

# APPENDIX B

## GHG RELATED GENERAL PLAN POLICIES AND IMPLEMENTATION STRATEGIES

Table B-1								
Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>LAND USE POLICY 1.4</b>	The City will give higher priority to development proposals within the City and existing Sphere of Influence over development proposals outside the City's Sphere of Influence.	x					Locating new development near existing development results in more compact development patterns overall compared to a scenario where more development is accommodated on the outskirts of a community in a greenfield (undeveloped) setting. Compact development patterns place homes and destinations in closer proximity to one another, promoting alternatives to vehicular travel and shortening trips.	
<b>LAND USE POLICY 1.5</b>	During this General Plan time horizon (through 2030), the City will focus new development in the existing City and Planned Growth Area, and away from Urban Reserve areas.	x					Promotes more compact development patterns.	

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Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>LAND USE POLICY 1.6</b>	The City will encourage infill development by analyzing infrastructure deficiencies, improving infrastructure in the existing City, creating fee programs that provide incentives for infill, and working with property owners to create equitable financing mechanism for infrastructure improvements in infill areas.	x						Promotes more compact development patterns.
<b>LAND USE POLICY 2.1</b>	New developments should be designed to minimize the amount of land required to meet parking, internal circulation, and delivery/loading needs.	x						Promotes more compact development patterns and more bicycle and pedestrian safe and friendly developments.
<b>LAND USE POLICY 2.2</b>	Land uses with different parking needs at different times of day should locate close to one another in Neighborhood Centers to reduce land used for parking.	x						Promotes more compact development patterns and more bicycle and pedestrian safe and friendly developments.
<b>LAND USE POLICY 2.3</b>	New developments proposed in Residential, Medium Density and Residential, High Density 1 and 2 areas will provide public or private common, accessible recreation areas and open spaces in exchange for smaller yards and individual private open spaces.	x	x					Promotes high quality of life in more compact residential settings. More compact residential development can be more energy efficient and (all else held constant) has lower vehicular travel demand.
<b>LAND USE POLICY 2.5</b>	The City will encourage the joint use of parks for school and City use.	x						Promotes more compact, land efficient development patterns.

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Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>LAND USE POLICY 2.6</b>	The City will encourage two-story construction of public and private buildings, including schools, where feasible and consistent with state building code and Americans with Disabilities Act requirements.	x					Promotes more compact, land efficient development patterns.	
<b>LAND USE POLICY 2.7</b>	Buildings in new developments should be built close to the sidewalk and front property line.	x					Promotes more compact, land efficient development patterns and more bicycle and pedestrian safe and friendly developments.	
<b>LAND USE POLICY 2.8</b>	New development shall contribute toward areawide drainage needs in public rights-of-way and neighborhood and community parks, to reduce land used for on-site retention in each individual project.	x					Promotes more compact, land efficient development patterns.	
<b>LAND USE POLICY 2.9</b>	New development (public and private) should use Low Impact Development stormwater management methods, so that less land is needed for drainage conveyance and detention.	x					Promotes more compact, land efficient development patterns.	
Land Use Implementation Strategy 2.1	The City will adopt changes to the Zoning Ordinance and Public Works Construction Standards to accommodate more compact growth patterns, consistent with the General Plan, while still ensuring public health and safety.	x					Promotes more compact, land efficient development patterns.	

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Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Land Use Implementation Strategy 2.3	The City will update the Nexus Fee Study following the 2030 General Plan update. As a part of this update, the City will ensure that compact development has lower fees where it is shown to have lower costs. The City will evaluate its fee structure to align more closely the fees it charges with the actual cost of providing public services. The City will consider establishing fees on an equivalent dwelling unit basis, a per-capita basis, or per-acre basis, depending on the type of fee. The City will not use fees that are applied on a per-dwelling unit basis, since different types of dwelling units have different demands for services with different associated costs.	x					Promotes more compact, land efficient development patterns.	
<b>LAND USE POLICY 3.2</b>	New development in the Planned Growth Area shall accommodate schools, parks, and other civic uses to serve the surrounding neighborhood.	x					Promotes daily destinations locating within walking/bicycling distance of homes.	
<b>LAND USE POLICY 3.3</b>	The City will coordinate with the School District to ensure that schools are located and designed for safe and convenient pedestrian and bicycle access to and from surrounding neighborhoods. The City will require that development include safe and convenient access to nearby schools and work with the School District to ensure this access.	x					Promotes alternatives to vehicle trips for school.	

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Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>LAND USE POLICY 3.4</b>	In the Planned Growth Area, higher-activity land uses, such as apartments, schools, shops, small parks, offices, child care facilities, community or civic buildings, places of worship, parks, and related uses will be neighborhood-scaled and located in or next to Neighborhood Centers.	x						Promotes mixing of land uses – placement of daily destinations in proximity of homes. This reduces vehicular travel demand.
<b>LAND USE POLICY 4.1</b>	The City will encourage development and redevelopment of Downtown as a vibrant, mixed-use area.	x						Promotes infill development and land use mixing.
<b>LAND USE POLICY 4.3</b>	The City will identify and address public infrastructure deficiencies and otherwise direct public investment Downtown, in order to encourage development and redevelopment.	x						Promotes infill development and land use mixing.
<b>LAND USE POLICY 4.4</b>	The City will use its development review process and fee programs to induce both new development and retention of existing uses Downtown.	x						Promotes infill development.
Land Use Implementation Strategy 4.1	As part of the update of the City's fees described in Land Use Implementation Strategy 2.3, the City will consider reducing development impact fees to encourage infill development Downtown.	x						

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Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Land Use Implementation Strategy 4.2	<p>The City will revise the Zoning Ordinance to implement the Downtown Mixed Use designation. The City will consider for redesignation smaller properties Downtown with Industrial designations that may be suitable for residential, commercial, and mixed-use development.</p> <p>To ensure compatibility in this mixed-use environment, the City will review projects against policies in this General Plan, which provide general design guidance and performance standards for noise, light, glare, air pollution, truck traffic, and other relevant issues. The City will also review projects using Chapter 17.38 of the City's Municipal Code, which also provides performance standards that can be used in situations where industrial operations may be located close to residential uses.</p>	x					Promotes infill and land use mixing.	
<b>LAND USE POLICY 6.1</b>	<p>Commercial development through 2030 will be directed to areas along the stretch of Highway 99 in the existing Sphere of Influence, Downtown, and in Neighborhood Centers.</p>	x					New commercial development on the fringe of communities can induce longer trips and more reliance on the automobile. Promotes shorter trips and provides for a more transit-supportive environment.	

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Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>LAND USE POLICY 6.2</b>	Larger-scale commercial development and redevelopment will be focused within the existing Sphere of Influence along Highway 99.	x					Promotes infill and compact development.	
<b>LAND USE POLICY 6.3</b>	The City will encourage development of vacant parcels and creative reuse of undeveloped properties along Highway 99.	x					Promotes infill development.	
<b>LAND USE POLICY 6.4</b>	The City will encourage smaller-scale retail, service, and especially visitor-oriented development Downtown.	x					Promotes infill development.	
<b>LAND USE POLICY 6.5</b>	The Planned Growth Area will provide for smaller-scale commercial development in the Neighborhood Center Mixed Use designation area to serve new neighborhoods.	x					Promotes commercial development oriented to serve people and neighborhoods rather than oriented to vehicular traffic.	
Land Use Implementation Strategy 6.1	The City will revise the Zoning Ordinance, as necessary, to facilitate development and redevelopment of commercial properties downtown and along Highway 99. The City will consider flexibility Downtown and along Highway 99, where necessary, with respect to the required loading areas. Public rights-of-way or parking areas may be allowed for loading where this can be accomplished safely and without impeding emergency access.	x					Promotes infill and compact development.	

