

Gridley City Planning Commission – Special Meeting Agenda

Tuesday, October 11, 2016; 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. Working together, we develop, share, and are guided by a clear vision, values, and meaningful objectives.”

1. **CALL TO ORDER** – Chair Thomas
2. **ROLL CALL** – Recording Secretary
3. **COMMUNITY PARTICIPATION FORUM** - *Members of the public may address the Planning Commission on matters not listed on the agenda. The Planning Commission may not discuss nor 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.*
4. **CONSENT AGENDA** - *All items listed under the Consent Agenda are considered routine and acted upon by one motion. Any Planning Commissioner may request that an item be removed for separate consideration. The Planning Commission may only make minor comments; otherwise the item should be removed from the consent agenda and placed as the first item(s) under the “Regular Agenda”.*
 - A. Planning Commission Minutes dated September 20, 2016 and
 - B. September 27, 2016;
5. **PUBLIC HEARINGS**
 - A. RZ 1-16: Application to add the Agricultural Overlay (AO) district as a secondary zoning to the existing Residential Suburban (R-S) zoning district to allow commercial agricultural uses until the property is developed on the 14.4 acre parcel approved for 43 single family detached units (TSM 1-07, APN 010-270-121).
 - 1) Receive staff report
 - 2) Open public hearing
 - 3) Hear public testimony
 - 4) Close public hearing
 - 5) Commission discussion

RECOMMENDATION:

1. Determine the project is Categorical Exempt per the California Environmental Quality Act, Section 15061(b)(3), Review for Exemption, General Rule; and,
 2. Recommend the City Council adopt RZ 1-16.
- B. Introduction of the Infill Design Guidelines: Development of design guidelines to provide realistic recommendations for infill development in the City of Gridley.
- 1) Receive staff report
 - 2) Open public hearing
 - 3) Hear public testimony
 - 4) Close public hearing
 - 5) Commission discussion

RECOMMENDATION:

Review and provide comment.

- C. Zoning Text Amendment 3-16: A zoning text amendment to modify Chapter 17.40, "Accessory Buildings", of the Gridley Municipal Code related to the health, safety, and welfare, and quality of life in the City of Gridley (Citywide)
- 1) Receive staff report
 - 2) Open public hearing
 - 3) Hear public testimony
 - 4) Close public hearing
 - 5) Commission discussion

RECOMMENDATION:

Recommend the City Council add the amended text to Ordinance 820-2016.

6. **INFORMATIONAL – None**
7. **REPORTS & COMMUNICATIONS – None**
8. **ADJOURNMENT** - to the special meeting of the Planning Commission to be held on Tuesday, October 25, 2016 at 6:00 p.m.

General Notes:

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**MINUTES OF THE
GRIDLEY PLANNING COMMISSION**



REGULAR MEETING
6:00 P.M., TUESDAY
SEPTEMBER 20, 2016

GRIDLEY CITY HALL
COUNCIL CHAMBERS
685 KENTUCKY STREET
GRIDLEY, CA 95948

**MEETING CALLED TO ORDER
ROLL CALL**

**CHAIR THOMAS
RECORDING SECRETARY**

CALL TO ORDER: At 6:00 p.m. the meeting was called to order by Chair Thomas.

ROLL CALL

Planning Commissioners Present:

Robert Thomas
Robert Wise
Maria Espino
Ishrat Aziz Khan

Arriving Post Roll Call

Shirley O'Brien (6:03 p.m.)

Absent:

None

Staff Present:

Donna Decker, City Planner/Consultant
Elisa Arteaga, Recording Secretary

1. INTRODUCTION AND SWEARING IN OF PLANNING COMMISSIONER ISHRAT AZIZ-KHAN –

Planning Commissioner Ishrat Aziz Khan was previously sworn in at by Mayor Frank Hall at the City Hall Office.

2. CONSENT AGENDA

2.1 Approval of Planning Commission Minutes dated July 19, 2016.

MOTION BY ESPINO, SECOND BY WISE, for approval of minutes dated July 19th, 2016.

By unanimous vote, the motion passes 5-0.

3. PUBLIC HEARINGS

3.1 Zoning Text Amendment 2-16: A zoning text amendment to modify Chapter 8.10, "Property Maintenance", of the Gridley Municipal Code related to the health, safety, and welfare, and quality of life in the City of Gridley (Citywide)

Prior to the meeting an email sent to Donna Decker, Planning Consultant by Chairman Robert Thomas was distributed to the Planning Commission; the verbal staff report would address the questions contained in the email communication.

- A. Receive staff report – Donna Decker announced this item before Commission was so that they could provide staff feedback and City Council recommendations. The City has received a grant from the California Department of Conservation, Sustainable Growth Council 2011 Sustainable Communities Planning Grant. The grant consists of the development of a greenhouse gas reduction plan, development code and public works construction standards update and also the development guidelines. All the recommendations will be forwarded to City Council for their consideration. Decker clarified there are three code amendments that the Commission would be making recommendations zoning text amendment 2-16, 3-16 and 4-16. She added some of the zoning text amendments incorporate recommendations from the prior planning consultant AECOM and zoning text amendment 4-16 being the largest to review (80+pages) will most likely take longer to review. Decker recommended Planning Commissioners take more time to review that amendment and send her feedback via emails with any questions or concerns. The deadline is to finish the amendments through the end of the year through Council. There will be additional special meetings. The existing codes could be found now on the city website.

She reviewed the staff report zoning text amendment 2-16 of Chapter 8.10, Property Maintenance code by section as provided by the redline copy with changes. She explained the color codes contained in the redlined copy, the language to strike out being deleted language in red, existing code language in black, existing language moved from one section to another is double underlined in green, and new language is in blue. The code language utilized is taken from the International ICC building code for property maintenance. The biggest change to the code is the addition of the first four categories and the removal of the shipping containers from property maintenance to accessory structures section.

- B. Open public hearing – Chairman Thomas, opened the public hearing.
- C. Hear public testimony – No testimony or audience present.
- D. Close public hearing – Chairman Thomas closed the public hearing.
- E. Commission discussion – The Commission reviewed the email from Chairman Thomas with questions and concerns relating to this specific code amendment.

Deliverables and Sustainable Communities Planning Grant and Rural ambience of Gridley

Ms. Decker reported that the code amendment is a portion of the deliverables under "development code". The proposed text amendment addresses property maintenance issues that are related to the work to bring the Gridley Municipal code into conformity with the adopted 2030 General Plan. None of the deliverables are for the intent to become a big city, the intent was to be consistent the General Plan adopted by the city. The grant received is to help bring our code to general plan.

Paragraph 8.10.020

Ms. Decker confirmed that the sentence is incomplete and will rephrase as the suggested language.

The next paragraph, line 3:

Ms. Decker reported those other standards include codes of the California government code and building code standards reflected in zoning, the most restrictive code will be applicable. Chairman Thomas suggested providing an example of city and government codes so that the reader understands there are other places to research. As for line 5, the current means that it is based upon the current existing code of the time period, not when the structure was built or city code adopted. Chairman Thomas suggested providing language to indicate the codes in effect would be those that are current at the time period of the issue or dispute arising.

8.10.040, definitions -add, "Attractive Nuisance."

Planning Consultant, Decker concurred to add the definition for "Attractive Nuisance" page 7, top paragraph. Chairman Thomas suggested to delete "creating a hazard to the health and safety minors" and add and define an attractive nuisance neutrally because there is no need include an age limit.

Bathroom -contrast to Toilet Room

Ms. Decker defined the difference between toilet room and bathroom. Bathroom has a shower/bathtub whereas the toilet room only has a water closet or urinal. Chairman Thomas inquired if Ms. Decker would like to include a cross reference from the two because of the term "water closet" is not used in California, the way that it would be used as a term "half bath". There was brief discussion between Planning Commission and Staff as to whether or not the cross reference should be included. It was determined that it would be best to cross reference the terms.

Chairman Thomas reported that before moving on to the next recommendation, he suggested including the definition "blighting affect" between bedroom and condemned on page 2 and define the term.

Definition "Detached"

Planning Consultant Decker reviewed the definition and provided an example of what could be considered detached based on the definition provided. After brief discussion, it was suggested to word the definition such as "When a structural element is physically disconnected from one structural element to another necessary to provide a positive connection".

Planning Commissioner Maria Espino asked for clarification between sleeping unit and dwelling unit. Ms Decker explained a dwelling unit would provide facilities for cooking vs. sleeping would not.

Vice Chairman, Robert Wise asked for clarification between rust and corrosion. There was discussion between Planning Commissioner and Ms. Decker relating to the differences in deterioration, rust, and decay as well as different scenarios that could be considered deterioration such as paint flaking off of the wood. Planning Chair Thomas inquired if it would be pertinent to include examples to illustrate conditions of deterioration and/or discuss further with the building department for recommendations. Ms. Decker reported that the intent of the code is not only to address concerns with integrity of a structural element but also the appearance of a structure. There was further discussion relating to debris and clutter on properties, and ongoing yard sales. Vice Chairman asked for further clarification on the term Equipment Support. Ms. Decker elaborated as to the definition.

There was discussion between Planning Commission and Staff as to whether or not change the definition to Equipment Support to Structural Element.

Planning Chairman Thomas suggested including a cross reference between the terms "rubbish and garbage".

Imminent danger definition

Ms. Decker concurred that term was misspelled and provided possible definitions for the term "imminent danger". Chairman Robert Thomas provided suggestions removing "at any time" and insert "that is about to occur". There was discussion relating to the red tagging structures that would cause the code enforcement to address. Furthermore, there needs to be clarification as to what is considered "imminent danger" and the scope of what a code enforcement officer can do lawfully. He added he had additional concerns with the powers given to the code enforcement officer.

Planning Commissioner Maria Espino suggested including the word "recurrent" in front of "presence" to the definition of infestation. Chair Thomas added "continuous" would also be acceptable.

"Inoperable Motor Vehicle" and "Non-op" Vehicles

Chairman Thomas suggested adding the term "non-op" and Planning Consultant Decker concurred. Vice Chairman Wise expressed concerns with storing of non-op vehicles because some may be project vehicles. There was discussion to the storage of non-op vehicles and what the code allows. Chairman Thomas expressed that there should not be an issue if there is a vehicle stored in the garage that is considered a project vehicle being worked on for a few years, as long as it is not visible from the street. The non-op vehicle is licensed but its license is not current and it cannot be driven. Ms. Decker announced she would work on the language further the intent was not to allow someone to work on their vehicle it was to eliminate the storing of a number of non-op vehicles on the properties.

Planning Commissioner Espino inquired if under the term "Neglect", there could be further elaboration to the term "proper maintenance" due to the possibility of the differences of opinions as to what is considered "proper maintenance". Ms. Decker concurred and added the definition would be revised.

Planning Commissioner Wise suggested linking “neglect” with “deterioration”. Chairman Thomas concurred and suggested providing the link and addition of “obvious visible deterioration”.

"Operator" definition

Ms. Decker concurred with Chairman Thomas and added the use of the word was somewhat redundant and stated the term “operator” would be stricken. Chairman Thomas addressed the term of the definition of “Owner”, and suggested elaborating the term, after the third line of the paragraph “having control of the property”, to include “with or without written agreement or lease and rental” because the landlord tenant law of California very precisely defines both the residential and commercial terms. Chair Thomas added he would suggest Ms. Decker to consider importing or referring to the civil codes in those areas.

There was discussion relating the use of the word harborage and pest elimination. Ms. Decker informed Planning Commission she would research further for definitions. There was a spelling correction of the word public found as well and Decker announced it would be corrected.

"Public Way" definition

There was brief discussion between Planning Commission and Planning Consultant relating to the definition of public way. After brief deliberation, there was no direction given to Decker for changes.

Definitions of "Structure," and "Structural element"

There was discussion and clarification as to use of wording for the term “structure”, Ms. Decker reported she could include a structural element in the definition, however it would be best to remove the term “equipment support” and utilize that definition for “structural element”. Planning Commission concurred.

Ms. Decker further reported that for the term “tenant” she would include a definition titled “Responsible Party” because the term could be used to describe the owner, operator, person, and tenant. The term “toilet room” would be referenced back to “bathroom”. Planning Commission concurred. There was brief discussion relating to the term “workmanlike” term and Ms. Decker reported she would research further as to contractual language. There was brief discussion relating to “yard being” similar to “exterior property”.

On Page 5, Numbering clarification

Ms. Decker announced there would be numbering corrections to the clean copy she would present at the next meeting after she has made all the noted corrections.

Suggestion of including a term for desert landscaping

Chairman Robert Thomas reported that under landscaping there is no reference to the allowance of the use of desert landscaping and with the current water restrictions he would recommend that also be included. Planning Commissioner O’Brien recommended the use of “zero scape” to describe the area. After brief deliberation, Ms. Decker would include “zero scaping is permitted but must be maintained”.

Ms. Decker noted the correction. To include also after the word "vehicle parts" include the following verbiage "nor any materials that impede safely mowing grass or other vegetation" and after the wording "Such items are not limited to" remove "those that impede the mowing of weeds or tall grass".

8.10.070

Chairman Thomas reviewed recommended changes to the paragraph.

Further elaboration after "destroy such" need more clarification and after more clarification, insert a period and start a new paragraph "The accumulation", Strike out "is found to" insert "creates", insert a colon after the word "to" and add a comma after the words "property" and "blight", strike out "of minors" and "harborage".

Vise Chairman Wise inquired of having language to define allowed project vehicles. After Planning Commission discussion relating to allowed parking spaces and Ms. Decker announced she would look into language.

8.10.80 (90), Paragraph B: Enforcement Officer

Chairman Robert Thomas announced that this paragraph flies directly in the face of the 4th Amendment without a warrant signed by a magistrate. Since warrants may only be sought by sworn officers for crimes, there is a problem with this verbiage. He further elaborated as to California law and the process for warrants. He concluded that the Code Enforcement officer cannot enter into the property for inspection. Decker reported that the language in question is current existing language, this was not new language, and it is in the current code. There was lengthily discussion between Planning Commissioners relating to the violation of the 4th amendment, power of entrance onto private property for police officers vs. code enforcement officers, current process for abatement and current code enforcement procedures for notification.

After deliberation, Ms. Decker announced she would research the matter further with the City Attorney, as well as mention the concerns of the Planning Commission relating to this issue.

8.10.100, Procedure for Abatement letter

Ms. Decker concurred with the recommendation from Chairman Robert Thomas to include information relating to where and to whom, the sworn statement should be submitted to.

MOTION BY O'BRIEN, SECOND BY WISE, to continue Zoning Text Amendment 2-16: A zoning text amendment to modify Chapter 8.10, "Property Maintenance", of the Gridley Municipal Code related to the health, safety, and welfare, and quality of life in the City of Gridley (Citywide) to the next meeting for further review.

By unanimous vote, the motion passes 5-0.

