

Gridley Planning Commission – Regular Meeting Agenda

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

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

Notice of Temporary City Planning Commission Meeting Procedures

This meeting is being held in accordance with the Brown Act as currently in effect under the State Emergency Act, Governor Gavin Newsom’s Emergency Declaration related to COVID-19, and Governor Newsom’s Executive Order N-29-20 issued March 17, 2020 that allows attendance by Planning Commission, City staff and the public to participate and conduct the meeting by teleconference and to participate in the meeting to the same extent as if they were present. Comments from the public on agenda items will be accepted until 2pm on April 21, 2021, via email to jmolinari@gridley.ca.us or via the payment/document drop box at Gridley City Hall and will be conveyed to the Commission for consideration. The Commission appreciate the public’s adaptation and patience during this crisis.

You may attend via teleconference:

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

CALL TO ORDER – Chair

ROLL CALL

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

CONSENT AGENDA

1. Commission minutes dated January 20 and February 17, 2021

PUBLIC HEARINGS

2. **General Plan Amendment GPA 2-20, Pre-zone RZ 2-20, and Tentative Subdivision Map 2-20; Annexation 2-20; Mitigated Negative Declaration 2-20;** Darryl & Sue Bernard, Applicant; Application for a proposed General Plan Amendment, Pre-zone, Tentative Map, Annexation and Mitigated Negative Declaration of approximately 40.0 acres. The applicant proposes to annex the property into the City of Gridley and amend the General Plan land use designation of Residential, Low Density, to General Plan Medium Density

and pre-zoned for Single Family Residential District(R-1). The property is located on the east side of West Biggs Gridley Road, north and contiguous to the Heron Landing Subdivision (022-210-092)

- a. Receive Staff Report
- b. Open Public Hearing
- c. Close Public hearing
- d. Commission Discussion

CITY STAFF AND COMMISSION INFORMATIONAL UPDATES

ADJOURNMENT - to the regular meeting of the Planning Commission dated May 19, 2021.

This agenda was posted on the public bulletin board at City Hall at or before 6:00 p.m. on April 16, 2021. This agenda along with all attachments, if any, is available for public viewing online at www.gridley.ca.us and at the Administration Counter in City Hall, 685 Kentucky Street, Gridley, CA. This is a public meeting, and anyone may address the Planning Commission. Any documents that were provided to the Planning Commission after the Agenda packet was distributed are also available for public review during normal business hours.

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

Gridley Planning Commission – Regular Meeting Minutes

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

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CALL TO ORDER

Chair Espino called the meeting to order at 6:05 pm

ROLL CALL

Planning Commissioners

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

COMMUNITY PARTICIPATION FORUM

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

CONSENT AGENDA

1. December 16, 2020 Commission meeting minutes

Motion to approve the consent agenda by Vice Chair Wolfe, seconded by Commissioner Dewsnup.

ROLL CALL VOTE

Ayes: Espino, Wolfe, Dewsnup, R. Khan

Motion passed, 4-0

PUBLIC HEARINGS

- 2. Site Development Plan Review 1-21(2-17);** AMG & Associates, LLC; Proposed development of approximately 1.98 acres for a 37-unit senior housing development consisting of a single 12,986 square foot structure with a 1,813 square foot shared community area, 44 parking spaces with a density of 18.68 du/ac, and landscaped open space. The General Plan land use designation Residential, High Density 2, and zoned High Density Residential (HDR R-4) located on the east side of Highway 99. (024-260-097)

Donna Decker explained that this project was approved in 2017 however, the conditions of approval stated the application would expire in a year unless a building permit had been obtained. The project has just now obtained funding and they are ready to move forward. The purpose of tonight's item is to re-establish the previous approval with previous conditions modified to allow the project to proceed to the building permit application phase.

The public hearing was opened and there was one question addressing the property to the South and the forum was closed.

Motion to approve item #2 staff recommendations with added condition of approval that access be made to Dollar General by R. Khan, seconded by S. Khan.

ROLL CALL VOTE

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

Motion passed, 5-0

- 3. Conditional Use Permit 1-21;** S & S Construction; Proposed single family home to be constructed on a 0.21-acre (9,147 sf) lot as a model home for The Village at Eagle Meadows. The unit will be developed on the model home site at 1611 Ban Drive. The property is zoned R-S/PD having a General Plan land use designation of Residential Very Low Density. (009-300-061)

Commissioner Dewsnup recused himself from the discussion.

Decker reviewed the staff report explaining the purpose of the application and the reason for the request.

Public comment was made, and letters were received noting the following various concerns: The proposed model home will invite unwanted mass traffic, thieves, and burglars; visitors to the model home will be driving in Eagle Meadows and will create a safety hazard for children who are accustomed to safely playing in the street; the model home will generally endanger the neighborhood.

Steve Stapley of S & S Construction spoke stating he cannot address crime, but traffic and crime related to model homes has not been his experience in the past year or more. There was discussion with S & S Construction regarding the placing of additional security cameras and directional signage to address the concerns expressed by the public.

Donna Decker read the letters received from Holly Sue Mullings, Megan Durant, Phillip Hughes and Joel Waters.

Motion to approve item #3 as recommended by staff with the addition of a 7th condition of approval to include on site surveillance at the onset of construction of the model home made by Vice Chair Wolfe, seconded by Chair Espino

ROLL CALL VOTE

Ayes: S. Khan, Wolfe, Espino

Noes: R. Khan

Motion passed, 3-1

4. **Continued to February 17, 2021** - Consideration of alternatives for a General Plan Amendment GPA 2-20, Pre-zone RZ 2-20, and Tentative Parcel Map 2-20; Annexation 2-20; Mitigated Negative Declaration 2-20

CITY STAFF AND COMMISSION INFORMATIONAL UPDATES

There were no updates.