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Land Use Implementation Strategy 6.2	The City will revise the Zoning Ordinance to implement the Downtown Mixed Use and Neighborhood Center Mixed Use designations.	x					Promotes infill development, mixed use development, and pedestrian, bicycle, and transit-friendly development.	
<b>LAND USE POLICY 7.1</b>	The City will encourage housing development and employment development that creates a better match between the local workforce and locally available jobs.	x					Promotes balance in jobs and housing, which could reduce commute related trips.	
<b>LAND USE POLICY 7.4</b>	The City will explore opportunities to create a “green” or “eco” industrial park by applying environmental best practices in the Gridley Industrial Park to attract businesses that share the City’s goals for environmental sustainability.	x	x	x	x		Promotes a variety of environmental best practices that could have GHG reducing effects.	
<b>CIRCULATION POLICY 1.1</b>	The City’s bicycle network will be safe, accessible, attractive, and convenient.	x					Promotes attractiveness of bicycle travel to meet daily needs.	
<b>CIRCULATION POLICY 1.2</b>	In areas where high pedestrian traffic is anticipated, such as Neighborhood Centers and commercial areas, new developments should have relatively lower curb radii at street intersections to slow traffic, per City standards.	x					Provides safe and convenient environment for pedestrian and bicycle travel.	



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Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>CIRCULATION POLICY 1.3</b>	In areas with high pedestrian traffic, new developments will install and dedicate streets with lane widths that encourage slower traffic speeds to increase pedestrian safety, per City standards.	x					Provides safe and convenient environment for pedestrian and bicycle travel.	
<b>CIRCULATION POLICY 1.4</b>	In areas with high pedestrian traffic, new developments will install and dedicate relatively wide sidewalks that encourage pedestrian use, per City standards.	x					Provides safe and convenient environment for pedestrian and bicycle travel.	
<b>CIRCULATION POLICY 1.6</b>	Off-street bicycle and pedestrian pathways will be designed to promote visibility and a feeling of security for users.	x					Encourages use of pedestrian and bicycle travelways.	
<b>CIRCULATION POLICY 1.7</b>	New development shall provide secure bicycle storage facilities in appropriate locations.	x					Promotes attractiveness of bicycle travel to meet daily needs.	
<b>CIRCULATION POLICY 1.10</b>	Traffic studies prepared for Gridley projects will be sensitive to the trip-reducing characteristics of higher-density housing development, affordable housing, and mixed-use development.	x					Ensures that projects with trip-reducing land uses and designs have correspondingly lower mitigation.	

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Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Circulation Implementation Strategy 1.1	The City will revise its Public Works Construction Standards to distinguish between Major Collector, Minor Collector, and Local Streets. Street Design Criteria will be revised for consistency with this Circulation Element. The City will consider reducing the minimum curb return radius, while also considering also the needs of service and emergency vehicles, as follows: 15 to 20 feet for Local Streets, 20 or 25 feet for Minor Collectors, and 25 to 30 feet for Major Collectors. The City will also revise its standards for minimum lane widths for Local Streets to 10 feet and for Minor Collectors to 11 feet.	x					Provides safe and convenient environment for pedestrian and bicycle travel while also ensuring vehicle safety and operations.	
Circulation Implementation Strategy 1.2	The City will prepare a Nexus Study and update the Impact Fee Schedule to address transportation funding needs, consistent with this General Plan. The City will ensure that developments contribute their fair share to transportation improvements, including the Highway 99 bypass; improvements to the West Liberty Road/Highway 99 intersection; traffic circles, landscaped medians, and/or parallel parking on wider existing City streets; and other needs identified in the 2030 General Plan update, as appropriate.  Transportation impact fees should be structured to best represent that actual level of impact of new	x					Ensures that projects with trip-reducing land uses and designs have correspondingly lower mitigation.	

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	development. Residential development impact fees will consider density, the size, and number of bedrooms of residential units in establishing equitable per unit fees. Fees per residential unit will be lower for higher-density projects (on a per-unit basis) and projects with fewer bedrooms, since these types of projects generate fewer trips (per unit). Fair-share commercial traffic impact fees will take into account whether the commercial project is located and designed to attract drivers, or whether it is oriented toward pedestrians. For example, large-scale retail projects adjacent to Highway 99 would have higher traffic generation rates and relatively higher impact fees (per square foot). Smaller-scale retail and service establishments Downtown and integrated into neighborhoods that are designed to promote pedestrian, transit, and bicycle access will have relatively lower impact fees (per square foot).							
Circulation Implementation Strategy 1.3	The City will update the Bicycle Plan to incorporate the Planned Growth Area and implement policies of the updated 2030 General Plan. The City will incorporate connections to existing and planned regional pedestrian/bicycle routes shown on plans adopted by Butte County. The City will provide potential connections with the City of Biggs and will	x					Provides for bicycle travel.	

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	incorporate planned connections shown on plans adopted by the City of Biggs. The City will consult with BCAG, the County, Butte County Air Quality Management District, and other agencies to obtain funding for improvements described in the Bicycle Plan.							
Circulation Implementation Strategy 1.4	Traffic impact reports for Gridley projects will conform to the policies in this Circulation Element. When calculating traffic impacts of development projects, traffic analyses will use models that are sensitive to lower trip-generating characteristics of higher residential densities, mixing homes and destinations in proximity to each other, projects with reduced parking, and other applicable land use planning and site design techniques that reduce travel demand.	x					Ensures that projects with trip-reducing land uses and designs have correspondingly lower mitigation.	
<b>CIRCULATION POLICY 2.1</b>	The City will explore opportunities to install traffic circles, landscaped medians, and extended curbs (bulb-outs) on wider existing City streets within the existing City to calm traffic and provide a more pleasant pedestrian environment. Streets wider than 45 feet, curb-to-curb, could accommodate these improvements.	x					Provides more inviting and safe environment for pedestrians and bicyclists.	

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<b>CIRCULATION POLICY 2.2</b>	As funding is available, the City will invest in pedestrian, bicycle, and transit facilities Downtown, such as bus stops, shade trees, textured crosswalks, street furniture, pedestrian lighting, water features, and pedestrian-oriented signage.	x						Provides for pedestrian, bicycled, and transit travel.
<b>CIRCULATION POLICY 2.3</b>	The City will enhance pedestrian and bicycle access to and from Downtown, as feasible.	x						Provides for bicycle travel.
<b>CIRCULATION POLICY 2.4</b>	The City will seek funding for pedestrian and bicycle improvement projects in developed areas within current City limits and will incorporate these projects into the City’s Capital Improvements Programming.	x						Provides for bicycle and pedestrian travel.
<b>CIRCULATION POLICY 2.5</b>	Development adjacent to Highway 99 between West Liberty Road and Ord Ranch Road shall include wide, separated sidewalks, and shade trees, per City standards.	x						Provides more inviting and safe environment for pedestrians.
Circulation Implementation Strategy 2.1	The City will prepare a plan for pedestrian improvements along Highway 99, with a focus on the area north of West Liberty Road and south of Ord Ranch Road. This plan will describe improvements, including sidewalks, landscaping, street trees, street furniture, and other amenities, as appropriate. Sidewalks should be relatively wide along this stretch of Highway 99 – between 6 and 10 feet in width. If	x						Provides more inviting and safe environment for pedestrians.

