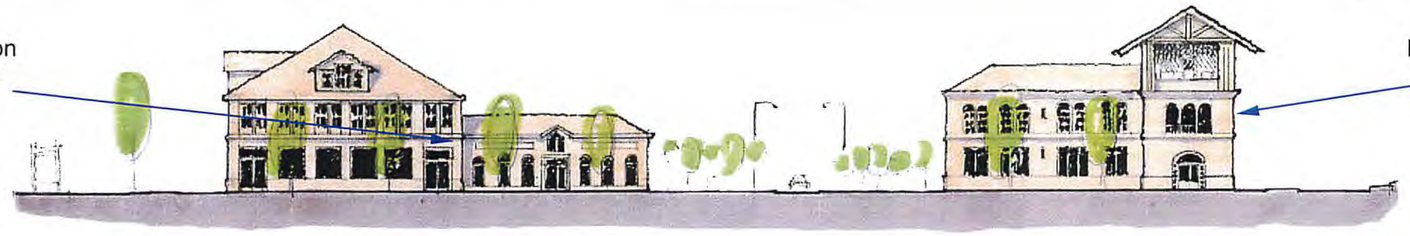


Figure 91: Before and after redevelopment example of EAST side of Hazel to Sycamore block

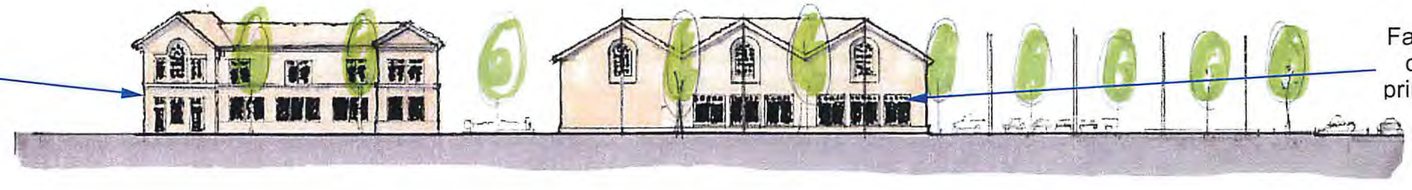
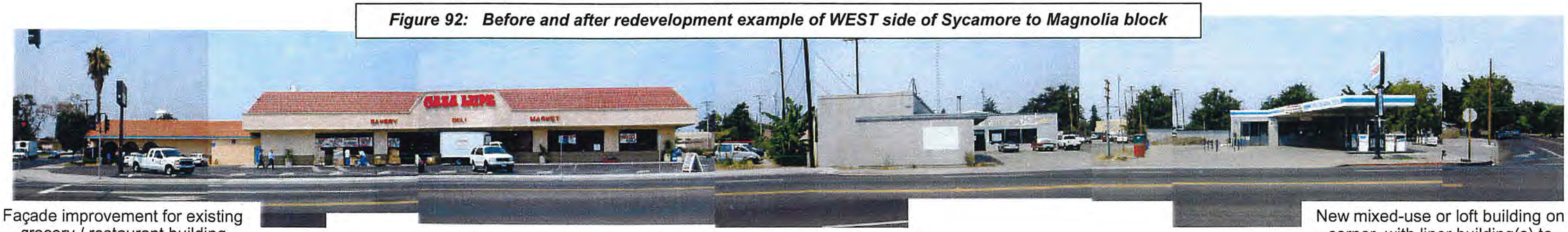
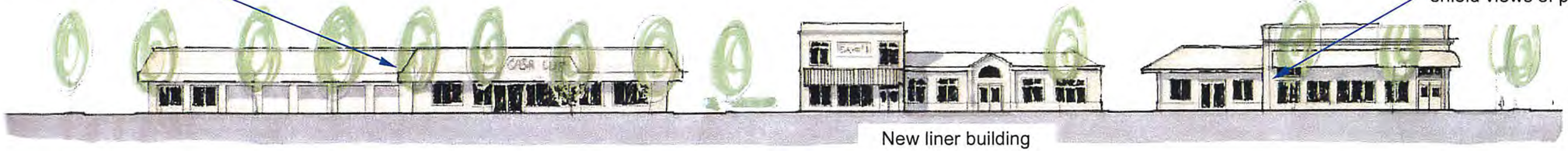


Figure 92: Before and after redevelopment example of WEST side of Sycamore to Magnolia block



Façade improvement for existing grocery / restaurant building

New mixed-use or loft building on corner, with liner building(s) to shield views of parking lot