3.2 Zoning Text Amendment 3-16: A zoning text amendment to modify Chapter 17.40, “Accessory Buildings”, of the Gridley Municipal Code related to the health, safety, and welfare, and quality of life in the City of Gridley (Citywide)

- A. Receive staff report – Planning Consultant Donna Decker provided a verbal update of the intent of the modification of Chapter 17.40 and mentioned that that there would be corrections in numerations throughout the document. Ms. Decker reviewed the text with clarifications that will allow metal shipping containers as accessory structures in residential, commercial and industrial sites, limitations for setbacks on certain parcels (zoning districts R-S, C-1, C-2, M-1 and M-2) and maintenance requirements.
- B. Open public hearing – Chairman Thomas opened the public hearing.
- C. Hear public testimony – No testimony or public present.
- D. Close public hearing – Chairman Thomas closed the public hearing.
- E. Commission discussion – Planning Commission reviewed the staff report presented by Ms. Decker. There was discussion relating to the following sections:

***17.40.030** – remove additional “X” on the last line of item “Metal/Other Container”.*

***17.40-060** - Location in yard setbacks – modify section to include other residential zones so that if they meet the yard setbacks they can have the container and insert verbiage to specify “without any type of entitlement”. Planning Consultant Decker explained if there had been a prior variance, and in the event the structure burnt down, the applicant would be allowed to build the structure in the same location. The variance runs with the land and the resident can rebuild. Ms. Decker elaborated as to the conditional use permits and variances entitlements. The proposed text is a guideline for those parties that do not wish to request any entitlement, variance or conditional use permit.*

***17.40-70** - There was discussion if the paragraph should also indicate after “six feet of any other building”, add “nor within six feet of any lot line or fence”, it was determined that the verbiage was appropriate to leave as submitted. Ms. Decker elaborated as to the setbacks and lot-line requirements for the accessory structures, and why the structures are considered a permanent structure. Ms. Decker added there would be additional information relating to the research of setbacks for flag lots. Furthermore, section 17.40-70 (O) – Planning Chairman Thomas expressed concern with section (b & c). Ms. Decker clarified that the*

mention of pulling building permits pertains to container permits. Ms. Decker concurred to correction to numbering of section (O) the bullet points need to be numbers not letters and section (c-renumbered (3)) needs to be removed per recommendation of the Planning Commission.

After discussion between Planning Commission and Planning Consultant Decker relating to the proper use and intent of the use of shipping containers , additional research with clarification as to lot sizing (to be provided at the next meeting), the Planning Commission followed with a motion.

MOTION BY WISE, SECOND BY O'BRIEN, to continue **Zoning Text Amendment 3-16**: A zoning text amendment to modify Chapter 17.40, "Accessory Buildings", of the Gridley Municipal Code related to the health, safety, and welfare, and quality of life in the City of Gridley (Citywide) to the next meeting for further review.

By unanimous vote, the motion passes 5-0.

3.3 Zoning Text Amendment 4-16: A zoning text amendment to modify Title 17, "Zoning", of the Gridley Municipal (Citywide)

- A. Receive staff report – Planning Consultant, Donna Decker reported that due to the length of the text amendment she would recommend continuing the item and allowing Planning Commission to review and email comments to her so she could implement those recommended changes.
- B. Open public hearing – Chairman Thomas opened the public hearing.
- C. Hear public testimony – No testimony.
- D. Close public hearing – Chairman Thomas closed the public hearing.
- E. Commission discussion – Planning Chairman Thomas, referenced corrections on pg. 82, Section (G), line 1, remove commas after "the" and line 3, remove comma after "or" and on pg 83, Section (3), line 2, insert "then" before "current".

MOTION BY ESPINO, SECOND BY O'BRIEN, to continue **Zoning Text Amendment 4-16**: A zoning text amendment to modify Title 17, "Zoning", of the Gridley Municipal (Citywide), to the next meeting for further review.

By unanimous vote, the motion passes 5-0.

4. INFORMATIONAL

4.1 Consider additional special meeting dates of September 27th, October 11th, and October 25th and cancelling October 18th Planning Commission Meeting, unless otherwise needed for the work.

5. **COMMUNITY PARTICIPATION FORUM** – Chairman Thomas announced there is no audience for the record.
6. **REGULAR AGENDA** – None
7. **REPORTS & COMMUNICATIONS** – None
8. **ADJOURNMENT** – at 8:26, Chairman Thomas adjourned to the special meeting of the Planning Commission to be held on Tuesday, September 27th, 2016 at 6:00 p.m.

Approval: _____
Donna Decker, City Planner/Consultant, DES LLC

MINUTES OF THE
GRIDLEY PLANNING COMMISSION



SPECIAL MEETING
6:00 P.M., TUESDAY
SEPTEMBER 27, 2016

GRIDLEY CITY HALL
COUNCIL CHAMBERS
685 KENTUCKY STREET
GRIDLEY, CA 95948

MEETING CALLED TO ORDER
ROLL CALL

CHAIR THOMAS
RECORDING SECRETARY

CALL TO ORDER: At 6:01 p.m. the meeting was called to order by Chairman Robert Thomas.

ROLL CALL

Planning Commissioners Present:

Robert Thomas
Robert Wise
Shirley O'Brien
Ishrat Aziz Khan

Absent:

Maria Espino

Staff Present:

Donna Decker, City Planner/Consultant
Elisa Arteaga, Recording Secretary

1. CONSENT AGENDA

1.1 Approval of Planning Commission Minutes dated September 20, 2016 - *Continued*

Chairman Thomas announced the minutes dated September 20th, 2016 would be deferred to the next meeting for approval.

2. **COMMUNITY PARTICIPATION FORUM** - *Members of the public may address the Commission at this time on any matter not already listed on the agenda, with comments being limited to three minutes. The Commission cannot take any action at this meeting on requests made under this section of the agenda.*

Chairman Thomas inquired from the public if there was any that wished to address the Commission on any matter not already on the agenda. There was no member of public that wished to address the Commission.

3. PUBLIC HEARINGS

- 3.1 **Conditional Use Permit No. 1-16**; Martin and Marsha Trahan, Applicant/Owner; Application for a conditional use permit to allow the continued use of single family residential use and commercial use for 136 W. Liberty Street and single family residential use for 148 W. Liberty Street located in the Heavy Industrial (M-2) zoning district and the Industrial (I) General Plan land use designation. (APN: 021-270-035 & -036)

- A. Receive staff report – Planning Consultant, Donna Decker viewed the staff report for CUP 1-16 Conditional Use Permit No. 1-16. The applicants are requesting a conditional use permit in order to continue the use of their property as existing single family residence with commercial use on one parcel (136 Liberty, APN 021-270-036) and single family residential on the other (148 Liberty, APN 021-270-035). The lending institution contacted the City and asked for a burn letter which means that should the home were to burn down, could it be rebuilt. Staff after researching the matter found that the home has been in existence prior to the rezoning design and a conditional use must be granted. Ms. Decker reported the property owner Marsha Trahan was in attendance to answer any questions or concerns the Planning Commission may have relating to the request for the conditional use.
- B. Open public hearing –Chairman Thomas opened the public hearing.
- C. Hear public testimony – Marsha Trahan, applicant and property owner of 136 & 148 W Liberty introduced herself to the Commission and provided an overview of the historical use of the property and reasoning behind their current request for the conditional use permit.
- D. Close public hearing – Chairman Thomas closed the public hearing.
- E. Commission discussion – The Planning Commission inquired of Decker as to what structures are currently on the properties. Ms. Decker explained what is currently on the property, added that notices of this request have been mailed to surrounding property owners.

MOTION BY WISE, SECOND BY O'BRIEN, for the approval of **Conditional Use Permit No. 1-16**; Martin and Marsha Trahan, Applicant/Owner; Application for a conditional use permit to allow the continued use of single family residential use and commercial use for 136 W. Liberty Street and single family residential use for 148 W. Liberty Street located in the Heavy Industrial (M-2) zoning district and the Industrial (I) General Plan land use designation. (APN: 021-270-035 & -036) and determine the project is Categorical Exempt per the California Environmental Quality Act, Section 15301, Existing Facilities, Class 1.

ROLL CALL	Ayes:	Khan, O'Brien, Wise, Thomas
	Noes:	None
	Abstain:	None

MOTION PASSES 4-0

3.2 Zoning Text Amendment 2-16: A zoning text amendment to modify Chapter 8.10, "Property Maintenance", of the Gridley Municipal Code related to the health, safety, and welfare, and quality of life in the City of Gridley (Citywide)

- A. Receive staff report- Planning Consultant, Donna Decker provided a brief overview of the recommendations suggested by the Planning Commission in the last meeting. She announced there was an email received by Chairman Thomas prior to the meeting in which the prior request to have a definition for public nuisance was not in final draft. Ms. Decker announced it would be added prior to taking the document to City Council for action. Ms. Decker reviewed the recommended changes and additional terminology as requested in the prior Planning Commission meeting. She referred to pg. 6 of the draft and she informed them of additional language added in to the section.

Planning Commissioner Decker announced that she has been in contact with the City Attorney relating to the topic of concerns with the section relating to code enforcement powers and concerns of violation of the 4th amendment. She informed the Planning Commission that the City Attorneys legal opinion is within the body of the staff report and as staff responding to the Attorney, no changes to that language have been made. Ms. Decker concurred that she is aware that there is a difference of opinion and would be happy to forward those concerns to the City Council at the next meeting that will be held on Monday, October 3rd, at 6 p.m.

- B. Open public hearing – Chairman Thomas opened the public hearing.
- C. Hear public testimony – No public testimony was given.
- D. Close public hearing – Chairman Thomas closed the public hearing.

Commission discussion - Chairman Thomas referred to the clean copy page 2, and noted the correction to move “Dwelling Unit” title to the next line, page 3 of clean copy “Imminent Danger”, remove comma between “death and which” and insert “without warning” after “any time”. Chairman Thomas also mentions that his prior request of addressing non-op’s was not included. Chairman Thomas referred to the clean copy, entire section of 8.10.090 Enforcement Officer and announced he was not in favor of approving this document because of this section and inquired of the additional Planning Commissioners of what their inclination was towards this section.

Planning Commissioner Wise explained that there is no mention in the document of his rights and furthermore it is open ended and he does not want his rights to be violated. Planning Commissioner Shirley O’Brien reported that should the code enforcement officer come to her back garage, she would be in a position to ask them to show her a warrant. Planning Commissioner Ishrat Khan expressed her opinion that this language allows the City Administrator to address serious complaints in a proper time frame and due to government budget cuts or low staffing levels, having a structure in place for the abatement of properties is critical to move forward with resolving public complaints when there is a violation.

Chairman Thomas disagreed and informed that it was not a good idea to chip away at civil liberties for conveniences. Chairman Thomas announced he had suggested in an email to staff “the right of entry without prior specific homeowner permission should be limited to those areas of the premises visible to the public and accessible from a public right-of-way”, this language would be sufficient for the code enforcement to account for city business. There was lengthily discussion between Planning Commissioners as to concerns with the powers given to Code Enforcement to enter private property without a warrant and violation of the 4th amendment. Vice Chairman Wise strongly disagreed with giving this type authority to code enforcement.

Ms. Decker reported that this text was strictly for the maintenance of property and recalled the requirements for maintaining the property. The code enforcement officer only addresses issues that are concerns or reports from the public. The code enforcement officer is responding to complaints and only knocks on the door and reports the complaint to the property owner. The code enforcement officer will not enter private property unless the property owner or the responsible party gives him the authority to do so. If there is a complaint where there is concern that there is criminal activity, it would be turned over to the police department. Vice Chairman Wise expressed that the problem was with the title of Code Enforcement Officer and it needs to be better defined. Chairman Thomas concurred and stated he recommended disapproval because of this section. Ms. Decker reported that initially she inquired of the City Attorney if there could be language modifications and the City Attorney did not recommend any modifications. Ms. Decker added that the Planning Commissions objections pertaining to this section will be submitted to the City Council.

There was brief discussion relating to forwarding the recommendations to City Council and if there would be a special study session to discuss this matter. Ms. Decker announced this issue would be forwarded to the City Council and they would decide if they would approve amendment as is or modify it further based on the recommendations of the Planning Commission, or schedule a study session. There was deliberation between staff and Planning Commission as to the motion, after clarification a motion was made.

MOTION BY O’BRIEN, SECOND BY KHAN, for approval Zoning Text Amendment 2-16: A zoning text amendment to modify Chapter 8.10, “Property Maintenance”, of the Gridley Municipal Code related to the health, safety, and welfare, and quality of life in the City of Gridley (Citywide) with the **rejection of section 8.10.090 Code Enforcement** and determine that the project is categorically exempt per the California Environmental Quality Act, Section 15301, Existing Facilities, Class 1.

ROLL CALL	Ayes:	Khan, O’Brien, Wise, Thomas
	Noes:	None
	Abstain:	None

MOTION PASSES 4-0

3.3 Zoning Text Amendment 3-16: A zoning text amendment to modify Chapter 17.40, "Accessory Buildings", of the Gridley Municipal Code related to the health, safety, and welfare, and quality of life in the City of Gridley (Citywide)

- A. Receive staff report – Planning Consultant Donna Decker reviewed the staff report and provided an overview of the additional revisions; clarification of the text, modifications to 17.40.060 location in yard setbacks defining the zoning districts, revised enumeration within the code as well as the removal of the requirement for the applicant to demonstrate the need for a metal container for use in the storage of construction equipment. She provided a provided highlight of the zoning and yard lot sizes as summarized in the staff report.
- B. Open public hearing - Chairman Thomas opened the public hearing.
- C. Hear public testimony - No public testimony was given.
- D. Close public hearing – Chairman Thomas closed the public hearing.
- E. Commission discussion – There was discussion relating the clarification between the restrictions between other structures and shipping metal containers as noted in 17.40.070 and 17.40.090. Specific to the metal containers there are additional restrictions. Planning Chairman Thomas suggested the verbiage insert "except metal shipping containers" after "within six feet of any other building" or "except as set forth in 17.40.090 (c)". Ms. Decker concurred and stated the changes would be made and submitted in to Council. There was brief discussion and clarification relating to yard setbacks being five and accessory setback requirements of six feet. Chairman Thomas inquired if there would be any required clarification in the document that would address flag lots. Planning Consultant Decker concurred and reported this concern would be forwarded to City Council. Chairman Thomas reported he did not want to restrict R-1 lots. Ms. Decker reported clarified that R-1 lots could reply for a variance and the request would go to Planning Commission for consideration, however the recommendation could also be forwarded to Council to include R-1 lots.

MOTION BY WISE, SECOND BY KHAN, for approval **Zoning Text Amendment 3-16:** A zoning text amendment to modify Chapter 17.40, "Accessory Buildings", of the Gridley Municipal Code related to the health, safety, and welfare, and quality of life in the City of Gridley (Citywide) and determine the project is Categorically Exempt per the California Environmental Quality Act, Section 15061 (b)(3), Review for Exemption, General Rule.

By unanimous vote, the motion passes 4-0.

3.4 Zoning Text Amendment 4-16: A zoning text amendment to modify Title 17, "Zoning", of the Gridley Municipal (Citywide) *Continued*

- A. Receive staff report
- B. Open public hearing
- C. Hear public testimony
- D. Close public hearing
- E. Commission discussion

MOTION BY THOMAS, SECOND BY O'BRIEN, to continue **Zoning Text Amendment 4-16:** A zoning text amendment to modify Title 17, "Zoning", of the Gridley Municipal (Citywide)

By unanimous vote, the motion passes 4-0.

4. INFORMATIONAL

4.1 Special Planning Commission dates October 11, 2016 and October 25, 2016

Chairman Thomas announced upcoming Special Planning Commission meeting dates of October 11th and the 25th. Planning Commissioner Shirley O'Brien announced she would not be available for the October 11th, 2016 meeting.

5. REGULAR AGENDA – None

6. REPORTS & COMMUNICATIONS – None

7. ADJOURNMENT – at 7:11 p.m., Chairman Thomas adjourned the meeting to the special meeting of the Planning Commission to be held on Tuesday, October 11, 2016 at 6:00 p.m.

Approval: _____
Donna Decker, City Planner/Consultant, DES LLC



CITY OF GRIDLEY

Staff Report

TO: Planning Commission
FROM: Donna Decker, Planning Department
MEETING DATE: October 11, 2016
SUBJECT: RZ 1-16: Application to add the Agricultural Overlay (AO) district as a secondary zoning to the existing Residential Suburban (R-S) zoning district to allow commercial agricultural uses until the property is developed on the 14.4 acre parcel approved for 43 single family detached units (TSM 1-07, APN 010-270-121).

SUMMARY:

The applicant proposes to add the Agricultural Overlay (AO) zoning designation as a secondary zoning to allow commercial agricultural uses until the property is developed. The property has an approved tentative subdivision map, TSM 1-07, to allow the development of the 14.4 acre parcel with 43 units.