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	appropriate, this improvement plan may become a part of the City's Public Works Construction Standards and/or Capital Improvements Programming.							
Circulation Implementation Strategy 2.2	Following the General Plan update, the City will coordinate with BCAG and Caltrans, as necessary, to synchronize traffic signals within the City, as funding allows. The City will consider signalization as a way to improve traffic flow on congested routes without adding vehicle lanes, as well as a way to avoid congestion on City streets during General Plan buildout.	x						Improving traffic flow can reduce vehicular emissions. Adding lanes can induce vehicular travel.
<b>CIRCULATION POLICY 3.1</b>	The City will coordinate with BCAG and other local transit operators to provide more convenient and predictable service throughout Gridley, including the design and location of transit stops and other facilities along transit routes.	x						Promotes travel via public transit.
<b>CIRCULATION POLICY 3.2</b>	The City will coordinate with BCAG to prioritize transit access serving retail, service, and employment centers along Highway 99, Downtown destinations, and Neighborhood Centers in the Planned Growth Area.	x						Promotes travel via public transit.

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Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>CIRCULATION POLICY 3.3</b>	The City will support transit access to and from locations within Gridley and better connections for Gridley residents and workers to destinations elsewhere in the County and beyond.	x					Promotes travel via public transit.	
<b>CIRCULATION POLICY 3.4</b>	New development shall construct and dedicate or otherwise accommodate transit facilities consistent with transit agency planning and standards.	x					Promotes travel via public transit.	
<b>CIRCULATION POLICY 3.5</b>	The City will encourage and provide incentives to encourage local businesses to support transit and create their own travel demand management programs.	x					Promotes travel via public transit.	
<b>CIRCULATION POLICY 3.6</b>	The City will coordinate with BCAG regarding possible sponsorship of bus routes for future large employers.	x					Promotes travel via public transit.	
<b>CIRCULATION POLICY 4.1</b>	The City will seek ways to better connect existing neighborhoods with Downtown.	x					Promotes multi-modal transportation and shortens trips.	
<b>CIRCULATION POLICY 4.2</b>	The City will increase connectivity in the Highway 99 corridor by requiring new east-west and north-south connections in new developments, to the maximum extent feasible.	x					Promotes multi-modal transportation and shortens trips.	

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Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>CIRCULATION POLICY 4.4</b>	Infill and redevelopment projects should accommodate safe and convenient transit, pedestrian, and bicycle connections to existing employment areas, such as Downtown and the Gridley Industrial Park, to the maximum extent feasible.	x					Promotes multi-modal transportation and shortens trips.	
<b>CIRCULATION POLICY 5.1</b>	New streets shall be arranged in a grid or other highly connected pattern so that pedestrians, bicyclists, and drivers have multiple, direct routes to nearby destinations.	x					Promotes multi-modal transportation and shortens trips.	
<b>CIRCULATION POLICY 5.2</b>	New neighborhoods shall be highly connected internally, highly connected with adjacent new neighborhoods, and highly connected with adjacent existing neighborhoods.	x					Promotes multi-modal transportation and shortens trips.	
<b>CIRCULATION POLICY 5.3</b>	The maximum block length in new neighborhoods is 400 feet, unless unusual existing physical conditions warrant an exemption. Commercial areas can have block sizes of up to 660 feet when small private streets, with vehicular lanes, sidewalks, and street trees, are used to divide blocks in half (see Exhibit Circulation-5). Areas designated for Industrial and Agricultural Industrial development are exempt from this maximum block size policy.	x					Promotes multi-modal transportation and shortens trips.	



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Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>CIRCULATION POLICY 5.4</b>	Proposed subdivision maps in the Planned Growth Area shall provide an internal connectivity index of 1.6 or higher.	x					Promotes multi-modal transportation and shortens trips.	
<b>CIRCULATION POLICY 5.5</b>	In the instances where the City allows new cul-de-sacs, pedestrian and bicycle access through cul-de-sacs is required, with appropriate facilities and lighting installed to ensure safety and security.	x					Promotes pedestrian and bicycle travel.	
<b>CIRCULATION POLICY 5.6</b>	New developments shall accommodate safe and convenient transit, pedestrian, and bicycle connections to and from new employment areas, such as Agricultural Industrial designated lands in the Planned Growth Area.	x					Promotes pedestrian and bicycle travel.	
<b>CIRCULATION POLICY 5.7</b>	New developments shall provide stubbed street connections to adjacent areas planned for development. The minimum interval for connections to adjacent planned development areas is 600 feet. This 600-foot interval standard does not apply to areas adjacent to the railroad, Highway 99, or other barriers to connectivity beyond the control of the applicant.	x					Promotes multi-modal transportation and shortens trips.	
<b>CIRCULATION POLICY 5.8</b>	The City will explore the feasibility of expanding culverts under the railroad in the Planned Growth Area to provide safe pedestrian under crossings.	x					Promotes pedestrian and bicycle travel.	

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Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Circulation Implementation Strategy 5.2	The City will revise its Public Works Construction Standards, as necessary, to ensure connectivity within and between neighborhoods. The City will revise its Public Works Construction Standards to establish a maximum block length in new neighborhoods of 400 feet. The City will consider deleting any language that would require or encourage “T” intersections for Local Streets, as opposed to more connected full intersections, which are preferred.	x						Promotes multi-modal transportation and shortens trips.
<b>CIRCULATION POLICY 6.1</b>	The City will coordinate with Caltrans to ensure frequent, safe, and convenient multi-modal crossing of Highway 99 in areas with existing schools.	x						Promotes safe and convenient pedestrian and bicycle travel.
<b>CIRCULATION POLICY 6.2</b>	The City will coordinate with the School District to improve safety and pedestrian/bicycle access to and from existing school sites. This could involve the installation of traffic calming devices, bike lanes, sidewalk improvements, pedestrian crossing improvements at intersections, and other improvements.	x						Promotes safe and convenient pedestrian and bicycle travel.

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Policy / Strategy		GHG Emissions					Adaptation	Discussion
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<b>CIRCULATION POLICY 6.3</b>	New developments will be required to accommodate new school sites in the Planned Growth Area, per School District requirements, that ensure safe routes for new school sites to and from the surrounding neighborhood.	x					Promotes safe and convenient pedestrian and bicycle travel.	
<b>CIRCULATION POLICY 6.4</b>	The City will consider the transportation needs of seniors in implementing transportation improvements. Areas of the City with existing or proposed senior housing should be in proximity to, and/or have non-vehicular transportation options to health care and other needed services.	x					Promotes non-vehicular travel.	
Circulation Implementation Strategy 6.1	The City will continue to proactively identify regional, State, and federal sources of funding to identify, plan, and develop transportation improvements to ensure safe routes to school from Gridley neighborhoods. The City has identified gaps in sidewalks within the City, including areas serving local schools and neighborhoods. As funding is available, the City will address gaps in the pedestrian network between neighborhoods and local schools in the existing City. As funding is available, the City will also improve the safety of intersections with Highway 99 to provide safer routes to schools east of the highway.	x					Promotes safe and convenient pedestrian and bicycle travel.	