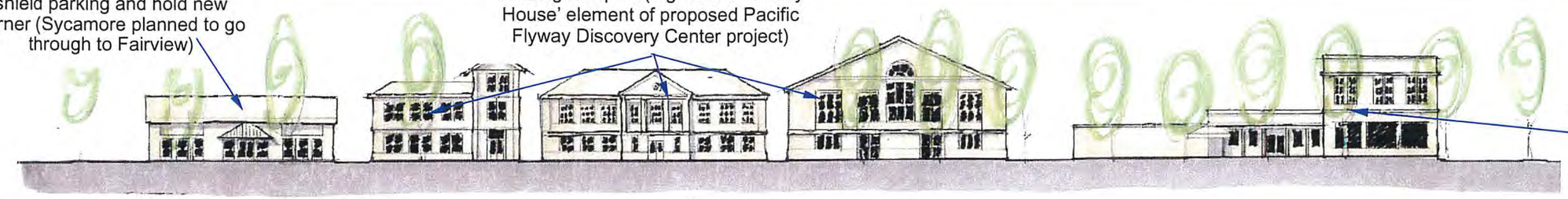


New liner building

Figure 93: Before and after redevelopment example of EAST side of Sycamore to Magnolia block

Addition of liner building to shield parking and hold new corner (Sycamore planned to go through to Fairview)

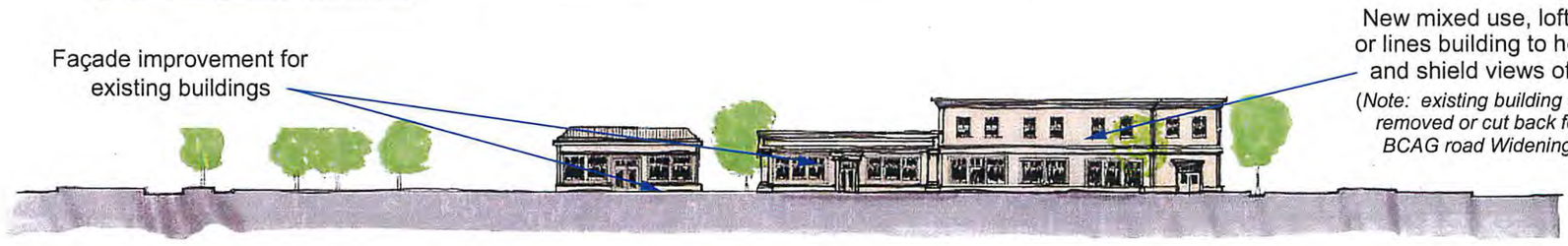
New mixed-use buildings or civic building complex (e.g. future 'Gridley House' element of proposed Pacific Flyway Discovery Center project)



Addition of mixed use or loft and liner building to shield parking and hold corner

Figure 94: Before and after redevelopment example of WEST side of Hazel to Spruce block

Figure 95: Before and after redevelopment example of EAST side of Hazel to Spruce block



(Re)/Developing Heritage Oaks Square Shopping Center

SHOPPING CENTERS WITH 'BIG BOX' ANCHOR TENANTS

'Big box' tenants – large, often retail chain stores with high parking needs – usually want to have buildings back from the street with parking in front for visibility and accessibility. While this may be the easiest way to achieve visibility and accessibility for the store, the sea of asphalt no-man's-land that this creates can greatly detract from creating the welcoming, people-friendly, 'outdoor-room' space that would bring the greatest economic success to the corridor as a whole.

However, this does not have to be an either-or. Both the store's objectives and the corridor's objectives can be balanced and achieved. As is depicted in the illustrations below, the sea of asphalt can be broken up by lining the entrance drive with smaller retail 'liner' buildings. Visibility is maintained through the gap created by the entrance drive, and through gaps in the liner buildings along the main street. Parking location/ accessibility is retained, while being screening from the corridor more effectively