ADJOURNMENT

With no items for further discussion, the Commission adjourned at 7:46 pm to the next regular meeting of the Planning Commission dated February 17, 2021.

Donna Decker, Planner

Gridley Planning Commission – Regular Meeting Minutes

Wednesday, February 17, 2021; 6:00 pm
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CALL TO ORDER

Chair Espino called the meeting to order at 6:00 pm

ROLL CALL

Planning Commissioners

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

COMMUNITY PARTICIPATION FORUM

Pat Coghlan, 852 Idaho Street, stated that the City Council is considering some type of virtual platform for their meetings and he hopes the Commission will too.

CONSENT AGENDA - None

PUBLIC HEARINGS

1. **Site Development Plan Review 2-21**; Midha Family Trust; Proposed development of approximately 0.42-acre site for a two-story commercial/residential mixed-use project creating approximately 5,000 square feet of medical office space on the first floor, a 644 square foot residential unit on the first floor, and four, two-bedroom apartments consisting of approximately 958 square feet per unit; the site will provide 17 parking spaces. The General Plan land use designation is Commercial and zoned Restricted Commercial (C-1) located on the southeast corner of East Gridley Road and Fairview Drive. (024-260-093)

Conditional Use Permit 1-21; Midha Family Trust; Application for a conditional use permit to allow a mixed-use development with residential use in the Restricted Commercial (C-1) zoning district and to allow the use and calculation of 6 parking spaces on the street to meet the development requirements for a mixed-use project. The General Plan land use designation is Commercial and zoned Restricted Commercial (C-1) located on the southeast corner of East Gridley Road and Fairview Drive. (024-260-093)

Planning Director Donna Decker reviewed the staff report stating the proposed use detailing the residential use, commercial use, parking, and landscaping.

Patrick Coghlan, 852 Idaho, stated he is in favor of the mixed-use concept and asked whether the parking would be reserved or public and whether there is an elevator in the building. There were no other public comments or concerns.

There was discussion among the Commission as to pedestrian safety and traffic speed in the vicinity.

Commissioner R. Khan announced she would be leaving the meeting at 6:55 pm.

After discussion among the Commission, motion to approve item #1 as recommended by staff and to make the Conditional Use Permit findings as required made by Vice Chair Wolfe and seconded by Commissioner S. Khan.

ROLL CALL VOTE

Ayes: S. Khan, Espino, Wolfe, Dewsnap

Motion passed, 4-0

2. **Continued to March 17, 2021** - Consideration of alternatives for a General Plan Amendment GPA 2-20, Pre-zone RZ 2-20, and Tentative Parcel Map 2-20; Annexation 2-20; Mitigated Negative Declaration 2-20

CITY STAFF AND COMMISSION INFORMATIONAL UPDATES

Decker announced that the structure at the southwest corner of Hwy 99 and Ford Avenue was demolished and there is now an empty pad at the site. She also mentioned that the vacant land on the north side of Ford Ave. just off Hwy 99 has a project that has a streamlined review

and CEQA process due to meeting the requirements of AB480 and described the proposed project.

ADJOURNMENT

With no items for further discussion, the Commission adjourned at 7:06 pm to the next regular meeting scheduled for March 17, 2021.

Donna Decker, Planner

DRAFT

Planning Commission Item #2
Staff Report

Date: April 21, 2021
To: Chair and Planning Commissioners
From: Donna Decker, Planning Department

X	Regular
	Special
	Closed
	Emergency

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

Recommendation

City staff respectfully recommends the Planning Commission:

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

Summary

On September 16, 2020, the Planning Commission received the staff report and reviewed the proposed project to annex approximately 40 acres into the City of Gridley. The entitlements the project is requesting are: 1) General Plan Amendment to modify the land uses to create a medium density single family development, 2) Pre-zone the project to reflect the proposed layout, 3) Tentative Subdivision Map to create 202 parcels, and 4) a Mitigated Negative Declaration.

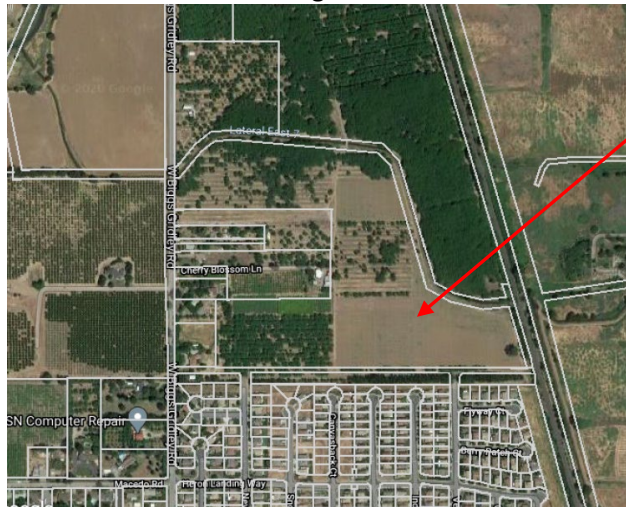
The project was introduced to the Planning Commission and the public. Several individuals were opposed to the project based on traffic going through the Heron Landing development, lack of clear parkland provided other than a detention basin, and pedestrian accessibility within the site outside of the streets and sidewalks. Additionally, comments were made related to the City of Gridley wastewater treatment facility and a belief that it was not capable of providing adequate treatment.