DISCUSSION:

The applicant is proposing to utilize the property for commercial agricultural uses and plant an orchard until the market is favorable to continue with the approved residential development. The property was approved for a 43 lot subdivision known as Gridley Unit 1 located at the west quadrant of the City. The Tentative Subdivision Map was approved on February 2, 2009 by City Council Resolution 2009-R-004. Through various extensions granted by the State of California legislation, the map will not expire until February 2, 2017. The applicant plans to submit a request for an extension to maintain the status of the tentative subdivision map approval.

The secondary zoning district of Agricultural Overlay was designed to allow land that has not been developed on to be farmed commercially until the land is developed. The allowance of the secondary zoning will ensure the property can be utilized and not fallow while the market becomes more favorable for the development to commence.

The property is considered landlocked separated from access from Sycamore Street by the Biggs West Gridley Water District Canal. The canal has been placed underground; however, the access to the site is still challenging. Access with farming equipment will travel:

1. From Sycamore Street to Butte View Drive to the east side of the property;
2. From Sycamore Street to Jay Street to Jared Drive which will take heavy equipment through a residential neighborhood; and,
3. From Sycamore Street to Palm Street.

None of the access points are designed for heavy equipment. The property to the south which also is being farmed has been granted access from adjacent properties to do so. It would appear the best access would be from the property to the south, from Palm Drive, or Butte View Drive.

Initial operations to grade, plant, spray, and prune will be the most intensive during the first 2 years.

CONCLUSION:

Provision to add the secondary zoning of Agricultural Overlay on this property utilizes a planning tool specifically designed to allow a commercial land use while waiting for the market to improve making the subdivision viable. The use will not be incompatible in that agricultural uses are found to the southeast, south and west of the subject site.

Adding a secondary zoning to the property is a City Council approval by resolution. The Planning Commission would provide a recommendation to the City Council for action.

PUBLIC NOTICE

A notice was advertised 10 days prior to the regularly scheduled Planning Commission meeting in the Gridley Herald, posted at City Hall, made available at the Administration public counter, and placed on the City website for review. At the time this report was prepared no comments had been received.

ENVIRONMENTAL REVIEW

The proposed project is categorically exempt from environmental review pursuant to the California Environmental Quality Act, Section 15061(b) (3), and Review for Exemption, General Rule. The proposed overlay zoning does not create a project or create impacts in that agricultural uses were established on the property prior to the application to develop and no new circumstances exist that would impact the site or the surrounding area for the continued use of the property prior to the approval of TSM 1-07.

RECOMMENDATION

The Planning Commission:

1. Determine the project is Categorical Exempt per the California Environmental Quality Act, Section 15061(b)(3), Review for Exemption, General Rule; and,
2. Recommend the City Council adopt RZ 1-16.

Respectfully submitted,



Donna Decker
Planning Department

ATTACHMENTS:

1. Agricultural Overlay Zoning District
2. TSM 1-07
3. 2009-R-004

Chapter 17.31 AO AGRICULTURAL OVERLAY DISTRICT

17.31.010 Intent.

17.31.020 Application of the AO district.

17.31.030 AO district regulations modify or supersede primary zoning district regulations.

17.31.040 Permitted principal uses.

17.31.050 Accessory uses.

17.31.060 Conditional uses.

17.31.070 Fence requirements.

17.31.080 Sign requirements.

17.31.090 Fee waiver.

17.31.010 Intent.

In a rural area characterized by intensive commercial agricultural production, some commercial agricultural uses can be conducted within an urbanizing farm community with minimal adverse impact on adjacent non-agricultural uses. The AO district is intended to be applied as a secondary zoning designation, for purposes of allowing commercial agricultural uses to be conducted on properties that are designated on the general plan and zoning diagrams for eventual residential and/or non-residential urban uses, until those urban uses are actually developed.

(Ord. 698 § II (part), 2000).

17.31.020 Application of the AO district.

A. The AO district may be applied as a secondary zoning designation to properties on which no habitable structures have been constructed, or to those portions of a partially developed property that do not exceed an average density of two (2) residences (or the habitable, non-agricultural equivalent thereof) per five (5) gross acres.

B. The minimum gross area in an AO district shall be five (5) acres.

(Ord. 698 § II (part), 2000).

17.31.030 AO district regulations modify or supersede primary zoning district regulations.

For properties having the secondary AO zoning designation, permitted uses include only those allowed in the AO district. Uses allowed in the primary district may be established upon removal of the AO district pursuant to the zoning amendment procedure described in Chapter 17.58 of this title.

(Ord. 698 § II (part), 2000).

17.31.040 Permitted principal uses.

Permitted principal uses in the agricultural overlay district shall be as follows:

A. Commercial production agriculture, including growing of field crops, orchards, seed crops, and orchard stock.

B. One single-family dwelling per lot. A mobile or other manufactured structure may be installed in lieu of a conventional single-family home, provided it meets all of the following:

1. The structure is a mobile or other manufactured home as defined in this title; and
2. It is placed on a foundation system pursuant to Section 18551 of the Health and Safety Code; and
3. It was not manufactured more than ten (10) years prior to the date of application for a permit to install it on the property.

(Ord. 698 § II (part), 2000).

17.31.050 Accessory uses.

Accessory uses may include any non-residential use that complies with the following criteria:

A. It is customarily appurtenant to permitted uses but is not one of the uses that requires approval of a use permit pursuant to section 17.31.060 of this chapter; and

B. It does not occupy more than five percent (5%) of the gross area of the AO district.

(Ord. 698 § II (part), 2000).

17.31.060 Conditional uses.

The following uses may be permitted in an agricultural overlay zone upon approval of a use permit:

- A. Second dwelling units, pursuant to Chapter 17.42 of this title.
- B. Construction of permanent habitable structures for non-residential uses.
- C. Construction of permanent non-habitable structures greater than 1,000 square feet.
- D. Greenhouses.
- E. Use of structures or equipment for hulling, drying, or otherwise processing the commodities produced on the site.
- F. Keeping of livestock for personal recreational or educational purposes, excluding commercial raising of livestock.
- G. Wholesale and/or retail sales of commodities produced on the site, provided the use is operated as an integral part of the principal use and does not comprise a separate business or activity.

(Ord. 698 § II (part), 2000).

17.31.070 Fence requirements.

The general provisions of Chapter 17.36 shall apply. For purposes of fence regulations, the AO district is a non-residential district.

(Ord. 698 § II (part), 2000).

17.31.080 Sign requirements.

The general provisions of Chapter 17.36 shall apply.

(Ord. 698 § II (part), 2000).

17.31.090 Fee waiver.

There shall be no fee applied to an application for this Agricultural Overlay Zone.

(Ord. 698 § II (part), 2000)

Disclaimer:

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**A RESOLUTION OF THE GRIDLEY CITY COUNCIL APPROVING TENTATIVE
SUBDIVISION MAP NO. 1-07 FOR THE PROPERTY HAVING ASSESSOR'S PARCEL
NUMBER 010-270-118, BEING THE PROPERTY LOCATED SOUTH OF
JARED DRIVE**

WHEREAS, the City of Gridley has received an application to subdivide a 14.4-acre parcel into forty-three (43) residential lots, which represents a density of 3.0 units per acre; and

WHEREAS, the property to be so subdivided is located south of Gridley Colusa Highway (Sycamore Street) and Jared Drive, Assessor's Parcel Number 010-270-118, and the application has been assigned the file number: TENTATIVE SUBDIVISION MAP No. 1-07, further illustrated on Exhibit "A" and Exhibit "B", attached to this Resolution; and

WHEREAS, development of the site at three (3) dwelling units per acre would not create significant land use conflicts, because subdivisions of comparable density border the subject site, and the same type residential development should not significantly alter or intensify the impacts of residential development on the nearby uses; and

WHEREAS, the proposed density of 3.0 dwelling units per acre is consistent with the density limitations imposed by the City of Gridley's "Residential Suburban" General Plan Land Use category, which allows no more than three homes per acre; and

WHEREAS, the City Council considered at a noticed public hearing the comments and concerns of property owners who are potentially affected by approval of the project described herein, and considered City staff's report; and

WHEREAS, after the public hearing the City Council determined the site is physically suitable for the proposed development, and the described subdivision and its design and improvements are consistent with the Gridley's General Plan policies related to providing needed housing opportunities and infrastructure within designated urban growth areas while minimizing potential conflicts between adjacent land uses; and

WHEREAS, the City Council and City Council, having further considered and adopted a Mitigated Negative Declaration, and Initial Study (SCH#2002102122) for the same project in 2002; and

WHEREAS, the City Council, having further considered a new Mitigated Negative Declaration described herein, and any comments related thereto, recommends approval of such Mitigated Negative Declaration, finding that there is no evidence in the record to support a

finding that potentially significant adverse environmental effects are likely to occur, because the project must conform to the conditions of approval listed below as well as other applicable City ordinances and standards; and

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

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

FINDINGS FOR THE ADOPTION OF A MITIGATED NEGATIVE DECLARATION WITH MITIGATION MEASURES:

1. The City of Gridley City Council has considered the Negative Declaration and Initial Study prepared for the project and attached herein, and any comments received as part the public review of the document;
2. The City of Gridley City Council finds that the Initial Study identified potentially significant impacts to the environment but revisions in the project plans submitted or agreed to by the applicant would avoid the effects or mitigate the effects to a point where clearly no significant effect would occur and there is no substantial evidence, in light of the whole record, that the project as revised, will have a significant effect on the environment;
3. The City of Gridley City Council finds that development of the facilities will not constitute an actual or potential endangerment of public health;
4. The City of Gridley City Council has independently reviewed, analyzed, and considered the proposed Negative Declaration with mitigation measures prior to making a decision on the project, and hereby finds that the said Mitigated Negative Declaration
5. The City of Gridley City Council finds that the Mitigated Negative Declaration and Initial Study reflects the City's independent judgment and analysis;
6. The City Manager is designated as custodian of the documents and/or other materials, which constitute the record of proceedings upon which the decision of the City Council is based,

and this record shall be maintained at the Gridley City Hall located at 685 Kentucky Street, Gridley, CA 95948; and

7. The City of Gridley City Council recommends the mitigation measures included as part of the Negative Declaration are applicable to the ultimate physical development of the site will be incorporated into any future action to develop the site.

CONDITIONS OF APPROVAL FOR TENTATIVE SUBDIVISION MAP:

1. The Tentative Subdivision Map No. 1-07 should be approved by Gridley City Council, including all of the modification to the map and conditions described herein.
2. Use of the 14.4-acre project site is subject to all zoning regulations described in Gridley Municipal Code as applicable to "R-S Residential Suburban" residential zoning districts.
3. Physical development of the site shall conform to the design approved for Tentative Subdivision No. 1-07, attached as Exhibit "A" to this Resolution, and to all of the conditions of approval of that Tentative Subdivision Map.
4. All building plans for new residential development must be reviewed by the Planning Department. Construction of two houses with substantially identical exterior appearance within sight of each other shall not be allowed and setbacks for residential shall be staggered.
5. The proposed Tentative Subdivision Map No. 1-07 shall be subject to the following conditions:

A. Lot Line Adjustment:

Prior to recordation of the Phase 1 final map, complete a lot line adjustment along the northerly subdivision boundary to effect the dedication requirements of the Biggs West Gridley Water District.

B. Taxes:

- 1) Segregate any assessments against the properties.
- 2) Pay any delinquent taxes and/or assessments against the properties.

C. Fees:

- 1) **Provide notice by a statement on the Final Map or by a separate instrument to be recorded concurrently with or prior to the Final Map, the requirement for payment of development impact fees at the time a building permit is issued for development of each lot.**
- 2) **Provide notice by a statement on the Final Map or by a separate instrument to be recorded concurrently with or prior to the Final Map, the requirement for payment of school impact fees, as levied by the**

school districts in accordance with State legislation.

- 3) **Provide notice by a statement on the Final Map or by a separate instrument to be recorded concurrently with or prior to the Final Map**, the requirement that if the stormwater detention facilities constructed for this project for purposes of compliance with Section F (1) of this Resolution are such that those facilities could be abandoned if and when equivalent detention facilities are provided on another site, then payment of drainage fees levied in accordance with Gridley Municipal Code Chapter 13.20, must be paid to the City at the time a building permit is issued for development of each lot.

D. Convevances and Easements:

- 1) Dedicate and improve Palm Lane from the northerly subdivision boundary to Sycamore Street. Improvements of the right-of-way shall be to the satisfaction of the City Engineer and shall include 18-feet of paving (3-inches of asphalt concrete on 8-inches of aggregate base) with a 4-foot wide aggregate base shoulder west of street centerline and 18-feet of paving (3-inches of asphalt concrete on 8-inches of aggregate base) with a 4-foot wide aggregate base shoulder east of street centerline.
- 2) Acquire the dedication of an 80-foot wide easement for street and public service purposes from Biggs West Gridley Water District to the City of Gridley for Palm Lane.
- 3) Acquire the dedication of an 80-foot wide easement for street and public service purposes from Biggs West Gridley Water District to the City of Gridley for Jared Drive.
- 4) Acquire the dedication of Lot "A" (detention basin) from the property owner of Assessor's Parcel Number 010-270-119 in fee title interest to the City of Gridley.
- 5) Dedicate Lot "B" (sewer lift station) in fee title interest to the City of Gridley.
- 6) Dedicate and improve the 60-foot wide local residential street right-of-ways for all internal streets to the satisfaction of the City Engineer.
- 7) Dedicate a 10-foot wide public services easement adjacent to all public right-of-way frontages.

E. Design:

The design of the subdivision, as submitted, is consistent with the development standards of the City of Gridley. The property shall be subdivided in substantial compliance with the approved map. Any changes prior to recordation of the map shall require the map be reviewed and adopted by the City Council.

F. Storm Drain Facilities:

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

City of Gridley and by the Engineer for Reclamation District No. 833, prior to recordation of the Phase 1 Final Map.

- 2) Plans submitted to Reclamation District No. 833 for review must include a fee to be established by the District as reimbursement for review-related costs.
- 3) Prior to approval of the Phase 1 Final Map, all of the following requirements shall be completed:
 - a) A registered engineer shall prepare and submit the following information to Gridley Department of Public Works for review and approval:
 - i) Calculations identifying the estimated rate of peak stormwater runoff from the gross area of the undivided site and abutting streets - as they exist at the time of approval of the tentative subdivision map - during a one hundred (100) year [1% probability] design storm event. The calculations shall be prepared in a manner consistent with the Gridley Public Works Construction Standards, and with standard engineering practice.
 - ii) Construction details, plans and profiles, typical sections, specifications, and maintenance plans for any proposed stormwater detention facilities to be constructed to serve the parcels created by this subdivision.
 - b) A funding mechanism shall be established to provide for the on-going maintenance costs associated with approved stormwater detention facilities constructed pursuant to condition number "1" above. The funding mechanism shall be approved by the City of Gridley.
- 4) Dedication of the area for the detention facilities shall be made to the City of Gridley as a condition of recordation of the Phase 1 Final Map.
- 5) The design of surface detention facilities shall be in accordance the Gridley Public Works Construction Standards and shall include, but not be limited to, installation of 6-foot high perimeter chain link security fence to control access and be designed to minimize use of the facility by mosquitoes for breeding by incorporating some or all of the features recommended by the Butte County Mosquito and Vector Control District.
- 6) Construct standard drainage improvements along all streets within and adjacent to the site to the satisfaction of the City Engineer prior to issuance of the first Certificate of Occupancy for structures within the project.

All drainage improvements shall be constructed in conformance with the Gridley Public Works Construction Standards, the City of Gridley Master Drainage Plan, and the details shown on approved construction plans. The developer shall have a registered engineer prepare and submit construction details, plans and profiles, typical sections, specifications, and cost estimates to the Department of Public Works for review and approval prior to the recordation of the Final Map.
- 7) The Biggs West Gridley Water District facilities within the limits of the Palm Lane and Jared Drive roadway crossings shall be reinforced concrete pipe or box culvert and subject to the approval of the City Engineer.