Figure 97: Before and after infill

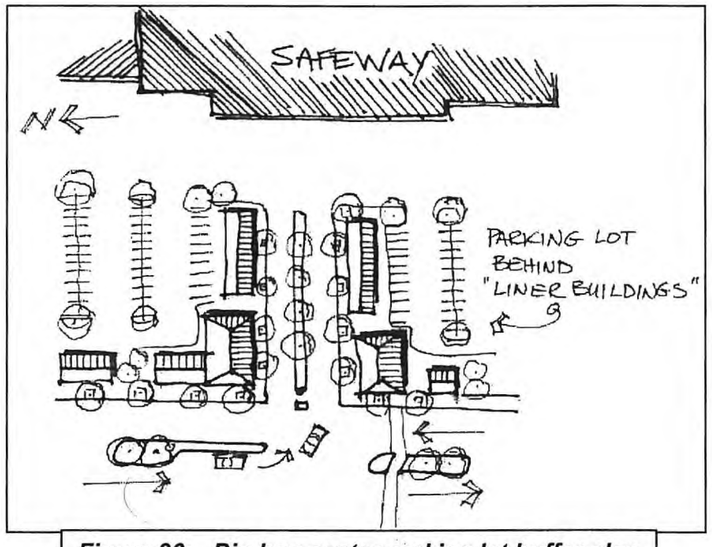
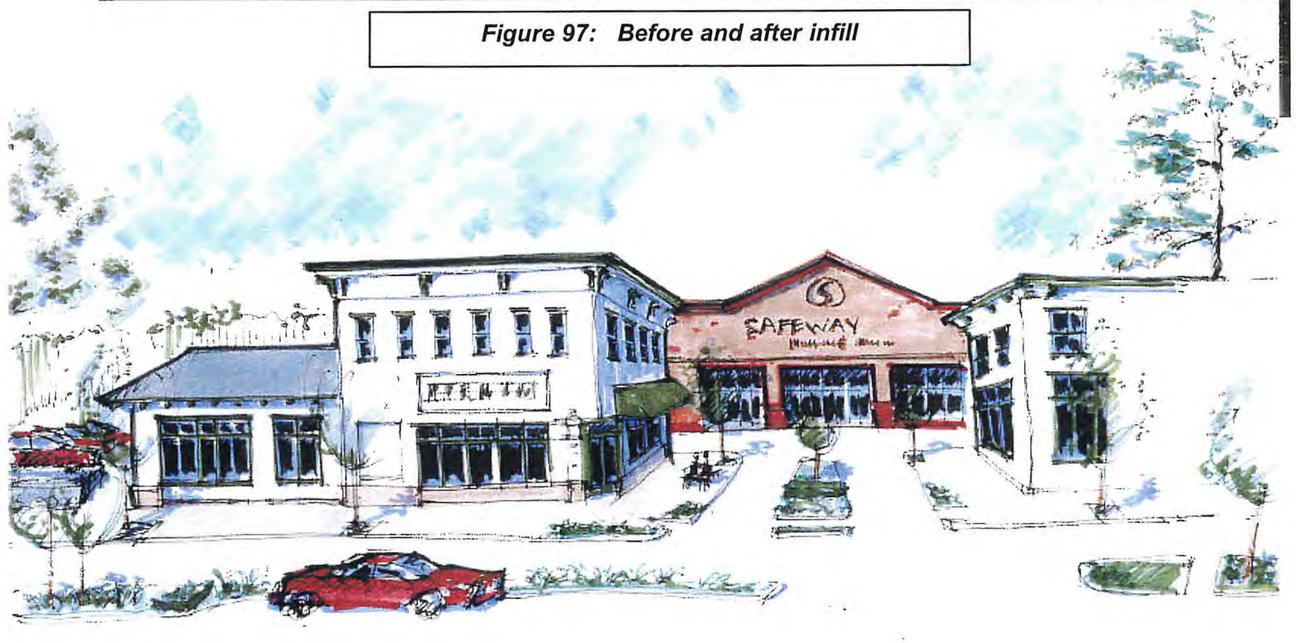


Figure 96: Big box center parking lot buffer plan



WIDER ALTERNATIVE DESIGN

At the request of the City, this last section of the report contains an alternative design for a wider 5-lane street design, fundamentally similar to the existing highway. Center medians with intersection left-turn pockets replace the existing center-two-way-left-turn lane, adding access control and additional street tree and landscaping area for beautification. Curb, gutter and sidewalk are continued throughout the length of the core area, edge street trees are added, and pedestrian crossings with refuges in the median are added. Intersections continue to be controlled by light signals.

However, as was previously explained, this wider, signalized design is not recommended. If fundamental change is not made (such as is recommended in the proposed design), when traffic volumes grows as projected, this type of signalized design will likely require additional widening to 6 lanes or more. This continued widening does not support the community's essential goals of preserving and enhancing the capacity, safety and economic viability of this corridor by designing a walkable, welcoming, human-scaled environment for Highway 99 through Gridley. Due to this condition, the strong professional recommendation of the project team is to approve and implement the recommended design, which was developed through the application of the best current engineering science to the goals and values expressed by the community through the public process.