The City has defined the parameters for a traffic analysis blending both the known quantitative analysis previously used in the General Plan and the Climate Action Plan to determine the process to assess the projects impact with the new metric of Vehicle Miles Traveled reductions in accordance with SB 743; therefore, the Initial Study with which to adopt a Mitigated Negative Declaration is not included with this review. Staff will return to the Planning Commission at its next meeting, May 19, 2021 for a recommendation to be made to the City Council.

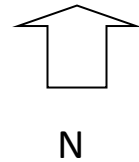
Discussion

Location

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



Subject Site

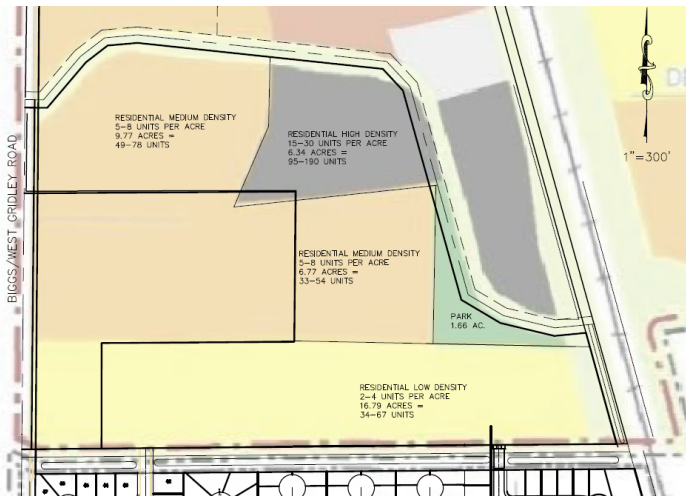


The property is contiguous to the existing City boundary and has been within the Sphere of Influence since before the 2010 General Plan Update. It has been anticipated that this is the next logical area of growth to the City.

Figure 1: Location Map

General Plan:

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



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

- **Park:** 1.66 acres
- **RLD:** 16.8 acres 2-4 du/ac
 - Residential very low density
- **RMD:** 16.5 acres 5-8 du/ac
 - Residential medium density
- **RHD2:** 6.3 acres 15-30 du/ac
 - Residential high density 2
 - 41.3 acres Density 5.3-9.8 du/ac (Park acreage removed for density calculation)

Figure 2: Existing General Plan Land Use Designations

The Planning Commission considered a Tentative Subdivision Map that provided the following layout and General Plan designations:

- RMD: 37.7 acres 5-8 du/ac 188-301 units
- Park: 3.6 acres
 - Density 4.9-8 du/ac (Park acreage removed for density calculation)

The proposed project removes the high-density residential and the residential low density designations from the plan; this removed the multi-family component of the current General Plan.

The density of the existing General Plan shown in Figure 2 above reflects an average of 5.3-9.9 du/ac. This does not include the park area.

The first alternative proposed 212 units resulting in a density of 5.6 du/ac. This is the lowest density of the Residential Medium Density designation.

The alternative being considered proposes 202 units; one unit will be reserved for utility purposes. The density would be 5.3 du/ac. This meets the overall lowest density average for compliance to the General Plan.

Zoning:

The proposed subdivision will be zoned Single-Family Residential District (R-1). The Gridley Municipal Code was amended in 2016 to create the subzoning for the R-1 District in order to legalize all of the lots within the City of Gridley. Legalizing all of the lot sizes in the City removed: 1) restrictions on repair, maintenance and upgrades to properties, and, 2) impact of sales and financing of properties. Additional advantages allow the compliance to the General Plan and future development to allow a mixture of lot sizes that serve the community. The variation of home sizes creates a community that will serve all family types; single individuals, young families, and empty-nesters. The subzoning designations are:

- R-1A 1,700 sf- 3,500 sf
- R-1B 3,501 sf- 5,999 sf
- R-1C 6,000 sf -7,499 sf
- R-1 7,500 sf – 9,999 sf



Figure 3: Alternative 1 - September 2020

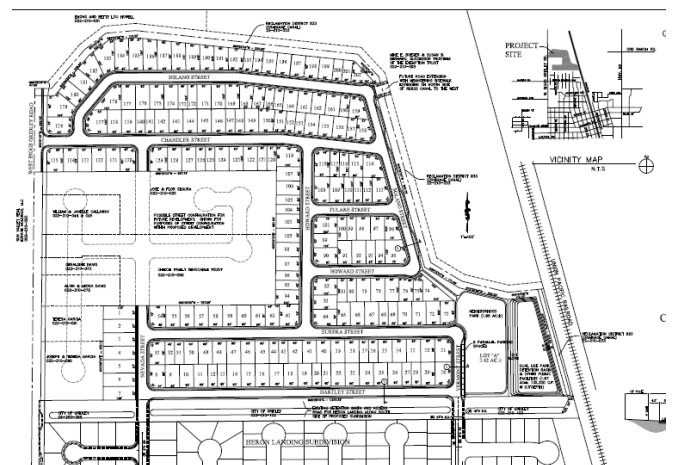


Figure 4: Alternative 2 - April 2021

Differences between the two plans reflect comments heard at the September 16, 2020 Planning Commission. The layout provides:

1. A dedicated area for a neighborhood park in accordance with the General Plan that is independent of the detention basin used for storm water. The detention basin would continue to be available for play such as soccer, football, etc.
2. Separated pedestrian walkway from the park on the east side of the site to the future road connection across the canal.
3. Relocation of the road connection crossing the canal.