G. Streets:

- 1) All new subdivision streets shall be constructed in accordance with standard street and frontage improvements to the satisfaction of the City Engineer. Should the project be built in phases, the City Engineer shall review and approve each phase prior to the beginning of construction to provide adequate access for emergency vehicles, and adequate access to protect the public safety.

The required structural sections for the streets may vary from that shown on the tentative subdivision map depending upon the soils report. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a registered engineer to the Department of Public Works for review and approval prior to start of any work.

- 2) Street names shall be approved by the Butte County street name coordinator.
- 3) Install street name signs, traffic control signs, pavement markings and barricades in conformance with the Gridley Public Works Construction Standards.
- 4) Access to the Gridley Unit 1 project site during construction of the subdivision improvements and construction of homes shall be limited to the use of Palm Lane. A temporary sign shall be installed at the intersection of Sycamore Street and Jay Drive prohibiting use of Jay Drive by construction traffic and directing construction traffic west to the intersection of Sycamore Street and Palm Lane. A temporary sign shall be installed at the intersection of Sycamore Street and Palm Lane indicating approved use of Palm Lane by Gridley Unit 1 construction traffic.

Prior to the start of construction, the Developer shall submit the proposed temporary sign wording and proposed sign locations to the Community Development Director for review and approval.”

H. Sanitation Facilities:

- 1) All homes on the new lots created by this subdivision shall be connected to the City sanitary sewer system prior to issuance of a Certificate of Occupancy.
- 2) All sanitation facilities shall be constructed in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a registered engineer to the Department of Public Works for review and approval prior to start of any work.

I. Water Facilities:

- 1) All homes on the new lots created by this subdivision shall be connected to the municipal water system.
- 2) All water facilities shall be constructed in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a

registered engineer to the Department of Public Works for review and approval prior to start of any work.

- 3) A 10-inch diameter water main shall be installed in Palm Lane within the subdivision and from the northerly subdivision boundary to Sycamore Street. A 10-inch diameter water main shall be installed and connected to the existing 10-inch diameter water main in Sycamore Street.

J. Fire Protection:

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

K. Electric Facilities:

- 1) All homes on the new lots created by this subdivision shall be connected to the municipal electric system.
- 2) All transformers shall be pad mounted above ground.
- 3) Street lights shall be installed in the locations designated and to the satisfaction of the City Engineer. The street lights shall be City-owned and shall be installed in accordance with City standards.
- 4) All electric facilities shall be constructed in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a registered engineer to the Department of Public Works for review and approval prior to start of any work.

L. Other Public Facilities:

- 1) Telephone, cable television, and gas service shall be provided to all parcels in accordance with the Gridley Public Works Construction Standards, the Gridley Municipal Code, and the requirements of the agencies providing these services.
- 2) If any existing utilities must be relocated as a result of this subdivision, the agencies that own the facilities may require the developer to pay the cost of such relocations.

M. Lot Grading:

- 1) Prior to approval of a Final Map and improvement plans, a registered engineer or geologist shall prepare a soils report or geotechnical report. The report shall be prepared in a manner consistent with standard engineering practices and shall be reviewed for acceptability by the City Engineer.
- 2) The lots shall be graded in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit grading details, plans and specifications prepared by a registered engineer to the Department of Public Works for review and approval prior to the start of any work.

- 3) Prior to grading and site work, a Construction Activity Storm Water Permit must be obtained from the Regional Water Quality Control Board.

N. Other Requirements:

- 1) The Applicant shall hold harmless the City, its Council Members, its City Council, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to the plaintiff in an action challenging the validity of this tentative subdivision map or any environmental or other documentation related to approval of this tentative subdivision map.
- 2) Construction practices shall conform to the standards adopted by the Butte County Air Quality Management District, which requires that 1) fugitive dust emissions related to construction of public improvements for the subdivision be controlled at all times, 2) all clearing, grading, earth moving or excavation activities must cease during periods of wind exceeding 15 miles per hour averaged over one hour, and 3) large off-road diesel equipment used for grading at the site must be maintained in good operating conditions.
- 3) **Provide notice by a statement on the Final Map or by a separate instrument to be recorded concurrently with or prior to the Final Map** that, in order to minimize adverse impacts on air quality, all wood burning devices constructed or installed on lots shall be EPA Phase II certified, low No_x water heaters must be installed, and a minimum 20 amp electrical outlet must be installed on the outside wall of the front and back of all new homes.
- 4) **Provide notice by a statement on the Final Map or by a separate instrument to be recorded concurrently with or prior to the Final Map** that agricultural uses, including the keeping of animals may occur on surrounding properties and that such agricultural uses are permitted by the zoning of those properties and will not be abated unless the zoning changes.
- 5) Prior to residential occupancy of any dwelling unit, a 6-foot high fence shall be installed around the subdivision boundary to discourage trespassing onto adjacent agricultural land and to eliminate access to the existing Reclamation District No. 833 open ditch and the storm water detention facilities.

I HEREBY CERTIFY that the foregoing resolution was duly introduced and passed at a regular meeting of the City of Gridley City Council held on the 2nd day of February, 2009, by the following vote:

AYES:	COUNCILMEMBERS	Stiles, Garner, Boeger, Johnson, Fichter
NOES:	COUNCILMEMBERS	None

ABSTAIN: COUNCILMEMBERS None

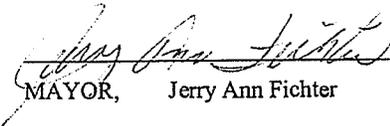
ABSENT: COUNCILMEMBERS None

ATTEST:

APPROVE:

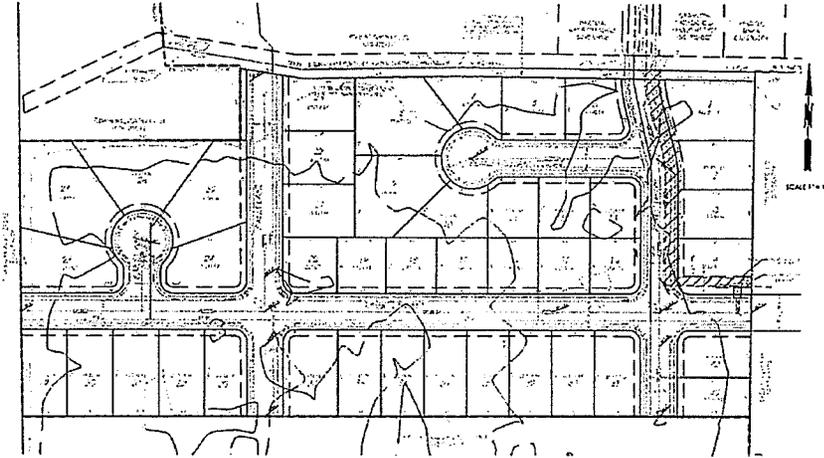


CITY CLERK, Rob Hickey

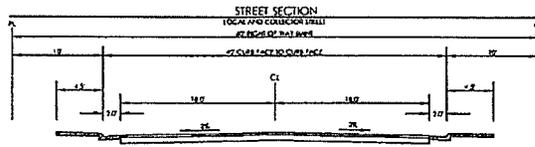


MAYOR, Jerry Ann Fichter

EXHIBIT "B"



LEGEND			
TRF	- TYPICAL	☉	- PROPOSED STREET LIGHT
APN	- ASSOCIATE PAPER NUMBER	—	- EXISTING POWERLINE
ER	- EASEMENT	—	- EXISTING PROPERTY LINE
PRP	- PROPOSED	—	- PROPOSED BATTERY LINE
PL	- PROPERTY LINE	—	- PROPOSED SEWER MANHOLE
ROW	- RIGHT OF WAY	—	- PROPOSED STORM DRAIN MANHOLE
W	- WATER	—	- PROPOSED DRAINAGE INLET
IS	- SANITARY SEWER	—	- PROPOSED WATER VALVE
SD	- STORM DRAIN	—	- PROPOSED WATER SERVICE
EM	- EASEMENT	—	- EXISTING CONTOUR
PR	- PUBLIC UTILITY EASEMENT	—	- CITY LOT
		—	- EXISTING ROAD
		—	- EXISTING PROPERTY LINE
		—	- CENTERLINE
		—	- PROPOSED ICE LINE
		—	- PROPOSED WATERLINE
		—	- PROPOSED SANITARY SEWER
		—	- PROPOSED STORM DRAIN
		—	- EXISTING CONTOUR
		—	- CITY LOT



MINIMUM STRUCTURAL SECTION
 1000 MIN.
 2" ASPHALT CONCRETE (75% & 2 1/2" HMA, 10% SAND)
 4" CLASS 2 AGGREGATE BASE (2 1/2" HMA, 10% SAND)

TENTATIVE SUBDIVISION MAP
 GRIDLEY UNIT 1
 COUNTY OF BUTTE, CALIFORNIA
 SUBMITTAL NUMBER 18, 3028
 14.4-ACRE TENTATIVE SUBDIVISION MAP
 BEING A PORTION OF SECTION 2
 1, 17N., 8 2E., M.D.S. & M.

PREPARED BY:
 CALIFORNIA ENGINEERING COMPANY, INC.
 1110 CIVIC CENTER BOULEVARD, SUITE 404, TUBA CITY, CALIFORNIA 95973
 JOB 41-05-246 SHEET 2 OF 2



CITY OF GRIDLEY

TO: Planning Commission
FROM: Donna Decker, Planning Department
MEETING DATE: October 11, 2016
SUBJECT: City of Gridley Sustainable Communities Grant 3012-562

SUMMARY:

The City of Gridley received a grant from the California Department of Conservation, Sustainable Growth Council, 2011 Sustainable Communities Planning Grant. The purpose of the grant consists of three tasks: Development of a Greenhouse Gas Reduction Plan, Development Code and Public Works Construction Standards Update and, Develop Infill Development Guidelines.

DISCUSSION:

The Infill Design Guidelines are an integral part of the implementation of the General Plan by establishing design guidelines for properties that will eventually be developed in mature neighborhoods and commercial areas. The guidelines are to be reviewed by the Planning Commission and forwarded to the City Council with a recommendation.

PUBLIC NOTICE

A notice was advertised 10 days in advance of this meeting, posted at City Hall on October 7, 2016, and made available at the Administration public counter, and placed on the City website for review. At the time this report was prepared no comments had been received.

ENVIRONMENTAL REVIEW

No CEQA review is required at this time as this is not a project.

CONCLUSION

The Planning Commission has the opportunity to review the Infill Development Guidelines.

RECOMMENDATION

Staff recommends the Planning Commission review and provide their comment.

ATTACHMENTS:

1. City of Gridley Infill Design Guidelines

City of Gridley Infill Design Guidelines



ACKNOWLEDGEMENTS

CITY COUNCIL

Frank Hall, Mayor
Bruce Johnson, Vice-Mayor
Owen Stiles
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December, 2016

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CHAPTER 1 INTRODUCTION



This chapter introduces Infill Design Guidelines, including the opportunities and benefits of infill development as a strategy to enhance the quality of life and community character in Gridley.

1.1 INFILL DEVELOPMENT

Infill Development comprises a broad array of development consisting of residential, non-residential, new construction, reuse and/or rehabilitation of existing structures occurring on sites scattered throughout the city's developed area. Infill can be either a small scale or a large scale project depending upon the land area available for development¹.

Benefits of infill development include:

- Ability to use sites that have existing infrastructure available;
- Sites close to existing services;
- Transit ridership opportunity;
- Close to commercial services;
- Near to public spaces
- Abuts existing development providing variation in design elements
- Multi-modal opportunity for walking, bicycling, and transit use.

Infill development capitalizes on existing infrastructure and services in the community, minimizing the need for constructing new infrastructure to serve development and allowing finite city resources to be steered to other priorities. Infill growth also allows the community to use public services (schools, libraries, and emergency services [fire, police]) more efficiently, as generally, these services are already present in the community and do not require new facilities to serve infill uses.

Infill Development Design Guidelines implement the City's General Plan vision to grow within its urban service boundaries; prevent the premature conversion of agricultural and open space lands; and efficiently use limited resources to enhance the overall quality of life in the Gridley community. Infill development has been identified in the General Plan as a key growth strategy to maximize the use of existing infrastructure, before building on greenfield sites.

1.2 RELATIONSHIP TO THE GENERAL PLAN

The 2030 General Plan promotes infill and more compact development in the City as a growth strategy to use finite resources more wisely, reduce household transportation costs, and promote economic development and job creation.

Some of the goals and policies of the General Plan to optimize land use development are:

- *To achieve orderly, managed urban growth with a compact development pattern with high quality and efficient public infrastructure and services.*
- *To encourage compact development patterns that use land more efficiently and place homes in closer proximity to shopping, services, schools, employment, and other destinations.*
- *New development should minimize the amount of land required to meet parking and circulation needs.*
- *New development proposed in residentially zoned districts will work towards common accessible park, recreation, and open space in exchange for smaller yard areas.*
- *Buildings in new development should be built close to the sidewalk and front property line.*
- *Accommodate a variety and full range of housing types.*
- *Support a mixed use Downtown containing civic, cultural, entertainment, shopping, commercial, professional and residential uses.*

1.3 GROWTH STRATEGY

Infill development supports “restricted” growth strategy and enhances the character and function of existing communities. Growth is supported first within areas having infrastructure to support it, thus slowing greenbelt development into undeveloped outlying areas.

Successful infill development also restores the spatial continuity of the built environment, strengthens existing neighborhoods, introduces compatible uses and buildings that complement the historic context of creating a sense of place.

RESPONDS TO COMMUNITY NEEDS

Infill development best serves communities when it can fulfill unmet community needs. In Gridley, there is demand for more housing for an increasing population which is not satisfied by the current housing market along all economic strata. There is also a great demand for smaller single-family homes on smaller lots for changing households whether they do not need, or do not wish to maintain larger homes on larger lots. A mix of well-designed owner and rental housing, unit sizes, and prices (i.e., market and non-market units) is targeted through the General Plan goals and policies to serve the community needs now and into the future.

IMPROVED IMAGE OF A PLACE

Well designed, high-quality construction injects new energy to established communities. New construction or rehabilitation of existing structures motivate neighbors to update their properties and support improved property values over time, without compromising the unique character of the community.

BETTER MULTI-MODAL ACCESS

Infill developments can improve community access and walkability by replacing vacant or underutilized sites with land uses and destinations that people can walk to, such as retail shops, services, and public facilities. New housing can be designed to integrate into the larger neighborhood context. Often, infill developments are accompanied by public improvements to adjoining sidewalks, trails, or other streetscape features that also improve community access in the neighborhood.

1.4 GRIDLEY COMMUNITY CONTEXT

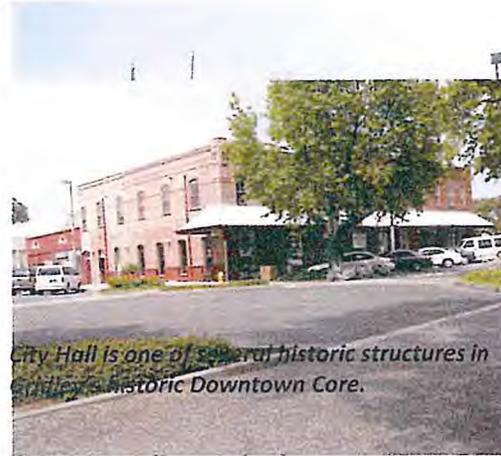
The following provides an overview of the existing characteristics that support and define each of the City’s districts. Figure 1-2 provides a snapshot summary of the existing conditions within each of these character districts.

DOWNTOWN GRIDLEY

Downtown Gridley is approximately one-quarter mile west of Highway 99. The Union Pacific Railroad bisects the Downtown in a north-south direction. This area includes single- and multi-family residences, parks, retail and commercial services, offices, civic, and industrial uses. Gridley’s historic Downtown Core within Downtown includes the six-block area bound by Spruce Street, Virginia Street, Sycamore Street, and Vermont Street. However, there are areas outside the historic core that share similar characteristics, and where expansion of the urban design character in the Downtown Core would be appropriate. This includes areas between RD 833 Lateral E7-A on the north, Jackson Street on the east, the southern boundary of Manuel Vierra Park on the south, and Indiana Street on the west.