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Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Circulation Implementation Strategy 6.2	The City will continue to support the Gridley Golden Feather Flyer and will consider expanding this service to meet future demand, based surveys of Gridley's local senior population as to specific transportation needs. The City will consider a marketing campaign to increase awareness and use of the Golden Feather Flyer.	x					Promotes travel via public transit.	
<b>CIRCULATION POLICY 7.1</b>	Projects located in Neighborhood Centers and Downtown will have reduced or eliminated off-street parking requirements, as appropriate.	x					Provides design environment that accommodates pedestrian and bicycle travel.	
<b>CIRCULATION POLICY 7.2</b>	New development should use shared parking to meet the City's off-street parking requirements, where appropriate.	x					Provides design environment that accommodates pedestrian and bicycle travel.	
<b>CIRCULATION POLICY 7.3</b>	New development will provide on-street parking to meet parking needs, reducing or avoiding the need for off-street parking, where feasible.	x					Provides design environment that accommodates pedestrian and bicycle travel.	
<b>CIRCULATION POLICY 7.4</b>	The City will discourage large, single-use surface parking lots, particularly in Neighborhood Centers and Downtown.	x					Provides design environment that accommodates pedestrian and bicycle travel.	
<b>CIRCULATION POLICY 7.5</b>	Where surface parking is proposed, it should be broken up and distributed around different sides of the project site. Any surface parking should be behind, or on the side of any proposed buildings.	x					Provides design environment that accommodates pedestrian and bicycle travel.	

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Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>CIRCULATION POLICY 7.6</b>	Shade trees shall be provided in any proposed surface parking lot that, at maturity, will provide a minimum of 50% canopy coverage. A ratio of at least one tree for every six parking spaces is recommended, although 50% canopy coverage will require more of some tree species and fewer of other species.		x					Reduces urban heat island effect.
Circulation Implementation Strategy 7.1	The City will revise the Off-Street Parking requirements in the Zoning Ordinance consistent with Circulation Element policy. The City will consider implementing maximum off-street parking standards (in addition to minimum requirements, which are already provided). The City will consider increasing flexibility in parking requirements to increase shared use of parking between properties with different parking demand peaking periods, use of on-street parking spaces (instead of off-street) to meet parking requirements, and other methods for reducing the need for construction of surface parking. The City will consider additional parking reductions or eliminating off-street parking requirements for projects located in Neighborhood Centers. Downtown properties are already exempt from parking requirements. Following this General Plan update, the City will examine whether the area of Downtown exempt from off-street	x						Provides design environment that accommodates pedestrian and bicycle travel.

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	parking should be expanded or whether the City should require some amount of off-street parking or in-lieu fee for very large projects Downtown.							
<b>DESIGN POLICY 2.8</b>	The City will allow smaller front yard setbacks for new homes to encourage efficient use of land and improve surveillance of public areas from residences.	x					Promotes compact development.	
<b>DESIGN POLICY 2.9</b>	The City will allow a variety of lot configurations, including alley-loaded projects.	x					Promotes compact development.	
<b>DESIGN POLICY 2.10</b>	The City will encourage a variety of single-family housing types, such as cottages, clustered homes, and attached housing.	x					Promotes compact development.	
<b>DESIGN POLICY 3.1</b>	Building placement and design in Neighborhood Centers shall prioritize pedestrian comfort and aesthetics.	x					Promotes pedestrian and bicycle safety and comfort.	
<b>DESIGN POLICY 3.2</b>	Buildings in Neighborhood Centers should be built close to the front property line.	x					Promotes compact and pedestrian-friendly community design environment.	

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Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>DESIGN POLICY 3.3</b>	Developments within Neighborhood Centers should be designed to emphasize the public realm. These centers should contain one or more of the following: small parks; public plazas; wide sidewalks; spaces for entertainment, displays, exhibitions, and other community events; outdoor seating and gathering areas, retail and services; and/or, similar uses and activities.	x					Promotes compact, mixed-use development and a pedestrian- and bicycle-friendly and safe community design environment.	
<b>DESIGN POLICY 3.4</b>	Buildings in Neighborhood Centers that front on sidewalks should provide awnings or other overhangs for pedestrian shelter.	x					Promotes a pedestrian- and bicycle-friendly and design environment.	
<b>DESIGN POLICY 3.5</b>	The City will provide and/or preserve existing street trees and constructed shade structures in parks, civic plazas, and other outdoor publicly-owned gathering areas to provide shade from the afternoon summer sun.		x				Shading reduces amount of energy needed to cool buildings.	
<b>DESIGN POLICY 3.6</b>	Neighborhood Centers and the supportive transportation network shall provide multi-modal, 360-degree access to and from the surrounding neighborhood (see also the Circulation Element).	x					Promotes multi-modal access and shortens trips.	

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Design Implementation Strategy 3.1	The City will revise the Zoning Ordinance following the General Plan update and will revise the Public Works Construction Standards, as needed, to implement the General Plan. Among the revisions to provide consistency with the General Plan, the City will ensure that parking standards for Neighborhood Centers are minimized to encourage a pedestrian-friendly environment. The City will create a new zoning district designation to implement the Neighborhood Center Mixed Use land use designation, ensuring that outdoor dining and seating is allowed. The City will consider providing street design criteria that may be used in Neighborhood Centers for angled parking provision in-lieu of surface parking lots. The City will consider establishing standards requiring shorter block lengths and development standards allowing shallower setbacks within Neighborhood Centers to encourage a pedestrian-friendly environment.	x					Promotes compact, mixed-use development and a pedestrian- and bicycle-friendly and safe community design environment.	
<b>DESIGN POLICY 4.1</b>	Parks and open space corridors should be located and designed to be conveniently and safely accessible to pedestrians and bicyclists from residential neighborhoods (see also the Circulation Element and the Open Space Element).	x					Promotes pedestrian and bicycle travel.	



**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>DESIGN POLICY 4.2</b>	Parks and open space in the Planned Growth Area should be within and near Neighborhood Centers, where residential densities are relatively high (see also the Land Use and Open Space Elements).	x					Promotes pedestrian and bicycle travel.	
<b>DESIGN POLICY 4.5</b>	Bicycle and pedestrian paths shall be well lit and will be located and designed to provide casual surveillance and security.  Design Implementation Strategy 4.1 The City will review the location and design of parks in the context of ongoing project review, in part, to ensure consistency with policies in this Community Character and Design Element.	x					Promotes pedestrian and bicycle travel.	
<b>DESIGN POLICY 5.4</b>	As funding is available, the City will increase the street tree canopy Downtown and add landscaped planters to enhance aesthetics and pedestrian comfort.	x	x				Shading reduces amount of energy needed to cool buildings. Also promotes comfortable environment for pedestrians and bicyclists.	
<b>DESIGN POLICY 5.8</b>	In transportation planning and capital improvements planning for Downtown, the City will prioritize pedestrian and bicycle safety, convenience, and comfort.	x					Promotes pedestrian and bicycle travel and a pedestrian- and bicycle-friendly community design environment.	