The park/detention basin would be owned and maintained by the City. An assessment district will be formed in order to fund the on-going maintenance of the site. The park will be a public park available for use to anyone. To mitigate access and parking to the park, Hartley Street has been designed to be contiguous to the Heron Landing landscape strip providing parking predominantly on the south side of the street. The site plan also provides parallel parking along Vermont Street for public access. Solano Street has also been reconfigured to be adjacent to the Reclamation District Canal along with a pedestrian/bike path from the park to the northeast corner of Solano Street. The canal crossing has also been revised as shown.

The dashed lines shown for potential street layouts on property to the west of the parcel are depicted only to show that if landowners did develop in the future, it is feasible to do so to provide connectivity within the neighborhood.

The concerns expressed related to traffic moving through Heron Landing by residents in Heron Landing are understandable. The policies of the General Plan promote neighborhood connectivity and to have neighborhoods connected for routes into the downtown area and to the Highway 99 corridor. When Heron Landing was constructed, streets were stubbed out to accommodate the future development of this site.

Concerns were also relayed as to only having one other alternate entry into the development from West Biggs Gridley Road. It has been relayed to Planning that prior to developing the plans that have been presented, the owners made an effort to engage in discussions with property owners to the west to provide an additional entry. There was no interest in participating or selling additional lands to meet this consideration.

During the meeting it was brought up that the Wastewater Treatment Facility did not have adequate capacity to serve this subdivision. The City Engineer analyzed the data and determined there had been a miscalculation in the flows. Attached to the staff report, as an exhibit, is the engineering analysis. In summary, it states:

Service Projection

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

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

The system has adequate capacity to serve the proposed subdivision.

Public comment/letters:

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

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

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

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

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

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

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

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

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

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

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

Flyer 2:

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

Response:

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

The Heron Landing Subdivision is provided below to provide access information and how the subdivision was designed specifically to enhance community connectivity. As can be seen, the subdivision has streets stubbed for access to future developments at Nevada Street, both north and south, as well as Vermont Street at the north end serving the subject site. Similarly, Indiana Street, Vermont Street, Ohio Street and Kentucky Street were all stubbed to the north to provide connectivity to future development which became Heron Landing. Heron Landing is a larger subdivision with 292 units on 76 acres resulting in a density of 3.84 du/ac. The lots are much larger ranging from 6,000 sf to 9,500 square feet; however, the setbacks remain the same with 5 feet on each side yard, 20 ft on corner lots and a minimum of 5 ft in the rear yard. The front setback is the same for the proposed project as well requiring 20 feet.



Figure 5: Heron Landing Tentative Map

The details of Heron Landing are provided to the Planning Commission in order to understand that roads were stubbed for future development prior to the Heron Landing annexation just as Heron Landing provided roads stubbed for future development and annexation of lands. There are no differences in the setbacks generally excepting the smaller lots shown on the proposed Tentative Subdivision Map.

The purpose of the review by the Planning Commission is to consider proposed development related to the overall planned development of the City, the annexation of lands to meet housing needs, and consistency to the long-range planning documents [General Plan].

The planning process and public hearing affords the public an opportunity to review and provide comment on a proposal and to allow ample time for the community to respond with comments prior to a recommendation being made by the Planning Commission and forwarded to the City Council. The project will return to the Planning Commission for a recommendation to the City Council May 19, 2021.

Public Notice

A notice was posted in the Gridley Herald 10 days in advance of the Planning Commission meeting, posted at City Hall, made available at the Administration public counter, and placed on the City website for review and mailed to adjacent property owners 300 feet from the property boundary.