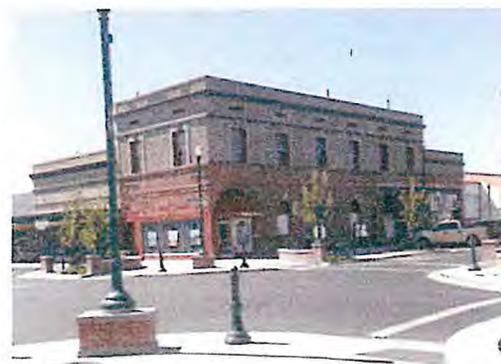
Within the Downtown Core, there is a consistent and small block size of approximately 250 feet by 350 feet that is both walkable and bike-able from existing residential areas. Lot depths and sizes are irregular in the Downtown district, depending on the land use. Alleys in the Downtown Core provide loading and service delivery.

Two-story brick buildings, reminiscent of traditional 19th-century architecture, contribute to the charm and sense of place Downtown. Prominent architectural elements Downtown include covered arcades, false fronts on single-story commercial buildings, and parapets on commercial and mixed-use buildings. Architectural styles range from neo-Renaissance and Baroque styles to European Art Nouveau styles. The rice mill and other agriculture-related buildings in Downtown along the railroad tracks are a reminder of the City’s heritage, as a valley agricultural downtown with streets and buildings laid out next to the railroad main line.

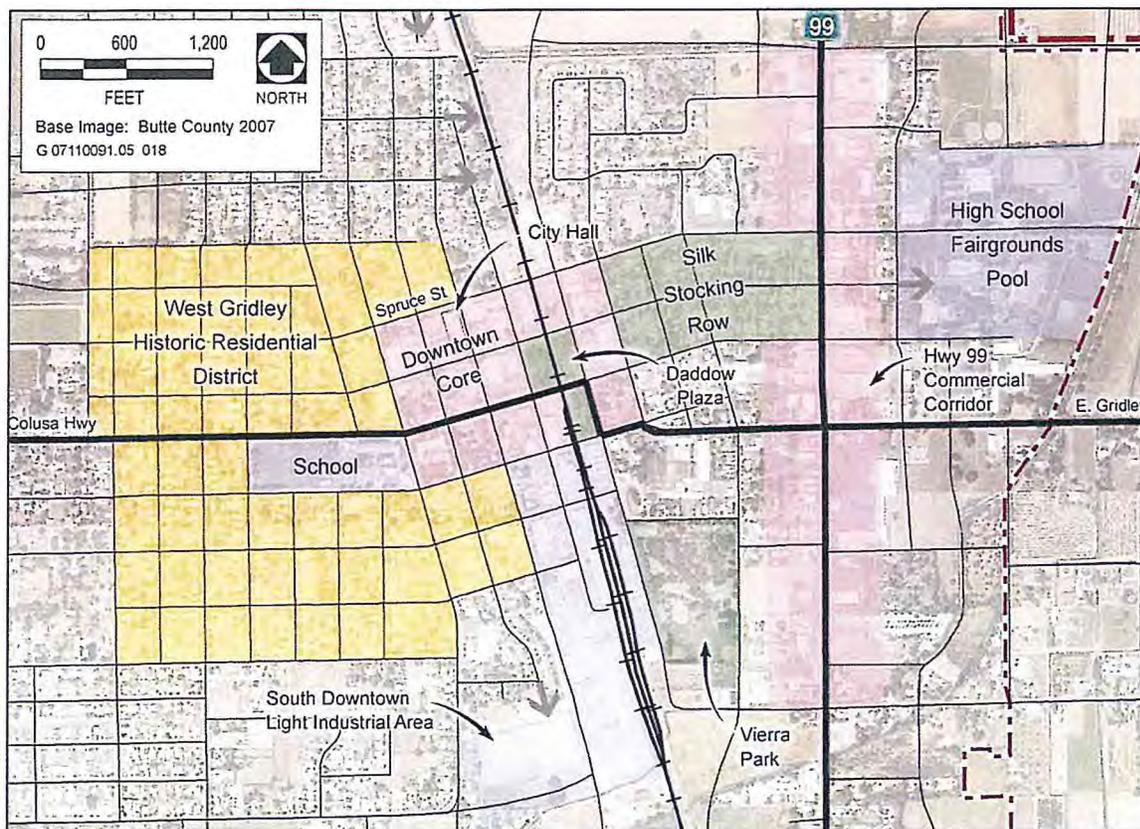


City Hall is one of several historic structures in Gridley's Historic Downtown Core.

Two-story historic brick buildings, exhibiting traditional 19th century architecture, contribute to the sense of place in Downtown Gridley.



Consistent landscape treatment has been used to distinguish Downtown Gridley from the rest of the City. The Downtown Commercial Core has an urban streetscape pattern that consists of buildings built to the edge of the sidewalk, regularly spaced street trees, landscaped bulb-outs at intersections, street furniture, including decorative light fixtures and trash bins, and on-street parking, in parallel and diagonal configurations.



Key areas of Gridley, including the City's historical residential neighborhoods (shown in yellow and green) are denoted in the diagram above.

Figure 1-1: Gridley Community Character Districts

Downtown is the social and cultural heart of Gridley. It serves as a place for the community to meet, gather, and hold special events. Downtown consists of many historic buildings, including locally-owned businesses and agricultural-related structures that line the railroad tracks. Downtown possesses a pedestrian-friendly streetscape, with short walkable blocks consisting of wide sidewalks, tree-lined streets with landscaped and potted planters, and angled on-street parking that contributes to the "small town," rural character of Gridley.

Land Uses

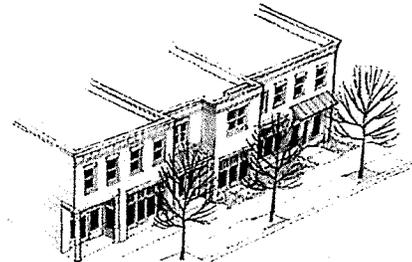
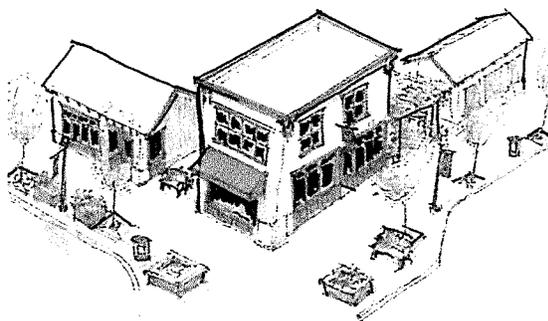
- Commercial retail, office, restaurants, and service uses (i.e., financial institutions, day care centers, personal services)
- Industrial uses and structures
- Civic uses, i.e., City Hall, Fire Station, post office, and a theater
- Parks, schools, and open space

Issues

- Wide roadways and vacant sites in the Downtown commercial core used as parking lots
- Continuation of streetscape improvements needed, south of the commercial core
- Challenging vacant and underused properties, particularly the industrial properties, located adjacent to the railroad tracks

Opportunities

- Enhance the pedestrian quality of the Downtown, with guidelines that support pedestrian-scaled architecture, streetscape improvements, and pedestrian amenities, consistent with the existing character of Downtown.
- Continue urban streetscape improvements in the Downtown Core to provide more on-street parking and bicycle and pedestrian connections.
- Enhance the visibility of Downtown with better gateway signage from Highway 99.
- Promote more vertical mixed-use development, with retail and common spaces on the ground floor and residential and office uses and reuse of older industrial buildings.
- Encourage outdoor dining opportunities.
- Improvements in the Downtown Commercial Core are encouraged to be extended to other areas of the Downtown district



G 0711C091.05 C08

Urban streetscape development examples suitable for the Downtown district.



Landscaping, site furnishings, lighting, and canopies present a pedestrian scale that is comfortable and inviting



Streets in Gridley Downtown Core are characterized with buildings built to the edge of the sidewalk, landscaped bulb-outs, and on-street parking

HISTORIC NEIGHBORHOODS

The Historic Neighborhoods district encompasses the stable residential neighborhood areas, with historic 19th and early 20th century residential architecture, that surround the Downtown. This district is bounded between Bridgeford Avenue and Ford Avenue on the north, Little Avenue on the south, West Biggs-Gridley Road and Randolph Avenue on the west, and Highway 99 on the east. The Historic Neighborhoods district is mostly comprised of single-family homes, as well as



duplexes and multi-family residential dwellings. Corner stores, churches, schools, parks, institutional, and other uses are mixed in with the neighborhood areas.

Architectural styles in this district vary from one- and two-story Victorian styles, as seen in the neighborhoods east of the railroad tracks to rural, agricultural, single story architecture, with small porches and street-facing garages.

Most properties in these neighborhoods have landscaped front yards and some form of fencing (i.e., wooden picket, ranch-style, hedge row, chain link, and etc.). These neighborhoods are landscaped with mature shade trees, turf grass, and flowering plants.

The residential neighborhoods that surround Downtown consist of short, walkable blocks (of approximately 330 feet by 430 feet) and mature street trees. Lot sizes in this district generally average in the range from 5,500 square feet to 7,000 square feet. The presence of sidewalks varies in this district. East of Downtown, sidewalks are provided on both sides of the street. West of the tracks, particularly along the peripheral edges of the district, sidewalks are provided only on one side of the street. On-street parking is generally available on both sides of the street and bike routes are shared with vehicular traffic on neighborhood streets.



The Historic Neighborhoods district consists of a mix of one- and two-story homes in a variety of architectural styles.

The Historic Neighborhoods district includes well-established and largely built-out residential neighborhoods. This area is characterized by a mix of different styles, designs, and housing types; and tree-lined streets with sidewalks and on-street parking.

The oldest neighborhoods in the City are centered on both sides the Downtown Core. Much of this area, including the historic residential neighborhoods, west of the tracks and the Silk Stocking Row, east of the Downtown Core (see figure below), were designed on a street grid with short, walkable blocks and shallow setbacks.



The walkable street grid pattern, diverse architecture, and quaint streets add to the small town charm in Gridley. The pedestrian scale of these neighborhoods should be preserved with improved connections between neighborhoods and public places.

Land Uses

- Variety of single-family, duplex, triplex, and multi-family residential uses
- Corner stores and small businesses
- Schools, churches, parks, and other public-institutional uses

Issues

- Older infrastructure, including sidewalks and roads in need of repair
- Street grid was not maintained in newer development

Opportunities

- Improved connections to Downtown, schools, parks, bike trails, and Highway 99.
- Small-scale businesses, live-work, and mixed-use development, intermixed with residential areas.



Infill example (home on the left) designed to respect the scale and features of adjacent homes in the Historic Neighborhoods district.



Small scale commercial development is encouraged within the City.

HIGHWAY 99 CORRIDOR

Most of Gridley's larger-scale commercial uses and services have located along Highway 99, the main north and south access into the City. In addition to serving as a critical regional and local travel route, the highway frontage presents the first visual impression of the City for travelers coming into the City.

Generally, auto-oriented commercial uses and community serving uses line the Highway 99 corridor. These uses vary from larger auto-sale outlets and hardware stores to smaller grocery and retail stores. Residential and civic land uses adjoin these commercial properties.

While a few blocks, such as those adjacent to Sycamore Street and Spruce Street, have a more pedestrian-scale, most blocks along the corridor are developed with long block lengths that range from 1,000-2,000 feet. Parcels along the Highway are relative deep and average around 225 feet, compared to the depth of residential parcels, which are approximately 100 feet deep.

Development along Highway 99 is mostly one-story, matchbox-style commercial development, generally from the 1960s and 1970s and set back from the highway, with a single or multiple rows of surface parking spaces in front of the buildings; although, more contemporary development can also be found along the corridor. Street trees and landscaping are limited on Highway 99, including no landscape medians and no buffer between the generally narrow sidewalks along the highway and vehicular travel lanes. Wide travel lanes and extensive curb-cuts for convenient business access contribute to the unsafe pedestrian environment along the highway.

The Highway 99 corridor creates the first impression into the City. Infill development on the Highway 99 corridor will enhance it as a gateway into the City.

Land Uses

- Commercial retail and services
- Auto-oriented services
- Civic uses
- Multi-family residential
- Mixed use

Issues

- Lack of landscaping
- Lack of pedestrian connectivity



Larger-scale, community serving commercial development along Highway 99 is designed to cater to traffic along the corridor.



Opportunities

- Use transportation financing to improve the image, multimodal access, and safety of the highway corridor, including street, streetscape, and gateway improvements.
- Design Highway 99 as an active, more pedestrian-friendly area, with trees, high quality architecture, and street furniture.
- Promote high quality development.
- Improve connections between commercial areas and adjacent residential streets.



1.5 INFILL OPPORTUNITIES

The City of Gridley completed a land inventory analysis for properties available and appropriately zoned for residential development including all residential densities. They are also located in areas that are zoned commercial and may present additional opportunity as well (Refer to Figure XX). The infill sites represent an opportunity for exciting new residential and mixed use development supporting Gridley in its future growth. All of the sites inventoried can be served by City services; infrastructure is in place or in close proximity. The zoning designations for the sites include:

Infill development concept for Highway 99
Source: Visitor Development Action Plan, 2007

R-S	Residential Suburban	3 du/ac
R-1	Single Family Residential	4 du/ac
R-2	Duplex Residential	8 du/ac
R-3	Multiple Family Residential	15 du/ac
C-1	Restricted Commercial	#/use permit
C-2	General Commercial	#/use permit
M-1	Light Industrial	#/use permit

1.6 INFILL CHALLENGES

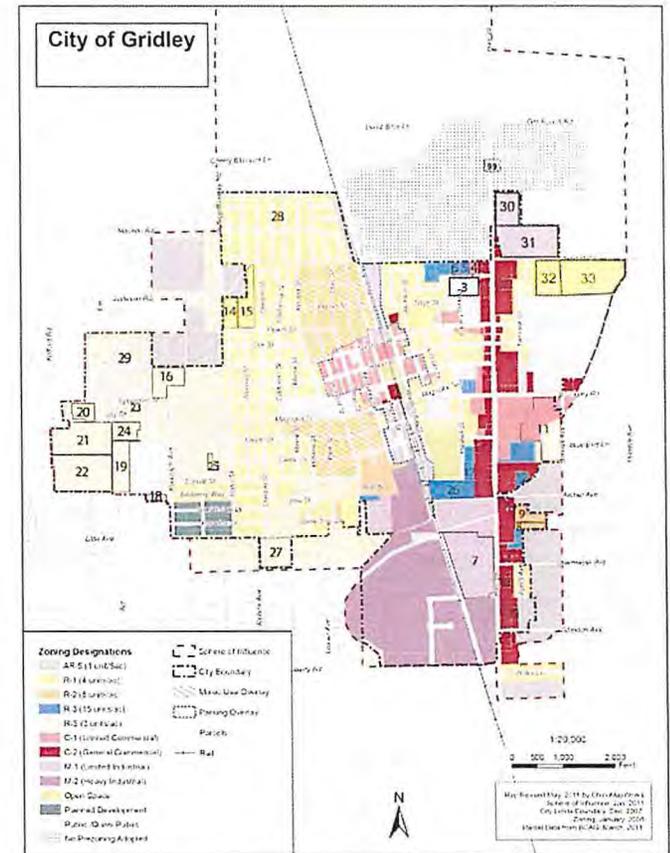
Infill development continues to be successful for communities on all levels; however, there are challenges for communities to overcome. Sometimes these challenges are perception only. There are generally six obstacles for successful infill to occur²:

1. Infill projects may cost more to build than raw land;
2. Policy makers may overlook the cost savings strategy to the public;
3. Community resistance to developing sites that have been vacant and unoccupied with proposals of low quality construction;
4. Developers fear low marketability;
5. Financial barriers from lenders; and,
6. Continued use segregation instead of compatible mixed use development.