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>DESIGN POLICY 5.9</b>	Parking Downtown should mostly be provided on-street, including angled parking, and surface parking lots should be minimized Downtown.	x					Promotes pedestrian and bicycle travel and a pedestrian- and bicycle-friendly community design environment.	
<b>DESIGN POLICY 5.10</b>	Where surface parking is used Downtown, it should be public parking or shared by adjacent developments.	x					Promotes pedestrian and bicycle travel and a pedestrian- and bicycle-friendly community design environment.	
<b>DESIGN POLICY 5.11</b>	New surface parking should be located behind or on the side of proposed structures and not in the front of proposed structures, where possible.	x					Promotes pedestrian and bicycle travel and a pedestrian- and bicycle-friendly community design environment.	
<b>DESIGN POLICY 5.12</b>	Through public investment or in coordination with private redevelopment, the City will add angled street parking along the street, with wide sidewalks and buildings fronting the street (Exhibit Design-26).	x					Promotes pedestrian and bicycle travel and a pedestrian- and bicycle-friendly community design environment.	
Design Implementation Strategy 5.2	Following adoption of the 2030 General Plan, the City will consult with Downtown property owners and consider adding flexibility in the entitlement process, as necessary, to encourage Downtown redevelopment. The City will consider eliminating unnecessary restrictions on land use and other unnecessary limitations. This may require revisions to the Zoning Ordinance, Public Works Construction Standards, and the Subdivision Ordinance. For example, the City will make revisions to the Zoning	x					Promotes compact, mixed-use, infill development.	

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
	Ordinance necessary to encourage an active public realm by encouraging outdoor dining at the street level. The City may consider adopting a Design Manual or Design Guidelines, if needed, to provide additional illustrated examples of appropriate site planning and building design Downtown.							
Design Implementation Strategy 5.3	The Zoning Ordinance may need to be revised or supplemented with design guidelines to provide illustrated examples of allowable project design. The City's development review approach for Downtown should still include restrictions related to the specific use of land, but positive examples of the City's vision could also be helpful to developers and property owners.	x						Promotes compact, mixed-use, infill development.
<b>DESIGN POLICY 7.4</b>	To the extent feasible, existing mature trees and shrubs should be preserved and incorporated into the landscaping scheme.		x					Preserving existing trees can provide immediate shade for new buildings, reducing energy needed to cool buildings.
<b>DESIGN POLICY 7.5</b>	The City encourages the planting of California native trees and plants that are appropriate for the Gridley climate. The planting of non-native plants and trees that could become invasive is strongly discouraged.		x				x	Reduces water use – water pumping expends energy and produces GHG emissions. Provides for adaptation relative to water availability.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>DESIGN POLICY 7.6</b>	Native, low-water use ornamental plants and groundcover are encouraged as alternatives to turf grass (Exhibit Design-31).		x				x	Reduces water use – water pumping expends energy and produces GHG emissions. Provides for adaptation relative to water availability.
<b>DESIGN POLICY 8.3</b>	Streets serving commercial districts will have well-marked travel areas for pedestrians and bicyclists with frequent street crossings, and a comfortable and a visually pleasing streetscape environment.	x						Promotes attractiveness and safety of pedestrian and bicycle travel.
<b>DESIGN POLICY 8.6</b>	Streets in industrial and commercial areas will provide for transit stops with shade and comfortable spaces at transit stops and between transit stops and employment locations.	x						Promotes attractiveness of transit as a travel option.
<b>DESIGN POLICY 8.7</b>	Streets in industrial areas will provide low-maintenance, attractive landscaping (Exhibit Design-34).		x				x	Reduces water use – water pumping expends energy and produces GHG emissions. Provides for adaptation relative to water availability.
<b>DESIGN POLICY 9.1</b>	Existing trees, including orchard trees, should be preserved along street rights of way.		x					Promotes shading of development areas, reducing energy needed to cool.
<b>DESIGN POLICY 9.2</b>	In the Planned Growth Area, tree preservation along future street rights-of-way will be combined with planting of new street trees to provide both a short- and long-term tree canopy.		x					Promotes shading of development areas, reducing energy needed to cool.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>DESIGN POLICY 9.3</b>	Street trees should be regularly spaced to provide a continuous canopy at maturity and shade both the street and sidewalk.		x				Promotes shading of development areas, reducing energy needed to cool.	
<b>DESIGN POLICY 9.4</b>	The City will add street trees in existing developed areas, as feasible, with the goal of providing a complete tree canopy.		x				Promotes shading of development areas, reducing energy needed to cool.	
<b>DESIGN POLICY 9.5</b>	Street trees in commercial areas should complement building facades and signage and shade sidewalks and most of the street.		x				Promotes shading of development areas, reducing energy needed to cool.	
<b>DESIGN POLICY 9.6</b>	New parking lots, whether in multiple-family, civic, commercial, or industrial projects, shall be well-landscaped and shaded.		x				Reduces urban heat island effect, reducing the need for air conditioning.	
Design Implementation Strategy 9.1	Following adoption of the 2030 General Plan, the City will adopt new landscaping standards and street tree standards and/or off street parking regulations (with landscaping standards), and will revise the Subdivision Ordinance, as necessary, to ensure consistency with tree planting and landscaping policies in the Community Character and Design Element.	x	x				Promotes shading and attractive pedestrian and bicycle environment.	

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Design Implementation Strategy 9.2	Following adoption of the 2030 General Plan, the City will adopt a tree preservation ordinance. This ordinance can provide regulatory guidance on what types of trees can be removed and what permits are required in order to remove different types of trees. The ordinance will provide guidance on tree replacement requirements. Tree replacement requirements will be proportional to the number and/or size of trees removed. The ordinance can provide guidance on several General Plan policy topics, including but not limited to aesthetic benefits, biological benefits, and cultural/historic significance of trees.	x	x				Promotes shading and attractive pedestrian and bicycle environment.	
<b>DESIGN POLICY 10.4</b>	The Highway 99 corridor should be improved by adding street trees and other landscaping and a separated sidewalk.	x	x				Promotes shading and attractive pedestrian and bicycle environment.	
<b>DESIGN POLICY 10.5</b>	Street trees should be located and tree species selected to prioritize shade for sidewalks, parking areas, bus stops, and any public gathering places.	x	x				Promotes shading and attractive pedestrian, bicycle, and public transit environment.	
<b>DESIGN POLICY 10.8</b>	Surface parking for uses along Highway 99 should be distributed around the subject site and not exclusively focused in front of buildings along the Highway.	x					Promotes pedestrian and bicycle travel and a pedestrian- and bicycle-friendly community design environment.	

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>DESIGN POLICY 11.1</b>	Commercial projects on properties of more than 10 acres in size shall break up blocks with public streets or small private streets (see also the Circulation Element).	x					Promotes pedestrian and bicycle travel, shortens vehicle trips, and provides a pedestrian- and bicycle-friendly community design environment.	
<b>DESIGN POLICY 11.2</b>	Large-scale commercial projects should provide small-scale retail shops with separate entrances along the perimeter of the site to provide visual interest, easy access, and more diverse shopping opportunities.	x					Promotes pedestrian and bicycle travel and a pedestrian- and bicycle-friendly community design environment.	
<b>DESIGN POLICY 11.3</b>	New development shall not concentrate more than 60 percent of the total proposed parking spaces between the front building façade and the primary abutting street (Exhibit Design-42).	x					Promotes pedestrian and bicycle travel and a pedestrian- and bicycle-friendly community design environment.	
<b>DESIGN POLICY 11.4</b>	New development shall provide shade trees or a combination of shade trees and constructed shade structures in surface parking lots (see also the Circulation Element) (Exhibit Design-43).	x	x				Promotes pedestrian- and bicycle-friendly community design environment and reduces urban heat island effect.	
<b>DESIGN POLICY 11.5</b>	The City will encourage new development to use constructed shade structures in parking lots for active solar systems by not counting these structures toward lot coverage maximums and by providing flexibility in landscaping standards.		x				Promotes shade and use of solar for energy generation.	