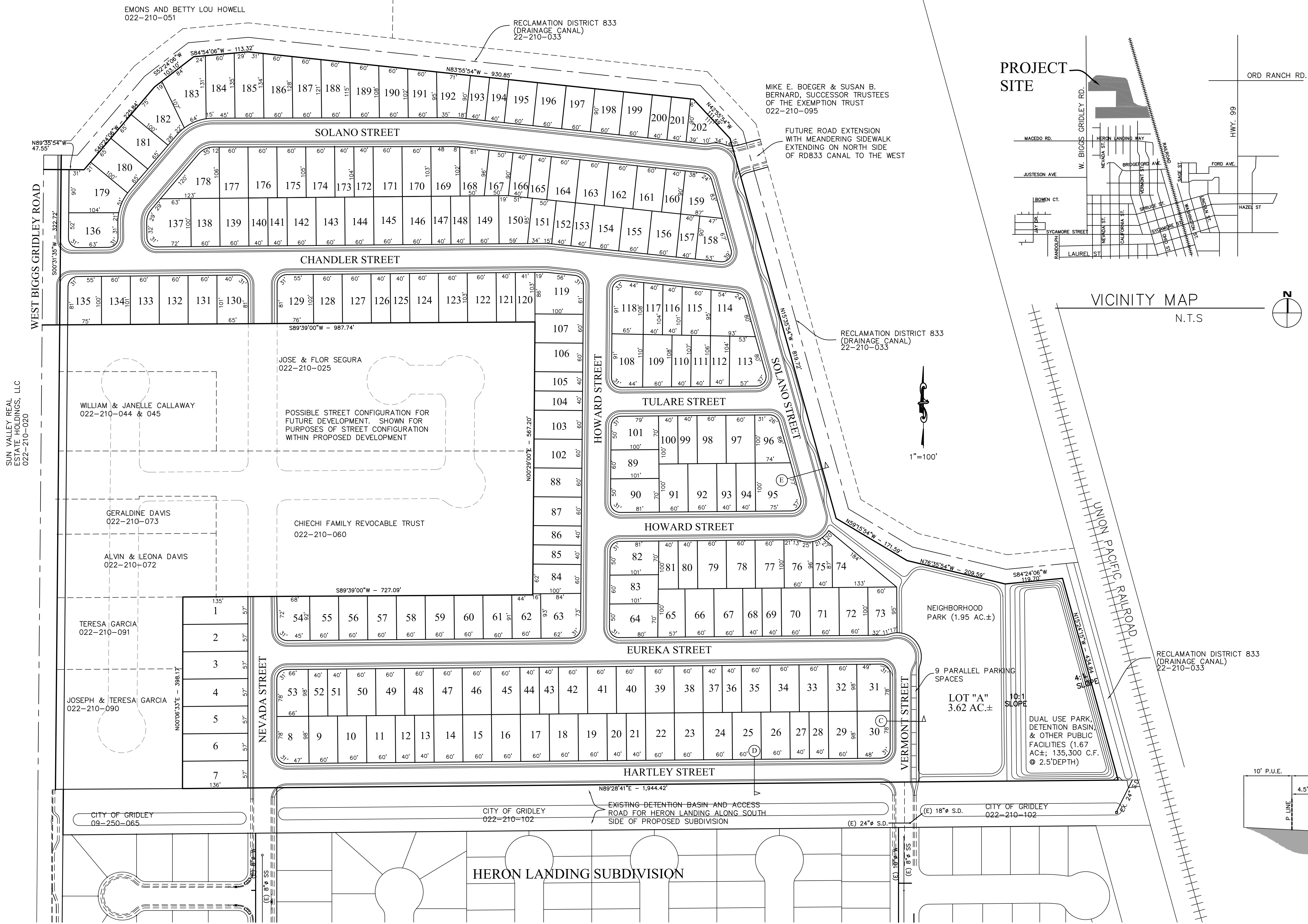
Environmental Review

An Initial Study is being developed and will be available for review at the May, 2020 Planning Commission hearing date.

Attachments –

1. Exhibit A- Tentative Parcel Map, Amended
2. Exhibit B- Wastewater Treatment Plan Capacity Analysis
3. Exhibit C -Public comment and flyers

Exhibit A



GENERAL INFORMATION

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

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

APN: 022-210-092

ACREAGE: 41.92 ± (ASSESSED)

EXISTING USE: AGRICULTURAL

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

EXISTING ZONING: AG-40 (BUTTE COUNTY)

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

WATER/SEWER: CITY OF GRIDLEY

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

FIRE PROTECTION: CITY OF GRIDLEY

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

SCHOOL DISTRICT: GRIDLEY UNIFIED SCHOOL DISTRICT

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

SLOPE: < 0.5% NORTHERLY & EASTERLY

EASEMENTS: EXISTING/PROPOSED AS SHOWN

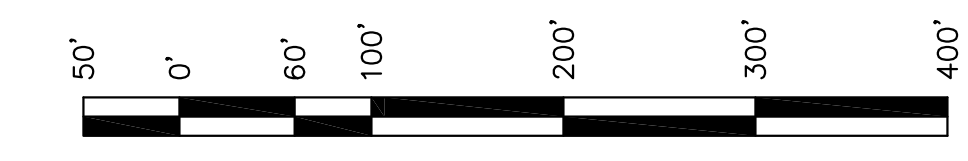
STREET IMPROVEMENTS: AS SHOWN

COMMUNICATIONS: OWNER AND ENGINEER

NOTES:

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

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



CHANDLER PARK SUBDIVISION

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

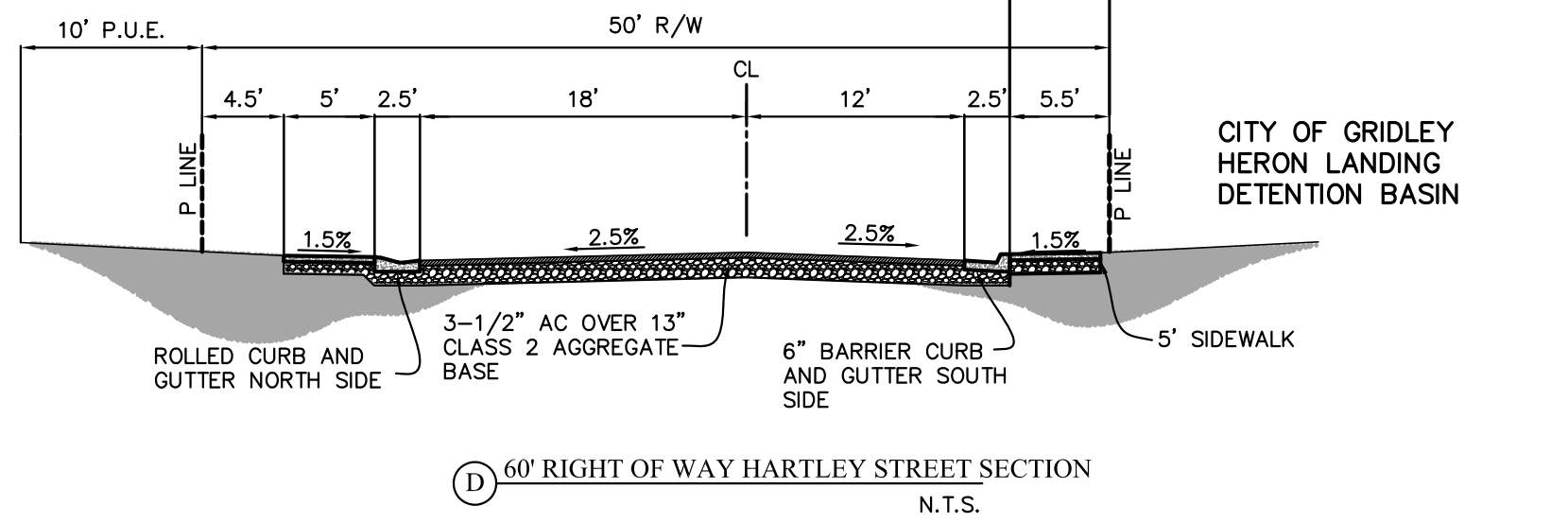
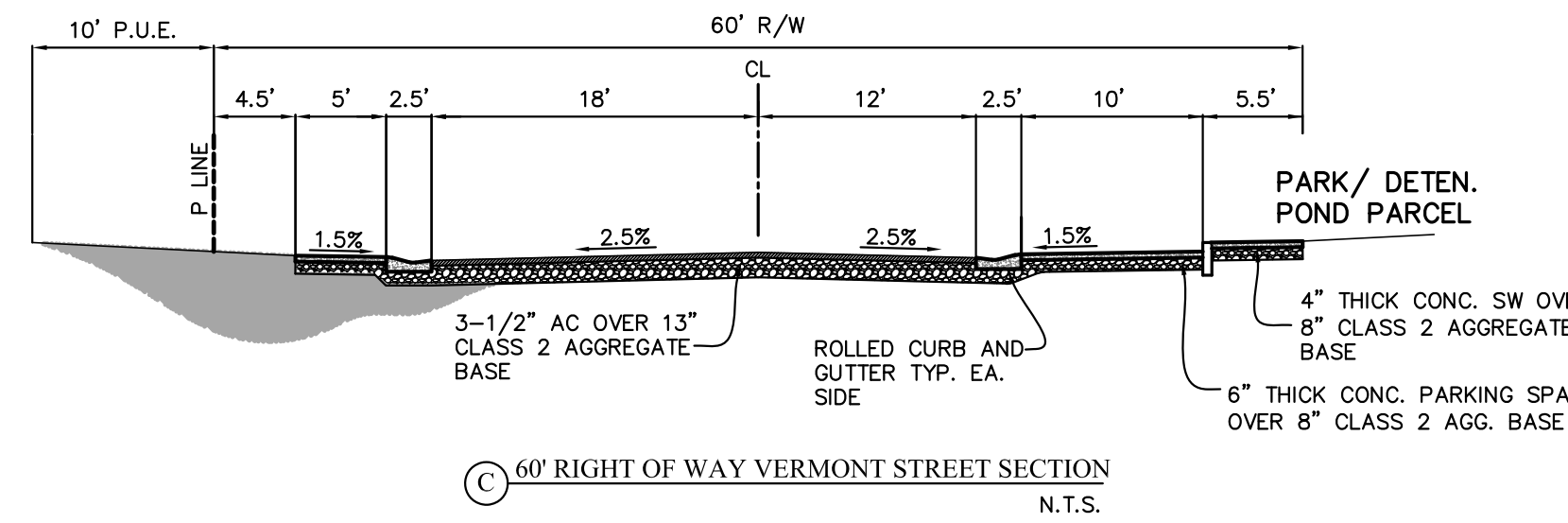
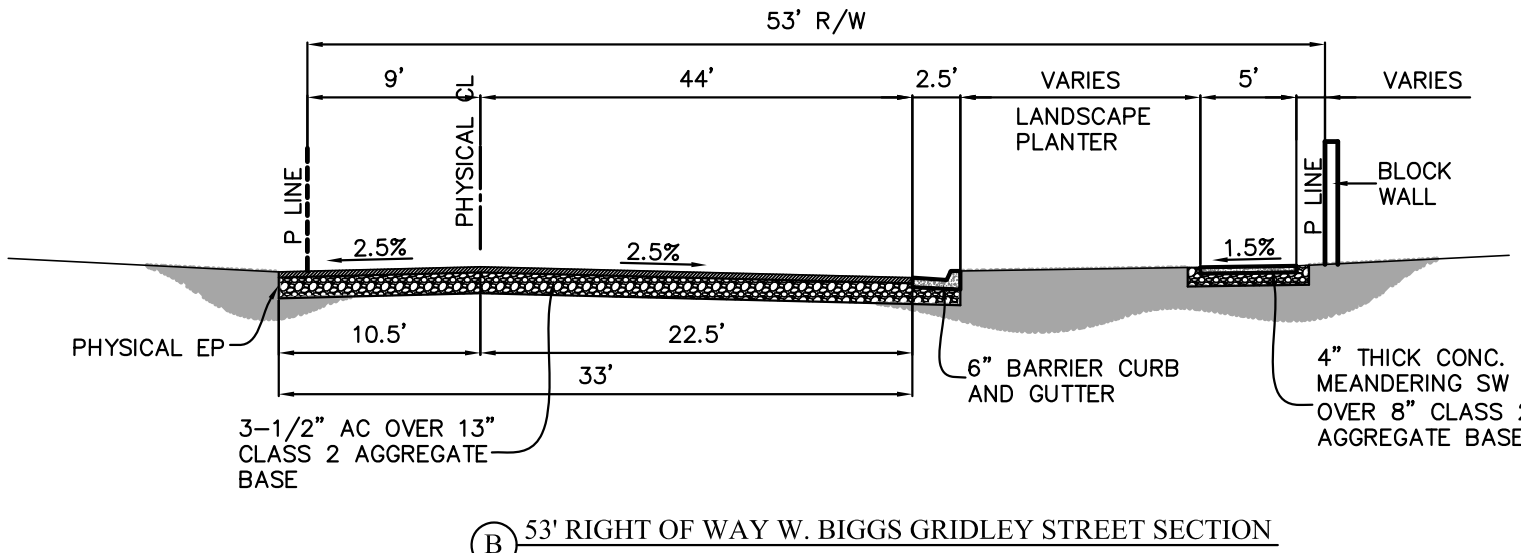
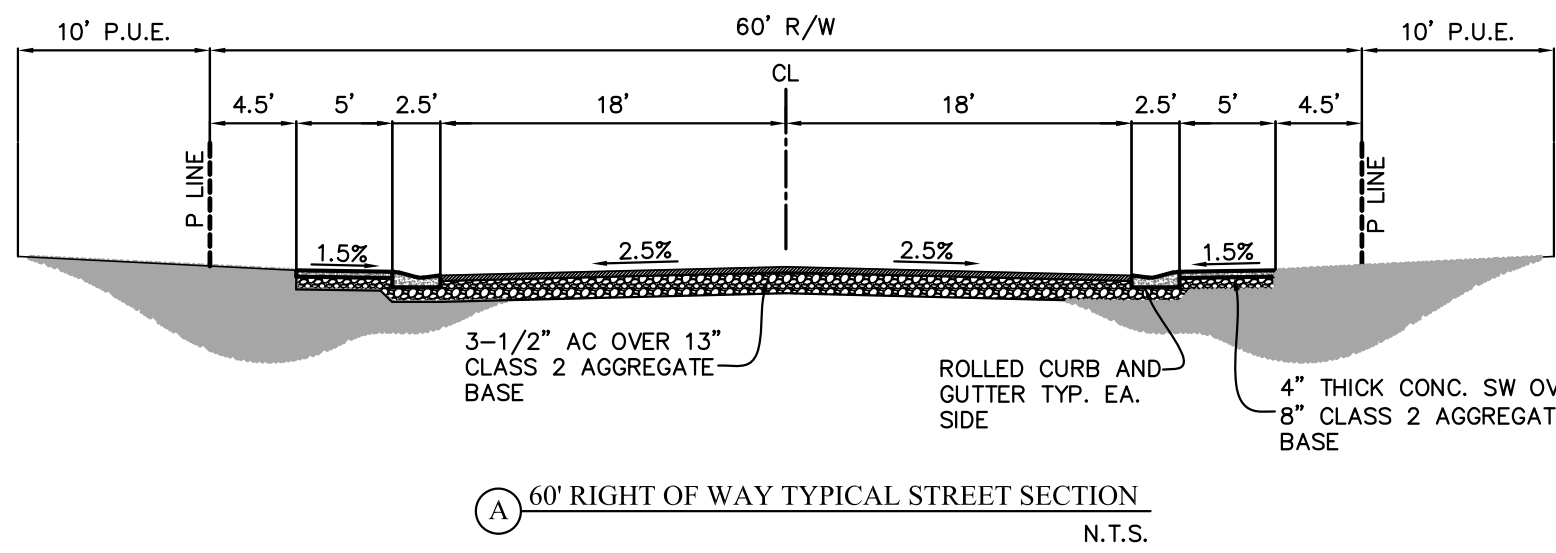
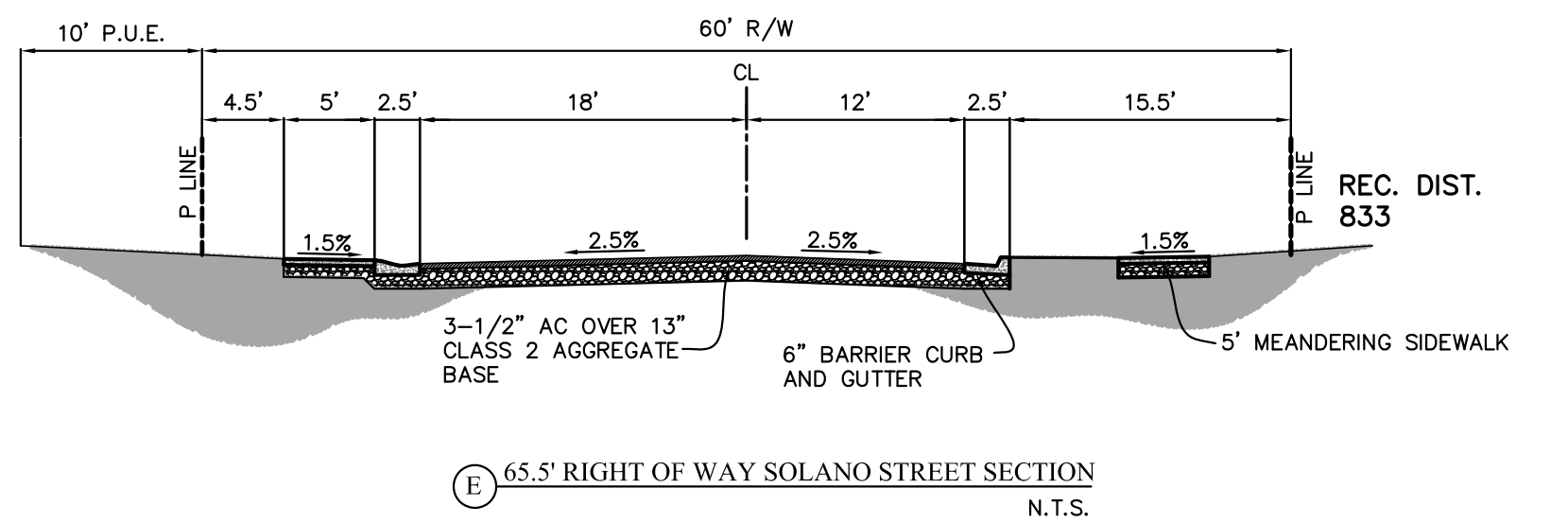