Table 1
Sites Available for Residential, Mixed Use, Commercial Infill Development

Site No.	Assessor's Parcel Number	Existing General Plan	Zoning	Allowable Density	Parcel Acreage	Unit Capacity	Existing Use	Location	Income	Infrastructure Capacity	Environmental Constraints
1	010-200-041	C	C-2	8	1.05	8	Vacant	Hwy 99 S. Cherry St.	EL/V/L/L	Yes	No
2	010-240-034	C	C-2	8	1.67	13	Vacant/Business Parking	Hwy 99 x Vista Del Rio	EL/V/L/L	Yes	No
3	010-250-026	P	PQP ¹	15	5	60*	Vacant	Ford Ave	EL/V/L/L	Yes	No
4	010-250-014	C	C-1	6*	1.5	6	Church (0.5 ac to north available)	Ford Ave	EL/V/L/L	Yes	No
5	010-250-030	RHD	R-3	15	1.09	12*	Vacant	Ford Ave	EL/V/L/L	Yes	No
6	010-250-031	RHD	R-3	15	1.09	12*	Vacant	Ford Ave	EL/V/L/L	Yes	No
7	021-240-025	I	M-1**	20	15	300	Vacant	Pln of 23.64ac/Hwy 99	EL/V/L/L	Yes	No
8	024-020-007	RMD	R-2	8	3.35	26	Vacant	Hwy 99 S Morrison Slough	EL/V/L/L	Yes	No
9	024-020-008	RMD	R-2	8	5.43	43	Vacant	Hwy 99 S Morrison Slough	EL/V/L/L	Yes	No
10	024-070-036	C	C-2	12*	1.05	12	Vacant	Hwy 99 S. Obermeyer	EL/V/L/L	Yes	No
11	024-260-044	C	C-2**	10	17.32	150	Vacant	Hwy 99 x Gridley Biggs Rd	EL/V/L/L	Yes	No
12	024-260-079	RHD	R-3*	15	1.98	24	Vacant SFR; not in use	Hwy 99	EL/V/L/L	Yes	No
13	024-270-004	C	C-2	8	1.62	12	Vacant; Ag use-orchard	Hwy 99 N. Sheldon Ave	EL/V/L/L	Yes	No
Total number of unit capacity for moderate and above moderate income housing						678					
Total number of units required per RHNA for extremely low, very low, and low income housing						<457>					
Excess buildable unit capacity						221					

- ¹ Site would need to be rezoned from PQP to R-3
 * Represents realistic capacity at 12 du/ac based on the location of the parcel
 ** Requires a conditional use permit
 *** The deficit for moderate and above moderate income units is met utilizing Units approved or under construction depicting the number of lots available



**Table 1
Sites Available for Residential, Mixed Use, Commercial Infill Development**

Site No.	Assessor's Parcel Number	Existing General Plan	Zoning	Allowable Density	Parcel Acreage	Unit Capacity	Existing Use	Location	Income	Infrastructure Capacity	Environmental Constraints
14	009-260-022,-024,-025	RLD	R-1	4	3.94	15	Vacant	Valley Oaks Ests	M/AM	Yes	No
15	009-260-026,-027,-028,-029	RLD	R-1	4	7.36	29	Vacant	Pecan St	M/AM	Yes	No
16	009-290-066	RVLD	R-S	3	10.2	31	Vacant	Sycamore St	M/AM	Yes	No
17	010-200-043	RHD	R-3	15	1.48	22	Vacant	Haskell St/Quamar Est	M/AM	Yes	No
18	010-270-051	RVLD	R-S	3	1.34	4	Vacant	W of Bayberry St	M/AM	Yes	No
19	010-270-076	RVLD	R-S	3	6.41	25	Vacant	Elder Ests/Laurel St	M/AM	Yes	No
20	010-270-120	RVLD	R-S	3	4.4	13	Vacant	Dusa Ests Dev.	M/AM	Yes	No
21	010-270-121	RVLD	R-S	3	16.63	50	Vacant	Butte Country Homes Unit 1	M/AM	Yes	No
22	010-270-122	RVLD	R-S	3	19.51	70	Vacant	Butte Country Homes Unit 2	M/AM	Yes	No
23	010-290-002	RLD	R-1	3	0.78	3	Vacant	Sycamore St	M/AM	Yes	No
24	010-290-041	RVLD	R-S	3	4.42	13	Vacant	W of Laurel St	M/AM	Yes	No
25	010-310-057	RVLD	R-S	3	1.32	4	Vacant	Laurel x Cedar	M/AM	Yes	No
26	021-110-039	RHD	R-3	15	6	90	Vacant	Btw Haskell x Hwy 99	M/AM	Yes	No
27	021-250-008	RVLD	R-S	3	8.81	28	Vacant	Steffan Ests Dev	M/AM	Yes	No
28	Multiple lots	RLD	R-1	4	n/a	32	Vacant	Heron Landing	M/AM	Yes	No
29	Multiple lots	RLD	R-1	4	n/a	78	Vacant	Eagle Meadows	M/AM	Yes	No
30	025-200-118	I	M-1**	6	9.81	78	Vacant	Hwy 99, east side	M/AM	Yes	No
31	025-260-008	I	M-1**	8	17.54	140	Vacant	Hwy 99 east side	M/AM	Yes	No
32	025-200-053	RLD	R-1	4	7.46	29.84	Vacant/Sport field	Hwy 99 east side	M/AM	Yes	No
33	025-200-054	RLD	R-1	4	18.5	74	Vacant/Sport field	Hwy 99 east side	M/AM	Yes	No
Total number of unit capacity for moderate and above moderate income housing						828					
Total number of units required per RHNA for housing moderate and above moderate housing						<600>					
Excess buildable unit capacity						228					

* Represents realistic capacity at 12 du/ac based on the location of the parcel

** Requires a conditional use permit

*** The deficit for moderate and above moderate income units is met utilizing Units approved or under construction depicting the number of lots available

The property identified in Table 1 are not exhaustive in locating infill development opportunities. These parcels represent lands available to construct housing to meet the General Plan Housing Element requirements.

Additional commercial property exists along the Highway 99 corridor and the Industrial Park.

CHAPTER 2 GOALS & OBJECTIVES



CHAPTER SUMMARY:

This chapter presents the goals and objectives of infill design and the implementation of guidelines.

2.1 OBJECTIVES

The Infill Design Guidelines (Guidelines) are intended to achieve a number of objectives that have been articulated through the needs of the City, Smart Growth Policies, the 2030 General Plan and the development industry.

The objectives provide direction for the implementation of the Guidelines. They are relevant to both the City as a whole and to the neighborhoods in which infill projects occur. It is intended that the application of the Guidelines will contribute to the achievement of these objectives as well as the fundamental goals of pursuing residential, commercial, and mixed use infill. These goals are:

1. To contribute to the existing mature neighborhood that is livable and adaptable.
2. To foster residential infill that contributes to ongoing neighborhood renewal and revitalization.
3. To encourage infill that contributes to the social, economic, and environmental sustainability of mature neighborhoods and to the overall sustainability of the City.

The Residential Infill Guidelines are intended to provide a consistent set of planning and design guidelines that will contribute to the achievement of the goals and objectives detailed.

The City objectives work towards infill being compatible with mature neighborhoods, ensure a timely permit process, support resident's needs to have flexibility in the use and development of their property.

1. To contribute to the creation of livable mature neighborhoods through residential infill by:
 - a. Developing animated and secure streets and open spaces;
 - b. Promoting high quality development, building materials, and design;
 - c. Providing for the inclusion of on-site and off-site amenities;
2. To reduce delays in the review of applications for residential infill due to conflict and a lack of clear policy direction.
3. To strive to secure community support and acceptance for residential intensification in mature neighborhoods:
 - a. By minimizing traffic and parking impacts that may result from intensification;
 - b. By ensuring that infill is compatible in terms of scale and architecture with existing and adjacent development.
4. To make more efficient use of existing infrastructure and community facilities.
5. To contribute to the physical renewal and revitalization of older neighborhoods through:
 - a. New and/or upgraded infrastructure, including storm and sanitary sewer, roads, lanes and sidewalks, boulevard landscaping and lighting;
 - b. Additional amenities such as green space, recreational facilities, and landscaping.
6. To achieve housing forms that contribute in the long term to:
 - a. Increased housing choice in neighborhoods;
 - b. An increased supply of housing for all economic needs.

CITY
OBJECTIVES

Neighborhood objectives include a need to create infill projects that appear as a part of the mature development around it, provide a variety of housing sizes to meet the needs of the community, and to allow a diversity of design that fits within an existing neighborhood. Filling in vacant lots in neighborhoods will also support the success of existing schools.

NEIGHBORHOOD

OBJECTIVES

1. To maintain a balanced mix of housing within each neighborhood and to distribute density amongst mature neighborhoods.
2. To protect the neighborhood stability.
3. To develop safe public streets for children to and from school.
4. To minimize vehicular traffic and parking impacts that may result from intensification.
5. To use infill as an opportunity for the community by:
 - a. To secure improvements to neighborhood infrastructure.
 - b. Improving involvement in infill development process,
 - c. Improving community interaction.
6. To use residential infill as a way of improving levels of service and amenities through:
 - a. Gaining commercial retail services;
 - b. Making improved transit service viable; and,
 - c. Developing additional park and recreation facilities.
7. To provide additional housing opportunities that:
 - a. Allow seniors to “age in place” in their communities;
 - b. Make more homes available for families; and,
 - c. Provide more affordable housing.
8. To retain existing, good housing stock which provides affordable and family housing, or replace it with an equivalent amount of housing which is equally affordable.

The development community—those investing into existing neighborhoods -- have objectives centered around the time required to process application and the costs of development.

DEVELOPMENT COMMUNITY

OBJECTIVES

1. To provide certainty on what infill development will be permitted in order to facilitate the identification of infill opportunities and the approval of planning applications.
2. To recognize the challenges inherent in the development economics of residential infill projects.
3. To provide flexibility in the regulation of residential infill projects to deal with the context within which projects occur by developing infill guidelines that:
 - a. Can be applied universally but will cover a range of situations; and,
 - b. Are performance based guidelines rather than detailed regulations.
4. To recognize that some older neighborhoods are already more intensively zoned and developed.
5. To ensure that any requirements to provide for family housing or other forms of housing reflect the market demand for that housing.
6. That the City provide incentives to the industry to include particular amenities or to build in particular areas (for example, reduce parking requirements to encourage the construction of high rise residential at transit stations).

2.2 INFILL DEVELOPMENT FORM

There are many different forms infill development can take:

Single Family Detached:

- Single Family detached unit fitting into the existing Surrounding area

Second Units:

- Detached single family unit no larger than 1,200 square feet
- Attached unit over a garage
- Attached unit to primary unit

Small Scale Multi-Family Units:

a. Duplex Units:

- Side by side units
- Up and down units

b. Three and Four Plex Units:

- Two story units

c. Row Housing:

- Single story attached
- Two story attached

Mixed Use Units:

- Multiple use areas or structures

Small Lot Subdivision

- Acceptance of existing non-conforming lots
- Ability to subdivide into smaller lots within the City Core area
 - 2,500 sf to 4,000 sf

2.3 DEFINITIONS

There are many different forms infill development can take:

Single Family Detached:

- A home, house, or dwelling unit designed for residential occupancy with one or several rooms connected together constituting separate, independent housekeeping quarters containing independent cooking and sleeping facilities occupied by a family or families who may or may not be related, and may be either an owner(s) or renter(s).

Second Unit:

- A home, house, or dwelling unit that is separate from a primary single family detached home on one lot which includes a maximum of 1,200 square feet and is occupied by a family or families, who may or may not be related, and may be either an owner(s) or renter(s) with provisions for living, sleeping, eating, cooking and sanitation (not including tents or recreational vehicles).
- A second dwelling unit may be attached to the primary dwelling unit but may not be larger than 30% of the habitable floor area of the primary unit.
- A second dwelling unit may be attached to a detached garage or constructed above an existing detached or attached garage.

Small Scale Multi-Family Units:

- Duplex:
Two dwelling units attached together with a common wall or floor each with living, sleeping, eating, cooking and sanitation designed for use by one or more families, related or not, in each dwelling unit.
 - Side by side: a duplex attached together with a vertical wall separating each unit
 - Up and down: a duplex attached together with a horizontal floor or ceiling separating each unit.
- Three and Four Plex Units:
Three or four dwelling units attached vertically or horizontally having single story units or two story units attached and are designed to generally appear similar to a very large home.

- Row housing:
Multiple dwelling units either single or two story units connected at a vertical wall with five or more units each having independent with living, sleeping, eating, cooking and sanitation facilities designed for use by one or more families, related or not, in each dwelling unit.

Mixed Use Units:

- The use of a building, set of buildings or a neighborhood in close proximity on a single or multiple parcels for more than one use providing connectivity to commercial, retail, residential, industrial or open space use utilizing both vertical and horizontal or detachment as separation.

Small Lot Subdivision

- The land division of an existing lot reducing the required minimum lot size, yard setback, parking, and street setback and frontage requirements allowing flexibility in an existing neighborhood allowing smaller homes attached or detached compatible within the neighborhood context providing opportunity for more space efficient compact homes implemented by ordinance.

CHAPTER 3 COMMUNITY CHARACTER



This chapter identifies the design criteria for site planning, streetscape/landscape, multi-modal access, loading and parking, and building design to support the unique needs of the community.



3.1 DESIGN CONSTRUCT

The integration of the best design concepts to support infill development and ensure the harmonious relationship of new development within existing community districts will help facilitate and streamline the implementation process. The design criteria outlined below are organized by compatibility, transportation, streetscape enhancement, infrastructure and parking:

1. **Neighborhood Compatibility.** Infill developments should be integrated into the community. Critical to the successful integration of infill development is compatibility with adjacent buildings and uses, building form, massing, and design and relationship to the street.
2. **Multi-modal Access, Connectivity, and Streetscape Improvements.** A livable community supports a balanced mix of transportation modes (for pedestrians, bicyclists, and automobiles) that contribute to a sense of place and identity in the community. Infill projects should be designed to improve community connectivity by integrating with existing circulation networks, including roadways, sidewalks, and bicycle paths.
3. **Buffers and Screening.** Two major transportation corridors, Highway 99 and the Union Pacific Railroad, bisect the community. New infill sites, particularly those adjacent to these features may require buffers to transportation and related noise.
4. **Infrastructure and Energy Conservation Design.** City services and infrastructure may need to be upgraded which can provide opportunities to integrate energy conserving design features. Landscaping, stormwater management design features, water conservation devices, and parking lot shading help reduce long-term operational costs associated with new development.
5. **Parking Measures.** Infill developments are often rendered infeasible due to parking standards. The infill design guidelines will provide flexible design approaches to off-street parking requirements

3.2 NEIGHBORHOOD COMPATIBILITY

Each district has unique characteristics. Infill development, building renovation and/or repurposing should support the quality of design; the criteria for the design characteristics and vision are described below.

Design Intent

Compatibility with urban development in existing mature neighborhoods in terms of building orientation, land use adjacencies, and harmony with existing architecture, building form, and setbacks can support the successful integration of infill projects into an existing community.

District Identity

- Infill development should be designed to reinforce the community's design vision for each district and contribute to its identity and urban design concepts. This includes the scale, orientation, and setback of buildings and use of architectural styles and treatments.
- Infill development should contribute to improvements in the surrounding community through the provision of open space, interconnected walkways or trails, adjoining other open space or trail networks and the provision of small parks, plazas, or other similar features.
- The preservation, restoration, and renovation of historic buildings are encouraged in Gridley. Property owners should work with the City to identify funding and other incentives that can be used to improve historic buildings in the context of reuse and redevelopment in a way that preserves their integrity.