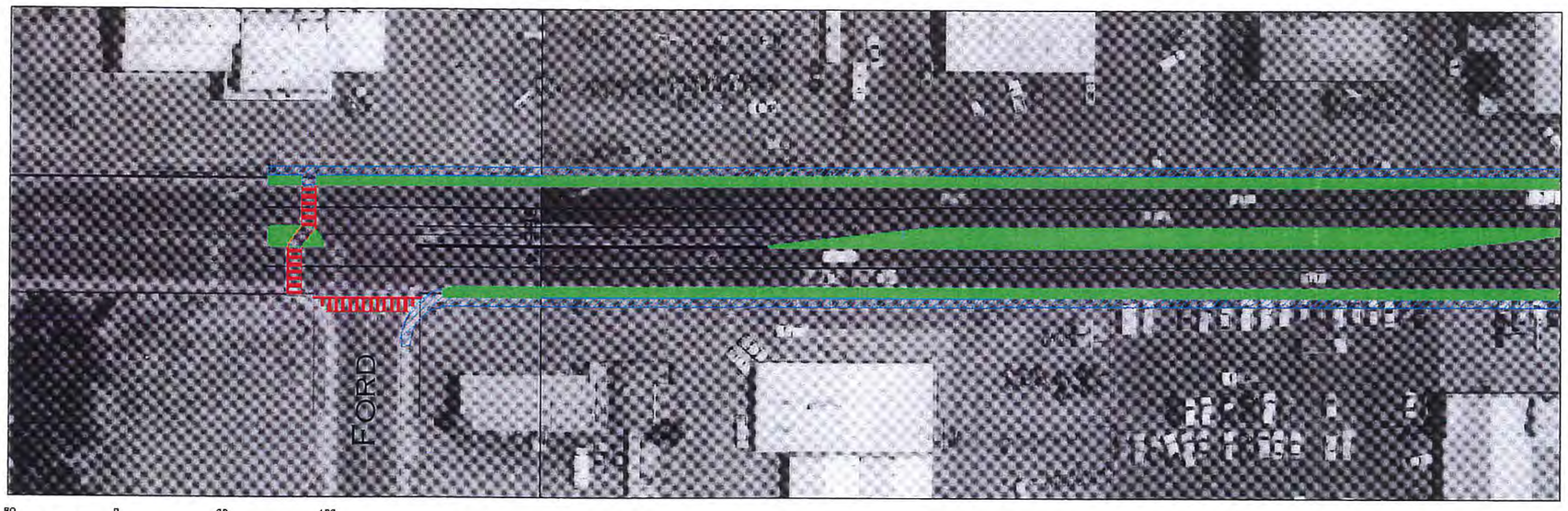
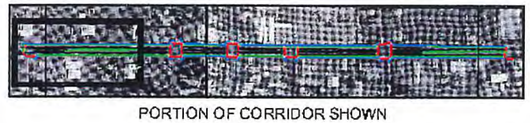


Figure 98: Wider Alternative: Ford to north of Spruce



PORTION OF CORRIDOR SHOWN

WIDER ALTERNATIVE DESIGN (CONT.)