Exhibit B

MEMORANDUM

TO: City of Gridley

FROM: Dave Harden, PE, Ali Holladay, EIT

DATE: January 20, 2021

SUBJECT: Wastewater Treatment Plant Capacity Analysis

PROJECT: City of Gridley: City Engineering



TRUSTED ENGINEERING ADVISORS

Bennett Engineering Services
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Roseville, California 95661

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I. Executive Summary

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

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

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

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

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

References

Provisional Long-Term Regional Growth Forecasts 2018 - 2040.

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

II. Introduction

A. Background and Purpose

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

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

B. Vicinity and Service Area

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

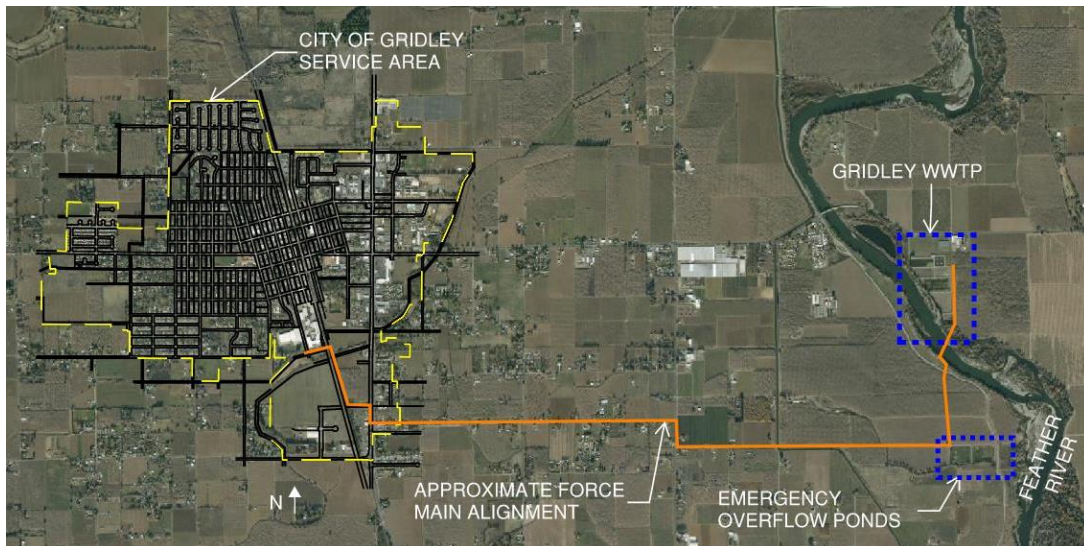


Figure 1: City of Gridley Sewer Service Area

C. Land Use and Land Use Trends

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

D. System Users, Population and Trends

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

III. Existing Conditions

A. Permitted Capacity

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

B. Flow Averages

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

Table 1 - Monthly Flow Averages

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

C. Seasonal Variations

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

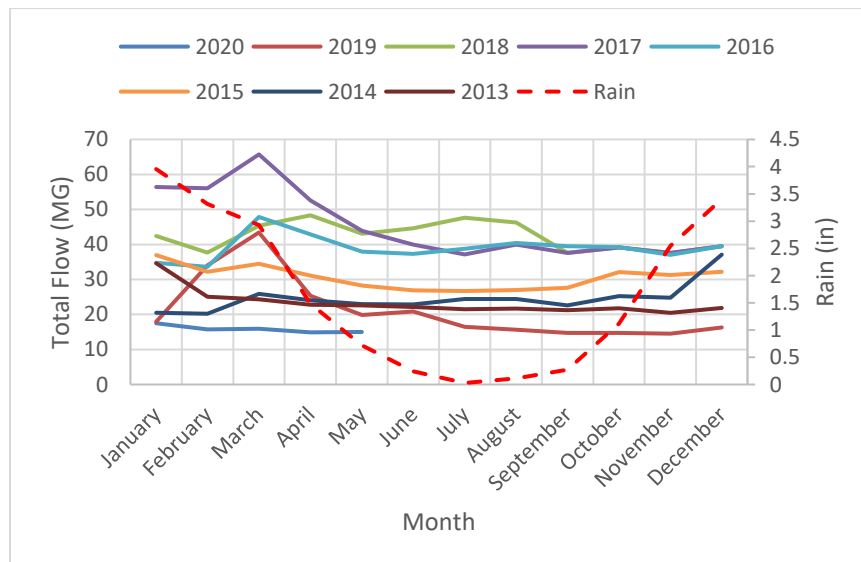


Figure 2 – Seasonal Flow Variations

IV. Future Conditions

A. Remaining Capacity

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

Table 2- Monthly Remaining Capacity

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

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

B. Service Projection

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

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

Exhibit C

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

April 16, 2021

(Via Email and Mail)

City of Gridley
Planning Commission
685 Kentucky Street
Gridley CA 95948

Dear Members of the Board:

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

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

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

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

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

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

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

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

Thank you,

Katie Voss
1745 White Mallard Court
Gridley CA, 95948

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

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

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

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

****You might not live on Vermont or Nevada streets; you will still be affected!
There will be lots of traffic going up and down Heron Landing Way, possibilities of theft, damages, values on homes will depreciate.**

APR 21st

Public Hearing

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

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



What Medium Density means:

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

Thank you and see you at the hearing!