Site and Land Use Compatibility

- When possible, high-density or medium-density housing types (e.g., apartments, townhomes, clustered multi-family units, lofts, live-work, duplex, and triplex buildings) should be used to help transition development intensity, particularly between the commercial uses on Highway 99 and existing single-family residential neighborhoods.
- Multi-family projects that provide neighborhood transition shall not be walled off from the surrounding neighborhood, but relate to its surroundings with multiple pedestrian and street connections.
- New infill development should be designed to ensure the security and privacy of adjoining properties by:
 - Orienting windows and entrances towards the street or public spaces to ensure "eyes on street" and maintain surveillance of public areas while activating common community spaces;



New infill should be oriented to provide "eyes on the street" (or in the case in the image, on public open space)

- Building frontage in infill development Downtown and along Highway 99 is encouraged with zero-foot or reduced setbacks that allow buildings to be built to the edge of the sidewalk. However, building insets are encouraged to support outdoor activity space and pedestrian amenities, such as seating or outdoor dining areas, corner plazas, or other public spaces.
- Respecting the privacy of neighboring properties by providing appropriate screening between private yards and areas

Building Form and Massing

- Buildings on infill sites should include pedestrian-scaled design features that ensure a pedestrian scale along the street and should be stepped down to respect the scale and height of surrounding development, when greater than the height of adjacent development by two or more stories exist.
- Infill sites within the Historic Residential district should use a similar rhythm of horizontal and vertical architectural features, setbacks, and compatible architectural styles and landscape approaches to existing developments along the street.
- In the Downtown and Historic Residential districts, where traditional design features are emphasized, new or renovated development should use building styles, scale, and massing detail, including similar design ratios for fenestration details (i.e., the placement, height, and width of doors and windows) similar to adjacent or nearby buildings.



To support pedestrian activity, building massing should be stepped down along the street.



New infill in the Historic Residential district should apply a similar development pattern and compatible architectural styles as other existing homes in the neighborhood.

Architectural design and construction materials, (wood, stone, brick, architectural metals, etc.)

should be chosen to ensure resulting buildings are of high quality and compatible to existing building styles and scales in the vicinity of the project site.

- New multi-family housing or residential subdivisions should include diverse unit sizes, floor plans, colors, and building materials. Garages serving these units should be deemphasized along the street, over other home features, such as porches, stoops, entrances, and windows.

3.3 MULTI-MODAL ACCESS, CONNECTIVITY, AND STREETScape DESIGN

Design intent

Infill developments should be designed to help fill gaps in multi-modal access and connectivity, where a nexus exists with the development of infill sites.



with the existing circulation networks and help improve connectivity and access in the community.

Improve Connectivity

- Maximize the potential for access and connectivity between adjacent properties.
- New infill development should be designed to integrate with the existing circulation networks in the community.



The Highway 99 street frontage should be landscaped and designed to enhance pedestrian connectivity along the corridor.

Highway 99 Corridor

- When siting new retail, office or civic buildings, provide pedestrian and bicycle entries to the site from the side streets rather than the primary vehicular street frontage or highway especially when adjacent to residential neighborhoods.

- Street frontage along Highway 99 should be adequately landscaped, shaded with street trees, and designed to enhance pedestrian connectivity along the corridor.
- Limit curb cuts by using shared vehicular access driveways and shared parking lots for two or more adjacent properties, when feasible.
- Adjoining commercial uses should share service areas, when feasible.
- Limit curb-cuts, particularly along Highway 99, and provide secondary entries and exits from side streets, where feasible, to improve the safety and walkability of the corridor from the surrounding residential community. However, this guideline should only apply when secondary access does not negatively impact adjacent neighborhoods. Reduction of curb cuts can also help improve level of service standards, without the need to expand roadways.
- New development adjacent to the envisioned gateways into the Downtown, along Spruce and Hazel Street should be designed with a landscape character that complements the Gridley archway and Downtown entryway signage.

Downtown

- Outdoor plazas, seating areas, and other pedestrian-oriented activities are encouraged along pedestrian paths and sidewalks at key destinations and should be designed to integrate with streetscape improvements and themes in the Downtown Core.
- Street furnishings and signage should be compatible with the historic character and landscape themes and materials, prevalent in the Downtown Core.
- Pedestrian and bicycle safety, convenience, and comfort should be prioritized in the Downtown district.



Outdoor plazas, seating areas, and other outdoor pedestrian features are encouraged along pedestrian paths and sidewalks.



3.4 BUFFERS & SCREENING

Property available for infill development is located throughout the City near transportation corridors such as:

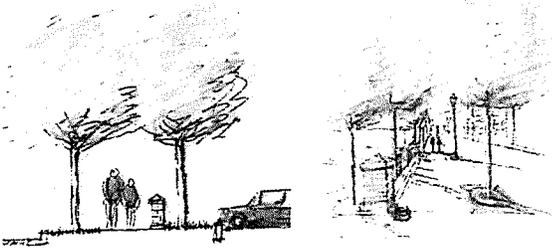
- Near or adjacent to Highway 99;
- Near or adjacent to the Union Pacific Railroad corridor; and,
- Near or adjacent to primary truck routes through the Downtown core area and surrounding historic residential neighborhoods.

Design solutions for addressing transportation noise are needed to ensure new development complies with noise standards as well as supporting an aesthetically pleasing and comfortable environment.

Infill properties adjacent to residential neighborhoods should pay careful attention to methods visual and noise barriers near loading, services, and utility areas.

Transportation Noise Buffer

- Commercial development or mixed-use buildings, placed along Highway 99 or a major arterial street can serve as a buffer to street noise for internal outdoor spaces, such as private residential yards and public courtyards. They may also serve as a development buffer for noise-sensitive receptors, such as homes, hospitals, and senior facilities.
- Within vertical mixed-use buildings, residential units and offices are encouraged to be located on upper floors, to abate some of the traffic noise on the street.



Surface parking should be screened with landscaping and low walls.

Source: Streetscape Design Plan for Highway 99, 2002

While orienting building functions, consider putting the living areas and kitchens fronting higher noise-generating sources, e.g., Highway 99, and the railroad tracks, as a buffer to areas that require quieter functions (e.g. sleeping areas).

Acoustical treatment of building façades and acoustical glazing (through use of thicker glass or increased air space between panes) can be used to reduce interior noise.

Noise transmitted through walls can be reduced by increasing wall mass (using stucco or brick in lieu of wood siding), isolating wall members by the use of double or staggered stud walls, or mounting interior walls on resilient channels. Noise control of exterior doorways can be provided by using solid-core doors and acoustically sealing door perimeters.

- Vegetation can be used to acoustically “soften” the intervening ground between a noise source and a receiver, increasing the ground absorption of the sound. Planting trees and shrubs provides aesthetic and psychological relief, when it comes to separating from noise-generating sources.

Visual Screening

- Infill development should be designed to screen vehicle headlights from parked cars or loading trucks from adjoining properties with landscaping, fencing, or other design features.
- In existing development, surface parking along the highway should be screened with landscaping, wrought iron fencing, and low walls to enhance the character and appearance of Highway 99, to form a street wall along the corridor, over time.
- Where feasible, to screen loading and parking areas use the following strategies:
 - Plant hedges.
 - Provide wood fencing or masonry wall as a backdrop for vegetated cover.
 - Maximize loading area access from side streets or alleys to avoid vehicular conflicts on highway volume roadway, especially on Highway 99.
- Consider use of enclosed loading areas, which can also double as parking spaces during non-loading periods, to maximize site utilization, while screening loading areas from adjacent uses.
- Industrial properties adjacent to any land use, and commercial properties adjacent to residential properties, should provide fencing and landscape treatments, such as large trees or high hedges or rows of shrubs along the edge of the property line to separate and screen activities on-site, such as, parking and loading functions.



Parking, loading, and service areas should be screened, as suggested by the design approaches shown in the above images.



3.5 INFRASTRUCTURE AND ENERGY CONSERVATION DESIGN

Design intent

Infill developments in existing neighborhoods are sometimes challenged by outdated and inadequate infrastructure. This can become an additional financial burden to property owners or developers. More natural drainage solutions to treat stormwater run-off should be integrated into the site and landscape areas of new development, to help reduce the load on storm drainage systems. With upfront planning in targeted infill areas, the City can initiate a demonstration project that sets an example for creative best management practices for managing stormwater run-off.

- Existing mature trees and other significant natural features on-site should be preserved and incorporated into the landscape design, to the extent feasible.
- Planting of native and drought tolerant trees and plants, appropriate to the climate in Gridley are encouraged when these do not conflict with existing landscape development on-site.
- Native, low water use groundcovers and ornamental plants are encouraged as alternatives to the use of turf grass.
- Low Impact Design (LID) techniques, such as filter strips and vegetated swales within parking lots and landscaped areas, are encouraged, when feasible. Drought-tolerant native species, such as spike rush grass works well in infiltration areas.
- Direct roof run-off to bio-retention planters and landscape strips, whenever feasible.
- Disconnect sidewalks from housing with landscaping to support local infiltration on-site and places for shade trees to provide shade to development.



Natural attributes of the landscape should be integrated into the site design.



Example stormwater management treatment features, which have been incorporated in surface parking lots.



Creation of permeable hard surfacing filters water into the ground removing it from storm drainage systems



3.6 PARKING MEASURES

Another common challenge for infill development is reconciling the need for viable development yield with parking requirements, designed for typical suburban large-lot developments, rather than for small infill sites or type of users and may not account for available on-street parking.

Design Guidelines

- Consider the availability of on-street parking spaces to reduce parking required on-site, devoting these area to development, instead.
- Angled on-street parking is encouraged to be extended on wide Downtown streets, to accommodate the parking demands in the district.
- Surface parking Downtown should be provided as shared public parking and located at the periphery of the Downtown

core or adjacent to underutilized property along the railroad tracks. Parking areas should be clearly marked with paint and

signage, to be visible to drivers.

- Surface parking for new development, particularly along Highway 99, should be distributed into smaller parking area, when possible, and/or clustered on-site and located behind buildings along the highway frontage.
- When locating projects adjacent to other land uses, consider employing shared parking to reduce the negative impact of required parking spaces on individual sites.

Promote parking areas for alternatives to single-occupancy vehicles, such as motorcycle and bicycle parking and encouraging carpool parking to accommodate maximum efficiency of the site and reducing the overall footprint of the parking area.

When feasible and the market demand permits, consider accommodating parking in structured parking areas to reduce the surface parking footprint and make the land available for development.

Parking lot should be provided with shade trees to reduce the urban heat island effect during warm summer months.



The example above shows a combination of a public garage and angled on-street parking to serve the parking demand for Downtown.



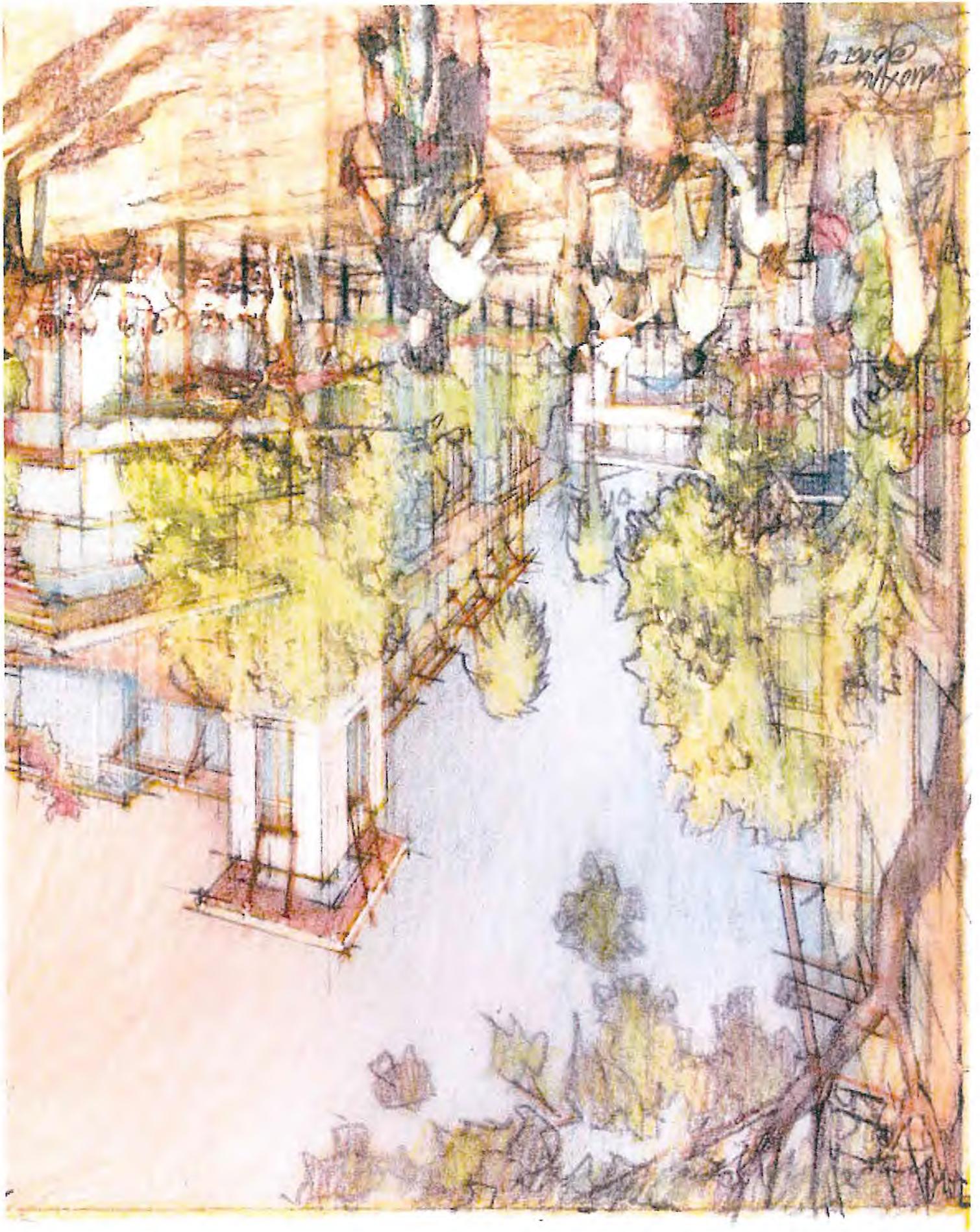
Consider providing motorcycle and bicycle parking, in addition to, and as an alternative to convenient vehicular parking.

CHAPTER 4 DESIGN GUIDELINES



CHAPTER SUMMARY:

This chapter describes the minimum standards for the design of residential, commercial, and mixed use infill development.



4.1 GENERAL INFORMATION

The following design guidelines are intended to define the minimum standards for infill development:

- Single family detached
- Second units
- Small scale multi-family
 - Duplex
 - Three and Four plex units
- Row housing
- Mixed use development
- Small lot subdivision

These guidelines apply to all new development in established neighborhoods on infill parcels. Infill parcels are parcels that have either been bypassed, are vacant, and/or are parcels that are largely surrounded by urban uses.

Overall, design measures should include variations of the building footprints with indentations, projections and offsets. Exterior walls should utilize a variety of materials, colors, fenestration and features such as balconies, bay windows, verandas and entryways and varied roof forms with slopes, ridges and valleys.

When more than one structure is being developed or a mixed use row development and/or reuse of existing structures, repetitive visual exterior treatments will not be supported.

The following guidelines shall be incorporated, to the extent feasible, into each proposed project, unless determined by the City to be inappropriate in the context of the existing surroundings.

While these guidelines are intended to provide some flexibility, all other applicable city policies, ordinances, and regulations shall be complied with.