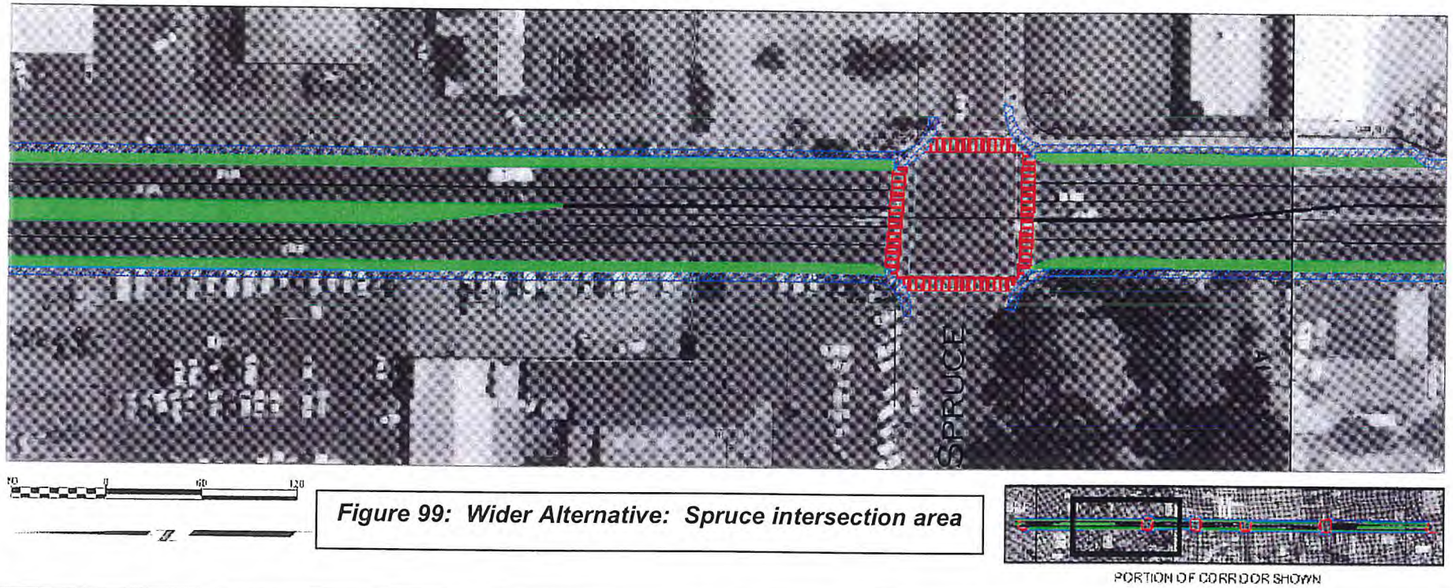
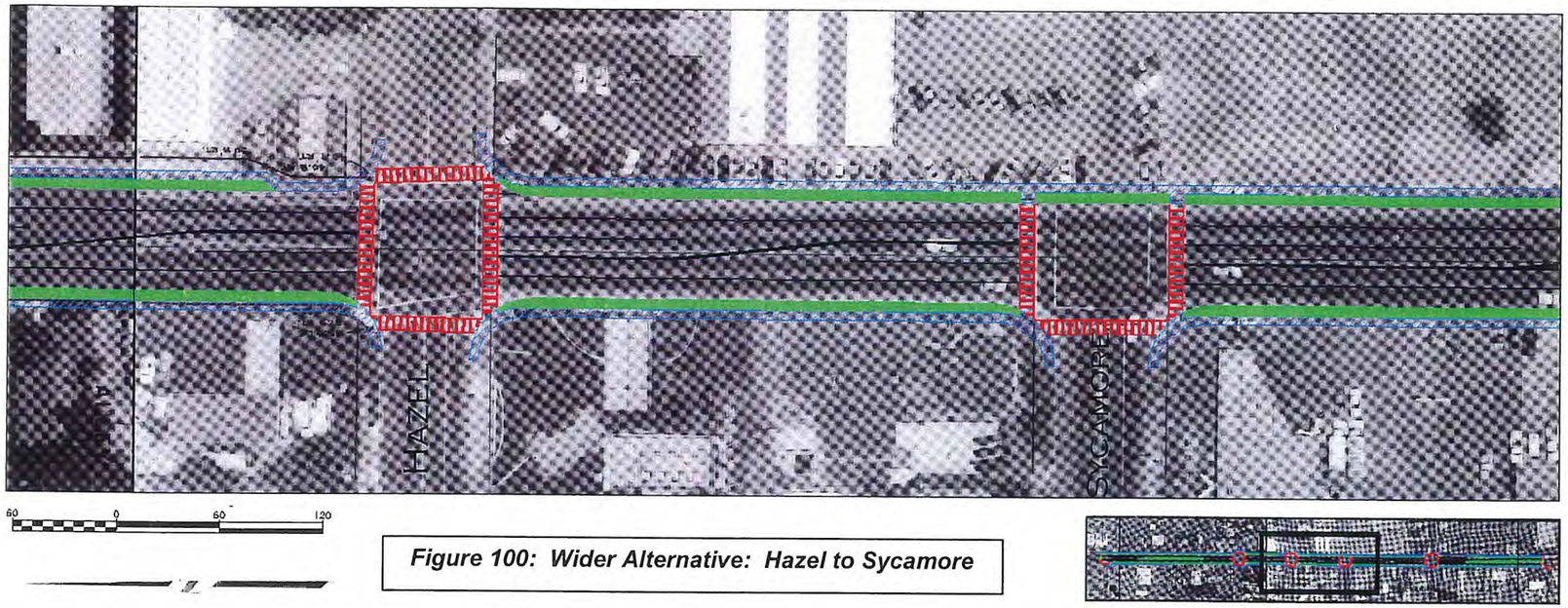


Figure 99: Wider Alternative: Spruce intersection area



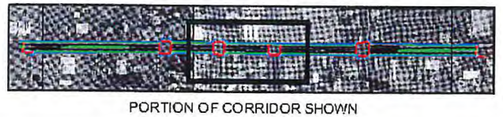


Figure 100: Wider Alternative: Hazel to Sycamore

WIDER ALTERNATIVE DESIGN (CONT.)