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>DESIGN POLICY 11.6</b>	Surface parking lots shall provide defined pedestrian walkways that directly connect parking areas with building entrances.	x					Promotes pedestrian and bicycle travel and a pedestrian- and bicycle-friendly community design environment.	
<b>DESIGN POLICY 11.7</b>	Pedestrian walkways through parking lots should be shaded by trees or shade structures (Exhibit Design-44).	x					Promotes pedestrian and bicycle travel and a pedestrian- and bicycle-friendly community design environment.	
<b>DESIGN POLICY 11.8</b>	New commercial development shall provide comfortable outdoor seating areas available for public use, as appropriate (Exhibit Design-45).	x					Promotes pedestrian- friendly community design environment.	
<b>DESIGN POLICY 11.9</b>	New commercial developments shall provide secure locking of bicycles in visually prominent locations (Exhibit Design-46).	x					Promotes bicycle travel.	
<b>DESIGN POLICY 12.7</b>	New developments shall provide easily identifiable pedestrian-scaled building entrances (Exhibit Design-50).	x					Promotes pedestrian-friendly community design environment.	
<b>DESIGN POLICY 12.14</b>	Surface parking areas shall be screened from public street view with landscaping, low fencing, and/or low walls.	x					Promotes pedestrian and bicycle travel and a pedestrian- and bicycle-friendly community design environment.	
<b>DESIGN POLICY 12.15</b>	Pedestrian walkways connecting parking areas to building entrances should use special pavers, scored concrete or other decorative surfaces.	x					Promotes pedestrian and bicycle travel and a pedestrian- and bicycle-friendly community design environment.	



**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>DESIGN POLICY 13.3</b>	New industrial developments should distribute proposed parking around the project site and not concentrate a large amount of parking exclusively between the front building façade and the primary abutting street.	x						
<b>CONSERVATION POLICY 1.6</b>	The City will support research and development of agriculture-related economic activities in the Gridley area, such as renewable energy research and production, agricultural education, and marketing and sales of locally produced agricultural products.						x	Provides for adaptation related to changing agricultural practices.
Conservation Implementation Strategy 1.3	The City will implement an economic development strategy consistent with the adopted 2030 General Plan on an ongoing basis. One important focus of this economic development strategy will be research and development and consultation with other agencies for renewable energy development using local agricultural products or waste. See the Land Use Element for more detail on the City's economic development strategy.						x	Provides for adaptation related to changing agricultural practices.
<b>CONSERVATION POLICY 2.1</b>	The City will encourage the use of recycled water for appropriate use, including, but not limited to, outdoor irrigation, toilet flushing, fire hydrants, and commercial and industrial processes.		x				x	Reduces energy expended for pumping water. Provides for adaptation related to water availability.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>CONSERVATION POLICY 2.2</b>	Native, drought tolerant landscaping will be used, to the maximum extent feasible, in new City parks and open space and for landscaping within new rights of way as well as within new developments, including commercial, industrial, and residential projects.		x				x	Reduces energy expended for pumping water. Provides for adaptation related to water availability.
<b>CONSERVATION POLICY 2.3</b>	The City will explore opportunities in existing City-owned parks, open space, rights-of-way, and other City properties to replace landscaping with native, drought tolerant landscaping.		x				x	Reduces energy expended for pumping water. Provides for adaptation related to water availability.
<b>CONSERVATION POLICY 2.4</b>	The City will require the use of water conservation technologies such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment in all new construction, in accordance with State law.		x				x	Reduces energy expended for pumping water. Provides for adaptation related to water availability.
<b>CONSERVATION POLICY 2.5</b>	The City will provide voluntary water audits to identify conservation opportunities and will explore provide financial incentives for adopting identified efficiency measures.		x				x	Reduces energy expended for pumping water. Provides for adaptation related to water availability.
<b>CONSERVATION POLICY 2.6</b>	The City will comprehensively assess water supply and demand and identify a range of local conservation measures to be implemented through an Urban Water Management Plan.		x				x	Reduces energy expended for pumping water. Provides for adaptation related to water availability.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Conservation Implementation Strategy 2.1	When Gridley approaches 3,000 water customers or 3,000 acre-feet of water supplied annually, the City will prepare an Urban Water Management Plan (pursuant to the California Urban Water Management Planning Act). The Urban Water Management Plan (UWMP) will describe and evaluate sources of water, will estimate future water needs, and include conservation measures, and implementation strategy, and schedule for implementation. The City will update the Urban Water Management Plan (UWMP), as necessary and as required by State law.		x				x	Reduces energy expended for pumping water. Provides for adaptation related to water availability.
Conservation Implementation Strategy 2.2	The City will prepare a Nexus Fee Study following the 2030 General Plan update and update fees. As a part of this update, the City will evaluate its fee structure to align more closely the fees it charges with the actual cost of providing public services. In particular, City will analyze the cost of installing wells, water treatment, and water delivery and reduce water hook-up fees for more compact residential development (with smaller lawns and other areas that would need to be irrigated). The City will also evaluate whether incentives for water efficiency can be built into water rates.		x				x	Reduces energy expended for pumping water. Provides for adaptation related to water availability.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Conservation Implementation Strategy 2.3	The City will analyze the feasibility of installation of recycled waters systems in new development. The City will consider whether up-front fees or ongoing rates can be reduced for properties that install and use recycled water. The City will consider revisions to the Public Works Construction Standards, as necessary, to allow installation of recycled water systems in new developments.		x				x	Reduces energy expended for pumping water. Provides for adaptation related to water availability.
<b>CONSERVATION POLICY 3.3</b>	The City will require that waterways and floodplains are maintained in their natural condition, wherever possible.						x	Provide for adaptation related to future flood conditions.
Conservation Implementation Strategy 3.3	Following adoption of the 2030 General Plan, the City will adopt new landscaping standards, as necessary, to ensure consistency with policies in the Conservation Element. Among these revisions, the City will revise landscaping requirements to include drought-tolerant, low-maintenance plants.		x					Reduces energy expended for pumping water. Provides for adaptation related to water availability.
<b>CONSERVATION POLICY 6.1</b>	The City's Electrical Utility will expand local generation and use of renewable energy sources for electricity in Gridley and the share of renewable energy in the City's overall portfolio.		x					Promotes renewable energy, some types of which have low or zero GHG emissions.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>CONSERVATION POLICY 6.2</b>	The City will promote development and use of renewable energy, including not only hydroelectric power, but also solar and fuel derived from local agricultural products or agricultural waste.		x				Promotes renewable energy, some types of which have low or zero GHG emissions.	
<b>CONSERVATION POLICY 6.3</b>	The City will explore opportunities to install shade structures and combined shade structures/active solar systems at public transit stops, public parking lots, parks, on public buildings, and elsewhere on public property.		x				Promotes renewable energy, some types of which have low or zero GHG emissions. Promotes shading, which reduces urban heat island effect and can reduce energy needed for cooling buildings.	
<b>CONSERVATION POLICY 6.4</b>	The City will allow flexibility in development standards, where necessary, to encourage construction of active solar systems or combination shade structures/active solar systems on private property.		x				Promotes renewable energy generation and use.	
<b>CONSERVATION POLICY 6.5</b>	Developers and occupying residents and businesses that install and use active solar systems should have reduced electricity hookup fees and reduced electricity rates.		x				Promotes renewable energy generation and use.	
<b>CONSERVATION POLICY 6.6</b>	The City will encourage property owners to connect active solar systems on-site to other buildings in the development and to the City's power grid.		x				Promotes renewable energy generation and use.	