4.2 PLAN APPLICATION SUBMITTAL INFORMATION

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> • Property lines & easements • APN Number • Utility pole(s)/fire hydrant(s) • North arrow and scale • Proposed building area (include all buildings, delineated by first and second floors) | <ul style="list-style-type: none"> • Legal description • Sidewalk(s) • Setbacks (dimensioned) • Lot area • Proposed lot coverage | <ul style="list-style-type: none"> • Address • Drive approach • Building height • Building materials • Existing and proposed improvements (i.e. paving, curb, gutter & sidewalk dimensioned to the center line of |
|---|---|--|

The following shall also be provided in order to help evaluate the proposed design to existing conditions:

- Color photographs of the subject property and the immediate surrounding area taken from each property line. Each photograph shall be clearly labeled (i.e. location and orientation).
- Itemized list of building materials to be used for the project (i.e. roofing, siding, etc.).

4.3 DESIGN CRITERIA

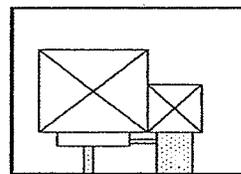
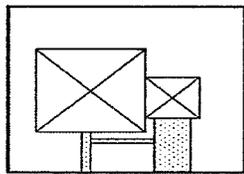
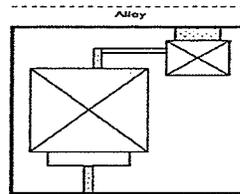
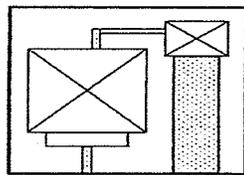
1. Entrances/Front Porches

- a. The main entrance (i.e. front door) shall be visible from the public right-of-way and shall have an easily identified address.
- b. All porches shall be consistent with the style of the proposed home and the neighborhood.
- c. For parcels greater than 25 feet in width, the porch shall have a minimum dimension of eight feet (width) by six feet (depth).
- d. For parcels 25 feet in width or less, no porch is required.
- e. Vertical supports (i.e. posts, columns) shall be architecturally compatible with the building and shall be no less than six inches in dimension/diameter. For craftsman style architecture, the lower four feet of the base shall be no less than 12 square inches.

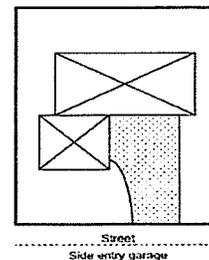
2. Pedestrian and Vehicular Access/Garages

- a. Garages shall not dominate the streetscape.
- b. Should the proposed garage be attached, it shall be recessed a minimum of five feet from main structure. Should a porch be provided the garage shall be recessed a minimum five feet from the vertical support closest to the front property line (see Figure 2).
- c. On a block where there is a prevailing pattern of residences that access their garage via an alley, new homes shall be required to access their garage from the alley unless otherwise approved by the Director (see Figure 2).

- d. Should the garage be accessed via the alley and no driveway approach/driveway is provided from the front yard, a pedestrian walkway shall be provided from the public right-of-way (i.e. street) to the residence. Pedestrian paths shall be delineated by stamped concrete, paving stones, brick, flagstone, or other paving material to clearly demarcate the path. Identify path and material on the plan .
- e. Garages shall be similar to the home in terms of design, materials and color.
- f. The width of the garage doors (should the garage be attached to the residence) when facing the street are as follows:
 - Should a lot be 60 feet or greater in width, the maximum width of the garage door shall not exceed 50 percent of the total width of the structure.
 - For lots less than 50 feet in width, the allowable maximum visible garage door shall not be greater than 20 feet in width, unless otherwise approved by the Director.
- g. On corner parcels, drive approaches shall be placed the furthest distance possible from the intersection.



- h. Side entry garages (i.e. swing, side loading, etc.) and tandem garages (i.e. one behind the other, however no more than two cars may be parked behind one another) are encouraged. Side entry garages shall not be counted towards the garage door widths described above and shall have walls with decorative features facing the public right-of-way



- a. If a carport is proposed it shall be similar to the house in terms of design, materials and color and shall include the following:
 - Roof pitch shall be compatible to home; no or low pitch carports shall be reviewed and approved via an administrative permit.
 - Supports shall be at least six inches in diameter.
3. **Visual Image**
- a. More than one roof gable or hip must be visible from the public right-of- way.
 - b. Roof-mounted mechanical equipment shall be located below the roof ridge line and shall not be visible from the public right-of-way or shall be placed on the ground outside of required side yard setbacks.
 - c. Include color and materials schedule on elevations. A minimum of two colors shall be provided.
 - d. Exterior lighting fixtures shall be complementary to the architectural style of the house and shall be depicted on elevation plans.
 - e. There shall be a minimum of two windows facing the public right-of-way. Credit for up to one of the required windows may be given for decorative windows on doors, garage doors and/or dormers.
 - f. There shall be no “blank” walls. All sides shall contain design features and variation.
 - g. Roof mounted vents shall be painted to match the color of the roof.
 - h. Fascia boards shall be a minimum of two inches by eight inches.
4. **Landscaping**
- a. Landscaping shall be installed in all front yards prior to final occupancy. Depict landscaping, both existing and proposed on site plan.
 - b. A minimum of 25 percent of all front yards (excluding driveways) shall be developed with planter areas other than turf. These areas shall contain shrubs, plants, flowers, ground cover, etc. Depict on the site plan.
 - c. All single family residences must provide a minimum of one medium size trees (30 to 60 feet at maturity and a minimum of 15-gallon). Depict trees, including species, on the plan.
 - d. Should there be an existing park strip, the City shall be contacted for the genus and species of tree to plant. Parkways are required to be maintained by the property

owner. Should the landscaping die the property owner is responsible for the replacement of all vegetation.

- e. All new single family residences shall provide automatic irrigation systems for the front yard. Depict on the site plan *or* separate landscape plan.
- f. All yards shall comply with the water efficient landscape standards in accordance with the Gridley Municipal Code.

5. Fencing

- a. Should a fence be proposed, it shall be constructed of one of the following materials (depict location and material on the plan).
 - Wood
 - Masonry
 - Vinyl
 - Wrought iron
 - Stucco
 - Other materials, as approved by the City
- b. Fence height and location shall comply with the Gridley Municipal Code.
- c. Chain link fences shall not be visible from the public right-of-way.

6. Menu of features (note: each home must incorporate a minimum of five features from the following list)

- a. Vinyl, wood, and/or rock and brick veneer siding
- b. Garage doors with decorative features (including windows)
- c. Side entry (i.e. swing) garages or tandem garages. Under this scenario, the garage door shall be perpendicular with the public right-of-way.
- d. Window types and styles consistent with the neighborhood
- e. Decorative windows - sidelights, fan windows, bay windows, single and double hung windows
- f. Window trim – polyfoam with stucco, shutters, wood and shall not be flush with the pane of the home (minimum of one inch by four inches)
- g. Decorative attic vents
- h. Decorative front doors
- i. Dormers, cornices, etc.
- j. Porches
- k. Decorative columns
- l. A pedestrian walkway from the public right-of-way (i.e. street) to the residence. Pedestrian paths shall be delineated by stamped concrete, paving stones, brick, flagstone, or other paving material (other than a conventional concrete or painted walkway) to clearly demarcate the path and to provide a safe walking area. Identify path material on the plan.
- m. A decorative driveway made of stamped concrete, paving stones, brick, flagstone, or other paving material (other than conventional concrete driveways or painted driveways).
 - a. Rain gutters.



CITY OF GRIDLEY

TO: Planning Commission
FROM: Donna Decker, Planning Department
MEETING DATE: October 11, 2016
SUBJECT: Ord 820-2016 Additional Text for consideration

SUMMARY:

On September 20, 2016 and September 27, 2016 the Planning Commission reviewed a code amendment for chapter 17.40, Accessory Buildings. The Planning Commission recommended the proposed amendments to the City Council for adoption.

On October 3, 2016, the City Council reviewed the proposed amendments supporting the text amendments. During the discussion the City Council began considering whether the City should have a date certain for containers are illegally located on properties must be removed. They requested staff present language to the Planning Commission for their opinion.

DISCUSSION:

The changes to Chapter 17.40 provide location and siting criteria for metal/other storage containers. Some communities, when adopting such requirements, also consider the requirement to have containers that are not situate in accordance with the new code to be removed at the owner's expense, or to ensure the location, screening, and other requirements are met.

PUBLIC NOTICE

A notice was advertised 10 days in advance of this meeting, posted at City Hall on October 7, 2016, and made available at the Administration public counter, and placed on the City website for review. At the time this report was prepared no comments had been received.

ENVIRONMENTAL REVIEW

No CEQA review is required at this time as this is not a project.

CONCLUSION

The Planning Commission has the opportunity to review the proposed language to be added to the amended Chapter 17.40, Accessory Buildings.

RECOMMENDATION

Staff recommends the Planning Commission recommend the City Council adopt the additional language into the proposed Ordinance 820-2016.

ATTACHMENTS:

1. Revised Ordinance No. 820-2016

Chapter 17.40 Accessory Structures

- 17.40.010 Intent
- 17.40.020 Applicability
- 17.40.030 Severability
- 17.40.040 Definitions
- 17.40.050 Connections to main building
- 17.40.060 Location in yard setbacks
- 17.40.070 Locations.
- 17.40.080 Occupancy.
- 17.40.090 Use and Maintenance Standards and Requirements
- 17.40.100 Notification requirements for metal shipping containers
- 17.40.110 Removal of metal shipping containers

17.40.010 Intent

The following provisions to control the construction and use of accessory structures on residential, commercial and industrially zoned properties within the City for the preservation and protection of the aesthetic appearance of the community, property values, and the public health, safety and general welfare.

17.40.020 Applicability

In order to keep the City of Gridley clean, safe, and ensure a healthy environment, the provisions of this chapter shall apply to all property and structures within the city, including nonresidential lands and vacant lots. Where there is a conflict between a general requirement and a specific requirement, the specific requirement shall govern. Where differences occur between this code and other standards, the provisions of the most restrictive shall govern. Repairs, additions or alterations to a structure, or changes of *occupancy*, shall be done in accordance with the procedures and provisions of the currently adopted California codes for all trades as well as zoning code requirements.

17.40.030 Severability

If a section, subsection, sentence, clause or phrase of this code is, for any reason, held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this code.

17.40.040 Definitions

ACCESSORY STRUCTURE means a structure, metal/other container of any size, or building on the same lot and serving a purpose commonly incidental to the principal use, structure, or building.

DETACHED ACCESSORY STRUCTURE The accessory structure has no wall or portion thereof in common with the primary structure.

ATTACHED ACCESSORY STRUCTURE The accessory building has a wall or portion thereof in common with the primary structure.

METAL/OTHER CONTAINER means any container originally constructed to transport or store large quantities of goods by ship, rail, or truck not exceeding the dimensions of up to 8' x 8' x 40'.

17.40.050 Connection to main building.

Private garages, carports and other accessory buildings may be attached to and have a common wall with the main building or, when located as required by this title, may be connected by a breezeway.

(Ord. 491 (part), 1986).

17.40.060 Location in yard setbacks.

No accessory building shall be erected in any required yard setback except it may be located five feet from the rear property line within the rear yard setback area.(Ord. 491 (part), 1986).

17.40.070 Location.

No detached accessory building shall be erected within six feet of any other building with the exception of metal shipping/other containers as noted in "C" below. Ord. 491 (part), 1986).

Metal shipping containers may not be located in any zone except R-S, C-1, C-2, M-1, and M-2 with a conditional use permit in accordance with Chapter 17.54. the location of containers within these districts is further restricted:

- A. Containers shall not be located equal to or in front of the leading edge of the home or business closest to the street frontage;
- B. Container may not be placed within the driveway or parking area next to or in front of structures;
- C. Containers shall not be closer than 20 feet from any wall of a structure on the site.
- D. Containers shall not be placed in a location causing disruption to drainage, swales, or other public work improvements.

17.40.080 Occupancy

Accessory structures whether attached or detached may not be used for habitable space/living quarters (Ord. 491 (part), 1986.)

17.40.090 Use and Maintenance Standards and Requirements

- A. An accessory structure may not be allowed as the principle use in any allowed zone. No accessory structure shall be allowed to be placed on a vacant site without the primary use first established.
- B. All accessory structures of any size shall be maintained and in good condition, free of obvious deterioration, all exterior surfaces areas painted, doors and windows operable and structurally intact. Repairs shall be made and the integrity of the unit/structure shall be maintained.
- C. Metal Containers shall adhere to the following requirements:
- D. Metal containers where allowed shall be screened from view from any public right-of-way or easement. Any unit located closer than 100 feet from a residential use shall be screened from view. Screening shall consist of the use of materials such as fencing or dense landscaping.
- E. Metal container may not be used as animal habitation in any form.
- F. Metal containers shall not be connected to any utilities.
- G. Metal containers shall be painted the same color as the primary structure. Should the unit be defaced with graffiti, it shall be repainted the same color of the unit, or, the entire unit shall be repainted to be a uniform color. No paint patching will be allowed.
- H. Temporary use of metal containers:
- I. The City Administrator for the City of Gridley or his or her designee may issue a temporary conditional use permit to maintain a metal storage container provided such container is utilized for the storage of construction materials and uses incidental to construction and further provided that such structure is actually used for the storage of construction materials to be utilized on the site where the structure is located. If the location proposed is within the City right-of-way or easements, the applicant shall obtain an encroachment permit.
- J. A temporary use permit may be issued for an original term not to exceed one year (and for a single extension not to exceed six months) only if all of the following criteria are met:
 - 1. The storage container/structure is located on the site where construction is to occur, pursuant to a current and validly issued building permit.
 - 2. At the time of application for a permit, the construction site consists of unimproved property (for purposes of this Section "unimproved" shall refer to

property not then improved with buildings or other structures) or previously improved property proposed for redevelopment.

3. The applicant provides all requested information on forms as might be prescribed by the City of Gridley Fire Chief to demonstrate that the requirements for issuance of a permit have been met.
4. The applicant agrees, as a condition of issuance of the permit, to remove the storage container/structure at the earlier of the time the permit expires or construction is complete.
5. An applicant may apply for a temporary conditional use permit for property that has been improved with buildings or other structures to store construction materials for additions or remodel of the existing principal and/or accessory structures. The temporary use permit may be initially granted for a period of 6 months and allow 1 extension for 6 months.
6. For any particular parcel of improved property for which a temporary conditional use permit has been issued, no further permit applications or issuances shall occur for a period of 1 year after issuance of the original permit (by way of example, if a permit is issued pursuant to this Section allowing a storage container on improved property for the storage of construction materials, application may not be made for a new permit, nor shall an additional permit be issued until 1 year have elapsed following the issuance of the original permit. This requirement is intended to limit applications for permits under this Section with respect to improved property and to require applicants to organize their construction projects such that, to the extent storage containers are deemed necessary during construction, such projects occur simultaneously and are not spread out over an extended period of time).

17.40.100 Notification requirements for metal shipping containers

- A. No later than six months from the effective date of this chapter the legal property owner, or the person/s in control of such property, shall submit in writing, to the City, the property's Assessor Parcel Number (APN), the property's legal owner, a "property diagram" illustrating the distances between a container and primary structures, from property lines and conformity to all setback requirements along with definition of successful visual barrier efforts. Any person(s) in control of such property, who is not the property owner, shall notify the legal property owner/s that the requirements of this section and that they must be met.
- B. Failure on the part of the property owner, or the person/s in control of such property, to notify the City within the time frame set forth herein may result in code enforcement action.

17.40.110 Removal of metal shipping containers.

- A. All metal shipping containers shall be removed from all property prior to or upon the sale or transfer of residential property if located in zones containers are not allowed in. Failure of the property owner, or individual in control of a property, to remove all containers from a residentially designated property in conformance to this chapter shall be in violation of the Gridley Municipal Code.

- B. It is the responsibility of the residential property owner, that prior to or upon the sale, transfer, or any change in ownership of residential property where a container(s) are located to remove all metal shipping containers from that residential property. Metal shipping containers not removed in accordance with the provisions of this section at the time of sale or transfer shall be, by the authority of this chapter, in violation of this chapter and be subject to removal at a date determined by the City. If the City is required to remove containers, the City will attempt to recover any costs thereof pursuant to the Gridley Municipal Code.