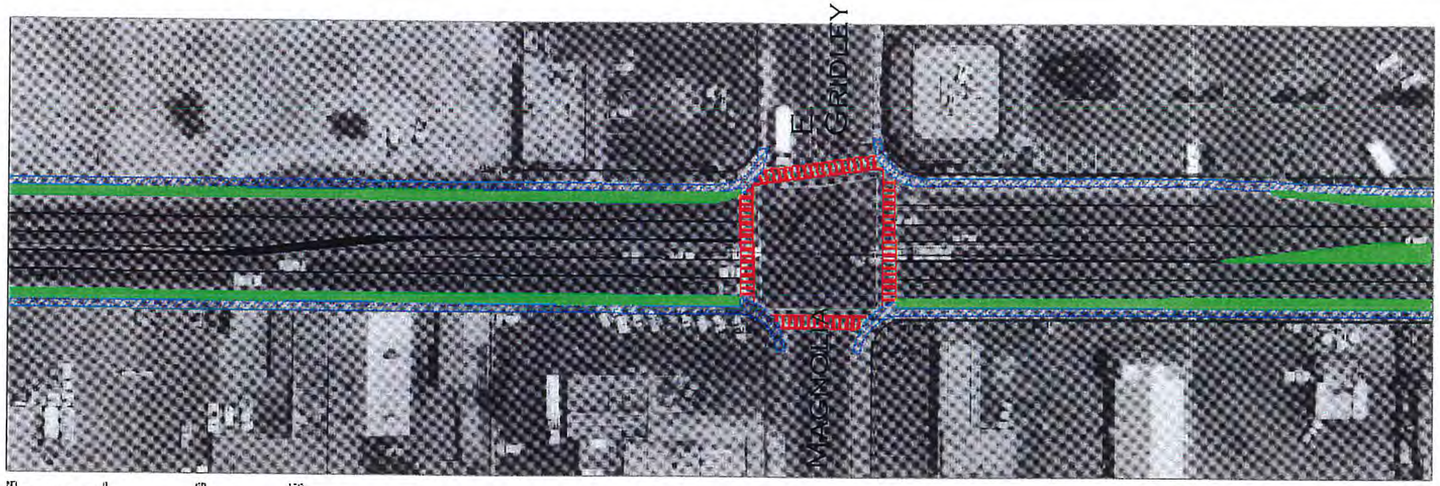
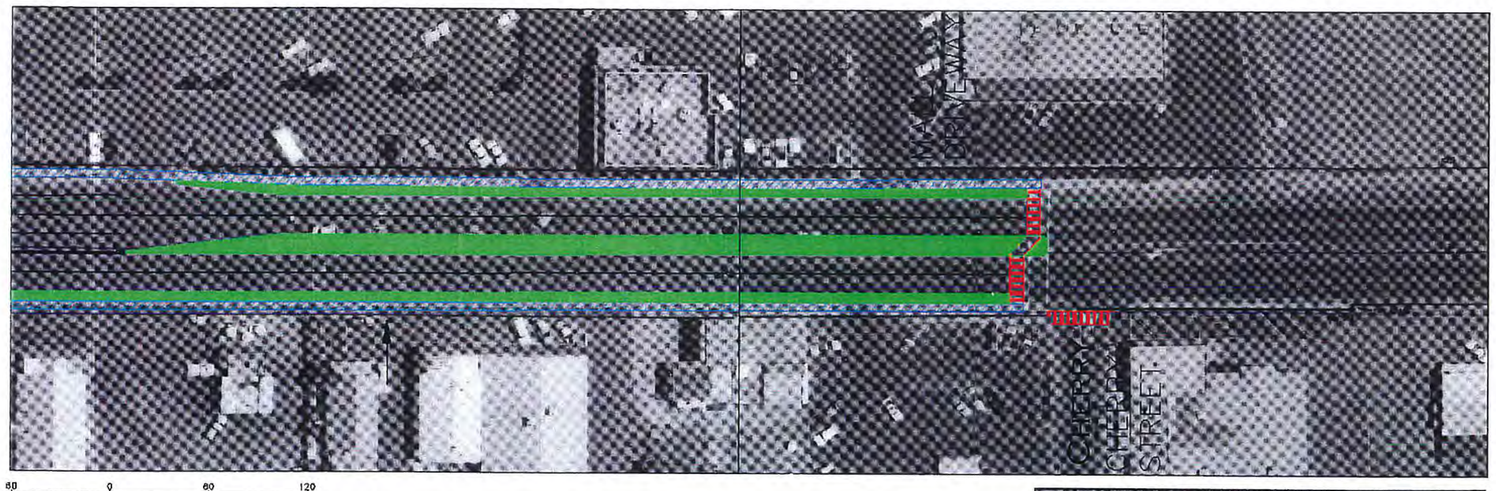