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>CONSERVATION POLICY 6.7</b>	The City will encourage formation of financing districts in new and existing development, where feasible, to finance the installation of renewable energy infrastructure and energy efficiency improvements.		x				Promotes renewable energy generation and use.	
<b>CONSERVATION POLICY 6.8</b>	The City will proactively pursue collaborative projects with regional, State, and federal agencies to produce renewable energy in Gridley.		x				Promotes renewable energy generation and use.	
Conservation Implementation Strategy 6.1	The City will take advantage of current grant, loan, and financing programs offered through the State of California Energy Commission and Federal Department of Energy to encourage installation of active solar systems in new and existing development. The City will actively pursue future federal, state, and regional funding programs to encourage installation of shade structures that also have active solar systems. The City will explore opportunities to install active solar systems on the roof of public buildings and accessory buildings. The City will also encourage property owners' use of financing districts to fund construction of active solar facilities and repayment over time as a part of property tax.		x				Promotes renewable energy generation and use.	

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Conservation Implementation Strategy 6.2	The City will explore infrastructure improvements and financing programs necessary to allow properties to connect solar or other renewable electricity generation facilities to other structures nearby or to the City's electricity grid. The City will explore opportunities to allow property owners to sell excess electricity to the City or the Northern California Power Agency. Excess electricity generated on public and private properties should be transmitted to Gridley's electricity system. Private properties should be able to sell excess electricity to pay down bonds used to construct active solar systems on-site.		x				Promotes renewable energy generation and use.	
Conservation Implementation Strategy 6.3	The City will prepare a Nexus Fee Study and update impact fees following adoption of the General Plan. The City also may need to prepare or revise a master plan that addresses electrical infrastructure for the Planned Growth Area. The City's Nexus Fee Study and update to impact fees should include analyze energy procurement and distribution costs. For newly developing properties that include energy conservation techniques beyond those required by building codes, the City should examine whether reduced impact fees would be appropriate. The Nexus Fee Study will need to be coordinated with electrical facilities master planning.		x				Promotes renewable energy generation and use.	

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Conservation Implementation Strategy 6.5	The City will identify grant programs and other state, regional, and federal funding that may be available to expand the generation and use of renewable energy within Gridley. The City will take advantage of opportunities to benefit from future greenhouse gas and energy related regulation and markets, such as a cap-and-trade program. The City will focus on opportunities to generate and use renewable energy produced by local agriculture.		x					Promotes renewable energy generation and use.
<b>CONSERVATION POLICY 7.1</b>	Existing trees should be preserved along future streetscapes and planned development areas to provide immediate shade. Unhealthy trees and those that present a hazard can be removed.		x					Promotes shading, reduces urban heat island effect, reduces amount of energy needed to cool buildings.
<b>CONSERVATION POLICY 7.2</b>	New developments should include deciduous trees and shrubs on the western and southern sides of buildings, to the maximum extent feasible, to reduce solar heat gain in the summer and allow for solar heat gain in the winter.		x	x				Reduces amount of energy needed for heating and cooling.
<b>CONSERVATION POLICY 7.3</b>	Trees should be strategically planted to shade pavement areas and air conditioners.		x					Reduces amount of energy needed for cooling.



**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>CONSERVATION POLICY 7.4</b>	Proposed projects, plans, and property subdivisions should orient proposed detached single-family homes to provide access to warming winter sunlight and shade from the summer afternoon sun. The long axis of single-family homes should, in general, be oriented from east to west.		x	x				Reduces amount of energy needed for heating and cooling.
<b>CONSERVATION POLICY 7.5</b>	Building plans should enhance natural ventilation through natural convection, push-pull ventilators, and other techniques, and should include effective use of daylight through high-performance glazing systems, skylights, light ducts, light shelves and other strategies.		x	x				Reduces amount of energy needed for heating and cooling.
<b>CONSERVATION POLICY 7.6</b>	The City will encourage new homes and major residential renovations to comply with the guidelines for the California Energy Star Homes Program.		x	x				Reduces amount of energy needed for use in buildings.
<b>CONSERVATION POLICY 7.7</b>	The City will encourage certification of new residential, commercial, and industrial buildings through a green building standards program.		x	x				Reduces amount of energy needed for use in buildings.
<b>CONSERVATION POLICY 7.8</b>	New commercial, institutional, and industrial development should use light-colored paving materials for internal roads and parking.		x					Reduces amount of energy needed for use in cooling buildings.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>CONSERVATION POLICY 7.9</b>	The City will continue to provide free energy efficiency audits of existing buildings and help facilitate the implementation of identified efficiency improvements.		x	x				Reduces amount of energy needed for use in buildings.
<b>CONSERVATION POLICY 7.10</b>	The City will encourage the retrofitting of existing buildings with energy efficient systems, energy-efficient appliances, insulation, energy-efficient doors and windows, and other elements that conserve resources.		x	x				Reduces amount of energy needed for use in buildings.
Conservation Implementation Strategy 7.1	Following adoption of the General Plan, the City will consider adopting green building standards, designed to promote energy efficiency and other environmentally sustainable practices in new construction. The City will consider the Build-it-Green program, LEED, or other similar programs for single-family residential construction. The City will consider LEED certification or similar programs for multi-family, commercial, and industrial construction. As a part of the building standards, City will consider requiring larger projects involving buildings of over 5,000 square feet to be LEED certified or to achieve some other specific green building standard. In addition to the building standards, the City will consider incentives or requirements for construction that complies with the guidelines for the California Energy		x	x				Promotes energy efficiency in buildings.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
	Star Homes Program and residential developments that participate in California Energy Commission’s New Solar Homes Partnership. The City will consider whether large projects should be required to use U.S. EPA–Energy Star rated roofing materials and light colored paint. The City will broadly consider what incentives could be made available that would encourage construction according to the City’s goals for energy conservation, including reducing fees, expedited permitting, density bonuses, and other incentives.							
Conservation Implementation Strategy 7.2	The City will explore the provision of low-interest financing, grants, and other programs that could be used for energy efficiency retrofits and alternative energy projects in existing residential, commercial, and industrial buildings. The City will identify methods to encourage the retrofitting of existing buildings with energy efficient systems, energy-efficient appliances, insulation, energy-efficient doors and windows, and other elements that conserve resources, as well as installation of renewable energy facilities. The City will explore potential State grants and other funding mechanisms to assist with energy efficiency retrofits and alternative energy projects for civic, residential and commercial buildings.		x	x			Promotes energy efficiency in buildings.	