Figure 101: Wider Alternative: Magnolia intersection



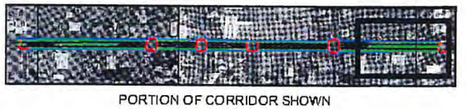


Figure 102: Wider Alternative: Magnolia to Cherry

AN ORDINANCE OF THE CITY OF GRIDLEY AMENDING
TITLE 17 ZONING REGULATIONS TO
ELIMINATE POLE SIGNS

WHEREAS, the Planning Commission has held various special study sessions to discuss beautification of the State Highway 99 corridor and has accepted a Highway 99 Streetscape Plan; and

WHEREAS, one of the design recommendations of said Plan includes the elimination of pole signs; and

WHEREAS, the Planning Commission held a noticed public hearing on May 24, 2004 regarding a proposal to modify the zoning regulations to eliminate pole signs city-wide; and

WHEREAS, at the close of the public hearing the Planning Commission recommended that the City Council amend Title 17 zoning regulations to eliminate pole signs per Resolution No. R-P-219 (2004); and

WHEREAS, no adverse comments were received from the public about the described zoning amendments.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GRIDLEY ORDAINS THAT, under and pursuant to Section 65850 et. seq. of Government Code of the State of California Section 17.36.060 (H) of the Gridley Municipal Code, said Section pertaining to sign regulations, is amended to eliminate pole signs City-wide, as follows:

H. Non-building signage requirements. Freestanding signs are permitted subject to the following restrictions, except as noted herein:

1. Pole signs are not permitted. Non-conforming pole signs shall be subject to the regulations contained in Chapter 17.52.

2. For the area within the eight-block downtown Gridley area bounded by Spruce Street, Sycamore Street, Vermont Street and the railroad tracks, one ground or monument sign is permitted per parcel, provided such signs meet the following requirements:

    a. Maximum area does not exceed twenty (20) square feet.
    b. Maximum height above the surface to which the sign is attached does not exceed three (3) feet.

3. Only one freestanding business identification sign may be located on any one parcel. The maximum permitted area of any such sign shall be one hundred (100) square feet.

4. The maximum area for any one incidental sign shall be seventy-five (75) square feet. The combined area of all incidental signage that is displayed on buildings and/or freestanding signs on a single lot may not exceed on percent (1%) of the area of the lot on which the signs are located.

5. No portion of a freestanding sign may encroach upon required parking space in a manner which restricts use of the space for parking.

6. All, and any part, of freestanding signs must be located behind the public right-of-way and in accordance with the adopted Uniform Sign Code.

****

I HEREBY CERTIFY that the foregoing ordinance was duly introduced at a regular meeting of the Gridley City Council of the City of Gridley held on the 7th day of June 2004, and passed and adopted at a regular meeting held on the 28th day of June, 2004, by the following vote:

AYES:	COUNCILMEMBERS	Fichter, Davidson, Hall, Sparks, Cook
NOES:	COUNCILMEMBERS	None
ABSTAIN:	COUNCILMEMBERS	None
ABSENT	COUNCILMEMBERS	None

APPROVE: MAYOR

FRANK W. COOK

ATTEST: CITY CLERK

JOHN W. SLOTA

APPROVED AS TO FORM:

BRANT BORDSEN, CITY ATTORNEY

City Council Agenda Item #5
Staff Report

x	Regular
	Special
	Closed
	Emergency

Date: June 6, 2022

To: Mayor and City Council

From: Elisa Arteaga, Finance Director

Subject: Subrecipient Agreements Between City of Gridley and Habitat for Humanity, Program Operator for HOME Investment Partnership Program (HOME) and Community Development Block Grant (CDBG)

Recommendation
Staff respectfully requests that the Mayor and City Council consider and approve the two attached Subrecipient Agreements between the City of Gridley and Habitat for Humanity Yuba/Sutter for Housing Consulting Services for both HOME and CDBG Programs, authorize the City Administrator to sign contracts, and approval of Resolution No. 2022-R-016, "A Resolution of the City of Gridley Establishing Habitat for Humanity Yuba/Sutter As An Eligible Program Operator for HOME Investment Partnership Program (HOME) and Community Development Block Grant (CDBG)", by reading of title only.

Background
The City entered into an agreement with Regional Housing Authority for Housing Consulting Services in 2018. The agreement was for housing services for the Community Development Block Grant Programs from the State of California Department of Housing and Community Development. The grants (1.5 million total) allowed Gridley residents the ability to apply for assistance through the City of Gridley Housing Rehabilitation and Homeownership Assistance Programs (FTHB). In January of 2022, the City was informed by the Regional Housing Authority, they were no longer continuing housing services for the two existing grants (17-CDBG-12015 and 2018-HOME-12579).

Currently, there are applicants on a waiting list that are interested in the programs. To continue to implement the programs by evaluating those applications and processing those applications before the expiration of the grants, staff is recommending entering into an agreement with Habitat for Humanity to assist with existing grants. Habitat for Humanities has hired the same personnel that was previously employed by Regional Housing Authority and was processing applications. Therefore, Habitat for Humanity's staff is familiar with the CDBG Programs and procurement requirements. In the future, City staff will need to prepare a Request for Proposals to provide consulting services for new housing grants.

Fiscal Impact

The consulting costs can be recaptured by draw requests under general administration and activity delivery costs.

Compliance with City Council Strategic Plan or Budget Goals
The City Council and City staff are committed to provide the best possible financial practices and the highest possible transparency regarding all financial transactions.

Attachments

1. Subrecipient Agreements Between the City of Gridley and Habitat for Humanity Yuba/Sutter for Standard Agreement No. 17-CDBG-12015, and
2. Subrecipient Agreements Between the City of Gridley and Habitat for Humanity Yuba/Sutter for Standard Agreement No. 18-HOME-12579.
3. Resolution No. 2022-R-016, “A Resolution of the City of Gridley Establishing Habitat for Humanity Yuba/Sutter As An Eligible Program Operator for HOME Investment Partnership Program (HOME) and Community Development Block Grant (CDBG)”, by reading of title only.

RESOLUTION NO.
2022-R-016

***A* RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GRIDLEY ESTABLISHING HABITAT FOR HUMANITY YUBA/SUTTER AS AN ELIGIBLE PROGRAM OPERATOR FOR HOME INVESTMENT PARTNERSHIP PROGRAM (HOME) AND COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)**

WHEREAS, the City of Gridley has an active Housing Rehabilitation Program funded by Community Development Block Grant (CDBG) program grants and CDBG Program Income; and,

WHEREAS, the City of Gridley also has funding from HOME for owner-occupied housing rehabilitation and home buyer assistance program; and,

WHEREAS, the City Council is required to establish rules governing the programs; and

WHEREAS, CITY has entered into Standard Agreement No. 17-CDBG-12015 and Standard Agreement No. 18-HOME-12579 referred to as STANDARD AGREEMENTS and attached as Exhibit A, to receive funding from the Community Development Block Grant, referred to as CDBG, from the State of California, Department of Housing and Community Development, referred to as HCD, to finance the City of Gridley Housing Rehabilitation and Homeownership Assistance Programs, referred to as PROGRAMS; and

WHEREAS, the City has identified Habitat for Humanity Yuba/Sutter as an eligible "PROGRAM OPERATOR" that meets the requirements as outlined by the CDBG Program and CITY's PROGRAM OPERATOR procurement requirements and has expertise in carrying out housing rehabilitation and homeownership assistance programs; and

WHEREAS, the City wishes to enter into a professional services agreement with PROGRAM OPERATOR for purposes of implementing the PROGRAMS mentioned above utilizing CDBG funds.

NOW, THEREFORE, be it resolved by the City Council of the City of Gridley enters and approves subrecipient agreements with Habitat for Humanity Yuba/Sutter and establishes Habitat for Humanity Yuba/Sutter as program operator of the above-mentioned programs; Community Development Block Grant (CDBG) and the HOME Investment Partnership Programs.

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 6th of June, 2022, by the following vote:

AYES:	COUNCIL MEMBERS	Johnson, Calderon, Sanchez, Farr
NOES:	COUNCIL MEMBERS	None
ABSENT:	COUNCIL MEMBERS	Torres
ABSTAIN:	COUNCIL MEMBERS	None

ATTEST: APPROVE:

_____ _____

Cliff Wagner, City Clerk Bruce Johnson, Mayor

Due to the size of

1. Subrecipient Agreements Between the City of Gridley and Habitat for Humanity Yuba/Sutter for Standard Agreement No. 17-CDBG-12015, and
2. Subrecipient Agreements Between the City of Gridley and Habitat for Humanity Yuba/Sutter for Standard Agreement No. 18-HOME-12579.

These documents are unable to be uploaded to the website.

These documents are available for review at Gridley City Hall.