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Conservation Implementation Strategy 7.3	The City will revise landscaping requirements consistent with Conservation Goal 7 and policies 7.2 and 7.3.		x	x				Reduces amount of energy needed for heating and cooling.
<b>CONSERVATION POLICY 8.1</b>	The City will conduct energy efficiency audits of all City-owned buildings to identify efficiency improvements.		x	x		x		Promotes energy efficiency in City operations.
<b>CONSERVATION POLICY 8.2</b>	All new City-owned buildings and major remodels and additions should achieve a United States Green Building Council - LEED Certification or a similar rating program, as funding allows.		x	x				Promotes energy efficiency in City operations.
<b>CONSERVATION POLICY 8.3</b>	The City will consider the installation of renewable energy systems on City buildings and properties and transition the City's fleet to hybrid vehicles.	x	x			x		Promotes renewable energy in City operations and energy efficiency in vehicular operations.
<b>CONSERVATION POLICY 8.4</b>	The City will explore the viability of LED streetlights to reduce energy consumption and provide more reliable and constant illumination.		x			x		Promotes energy efficiency.
<b>CONSERVATION POLICY 8.5</b>	The City will provide City staff training and public outreach on methods to reduce energy consumption and available incentives for energy efficiency measures.		x	x		x		Promotes energy efficiency.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Conservation Implementation Strategy 8.1	The City will conduct an energy efficient audit of City buildings and major operations to identify improvements that could be made to increase energy efficiency. Up-front improvement costs will be compared with long-term energy savings. Improvements will be prioritized based on cost and benefit and included and implemented as funding is available.		x	x		x		Promotes energy efficiency.
<b>OPEN SPACE POLICY 1.1</b>	New developments shall contribute to, or dedicate, on a fair-share basis, multi-use open space corridors, which shall be designed to provide drainage, an off-street pedestrian and bicycle trail system, buffering, and habitat value.	x						Promotes bicycle and pedestrian travel.
<b>OPEN SPACE POLICY 4.4</b>	New parks will be located and designed to encourage pedestrian and bicycle travel to and from the surrounding neighborhoods.	x						Promotes bicycle and pedestrian travel.
<b>OPEN SPACE POLICY 4.5</b>	On-street parking shall be provided along the perimeter of new community and neighborhood parks to reduce the amount of land within the park that must be devoted to surface parking.	x						Provides pedestrian- and bicycle-friendly community design environment.
<b>SAFETY POLICY 2.1</b>	The City will use the best available flood hazard information and mapping from regional, state, and federal agencies and use this information to inform land use and public facilities investment decisions.						x	Addresses adaptation related to future flood conditions.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>SAFETY POLICY 2.2</b>	The City will regulate development within floodplains in accordance with state and federal requirements.						x	Addresses adaptation related to future flood conditions.
<b>SAFETY POLICY 2.3</b>	New development shall provide an evaluation of potential flood hazards and demonstrate compliance with state and federal flood standards prior to approval.						x	Addresses adaptation related to future flood conditions.
Safety Implementation Strategy 2.1	<p>The City will update the General Plan, if necessary, using data to be made available by the Department of Water Resources and the Central Valley Flood Protection Board. The City will update the Land Use Element, Conservation and Open Space Element, Safety Element, and other elements, if necessary, to ensure adequate flood protection is provided for areas anticipated for urban development. Policies and implementation measures in the General Plan related to flood protection will integrate data from the State Plan of Flood Control. For flood-related revisions to the Safety Element, the City will consult with the Central Valley Flood Protection Board and local flood protection agencies serving the Gridley vicinity, consistent with State law.</p> <p>Following flood-related updates to the General Plan, the City will revise applicable development standards, including the Zoning Code, for consistency on flood</p>						x	Addresses adaptation related to future flood conditions.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
	protection policies. Subdivision approvals, development agreements, permits, and other City entitlements will incorporate these revised City policies and regulations. The City will regulate development per state and federal law and according to the presence of 200-year flood protection, or according to adequate progress towards providing 200-year flood protection. The City will cooperate with Sutter Butte Flood Control Agency, state, and federal agencies, if necessary, to fund on an equitable basis the maximum level of flood protection that is practical, with a goal of achieving at least 200-year flood protection.							
<b>SAFETY POLICY 6.1</b>	The City will require projects to reduce operational emissions from vehicles, heating and cooling, lighting, equipment use, and other proposed new sources.	x	x	x	x		Operational best practice measures can reduce air pollutant emissions (including GHGs) from a variety of sectors.	
<b>SAFETY POLICY 6.2</b>	New developments shall implement applicable emission control measures recommended by the Butte County Air Quality Management District for construction, grading, excavation, and demolition.	x					Construction mitigation that reduces ozone precursors would normally have benefits in reducing GHGs.	
<b>SAFETY POLICY 6.3</b>	Government offices and other public and civic uses in Gridley should be located in or near downtown or toward the center of neighborhoods to allow easy access via transit, walking, and bicycling.	x					Promotes use of transit, walking, and bicycling.	

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>SAFETY POLICY 6.4</b>	The City will include the use of low-emission vehicles and equipment, use of locally-produced and/or recycled construction materials, recovering demolition materials for reuse, or otherwise diverting from a landfill, or other best air quality management practices as one of its rating and ranking criteria in bidding for contracted work.	x	x	x	x		Promotes air quality best management practices that could affect a variety of sectors.	
<b>SAFETY POLICY 6.5</b>	The City will encourage the local solid waste disposal provider to use low-emissions vehicles and other equipment.	x			x		Promotes use of less-polluting vehicles.	
<b>SAFETY POLICY 6.6</b>	The City will increase the use of low-maintenance, drought-tolerant landscaping and low-emissions landscape maintenance equipment in City parks and other City-maintained landscaped areas and open space.		x			x	Reduces water use (and pumping).	
<b>SAFETY POLICY 6.7</b>	The City's vehicle fleet will be updated over time with more fuel-efficient, low-emission vehicles.	x				x	Promotes use of less-polluting vehicles.	



**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Safety Implementation Strategy 6.1	As funding is available, and as fleet-turnover warrants, the City will replace its vehicle fleet with low-emission vehicles and will purchase low-emission landscape maintenance equipment.					x		Promotes use of less-polluting equipment.
<b>SAFETY POLICY 8.1</b>	The City and new developments will implement Land Use, Circulation, Community Character, Public Facilities, Conservation, Open Space, and other policies, which were developed in part to reduce air pollution.	x	x	x	x	x	x	Various policies and strategies are designed to reduce emissions and consider adaptation.
<b>SAFETY POLICY 8.2</b>	The City, in consultation with Butte County Association of Governments, the Butte County Air Quality Management District, and California Air Resources Board, and other relevant agencies, will attempt to orient its plans, policies, and regulations to take best advantage of regional and statewide AB 32-related infrastructure investment and other programs.	x						Gridley's transportation infrastructure planning is designed to promote multi-modal travel. Gridley's strategies are in line with state and regional policies, plans, and regulations for maintaining and improving air quality. The City will benefit from this policy consistency.
<b>SAFETY POLICY 8.3</b>	The City will proactively communicate with Butte County Association of Governments to implement local transit projects, transit-oriented projects, and other plans and projects intended to reduce greenhouse gas and other air pollutant emissions.	x						Promotes transit and other alternatives to automobile travel.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Safety Implementation Strategy 8.1	After adoption of the 2030 General Plan, the City will develop a climate action plan and greenhouse gas (GHG) reduction program. Gridley's GHG reduction program will achieve a minimum 24% reduction in GHG emissions relative to the projected levels by 2020. Since GHG emissions are estimated for 2030, this reduction would be a pro-rata share of 2030 General Plan buildout. Please refer to the approach outlined below.	x	x	x	x	x	x	Goals, policies, and strategies in the General Plan have substantial GHG emissions reduction benefits and consider adaptation. Additional programs would have wide-ranging benefits.
<b>PUBLIC FACILITIES POLICY 1.5</b>	The City will ensure reliable water supplies and provide prompt response to any disruption in water supply to the greatest extent feasible.						x	Consider adaptation related to water supply.
<b>PUBLIC FACILITIES POLICY 1.6</b>	The City should consider future conjunctive use of both groundwater and surface water, where feasible and where shown to be beneficial to Gridley residents.						x	Consider adaptation related to water supply.
Public Facilities Implementation Strategy 1.3	The City will maintain a plan for emergency response to disruption in water supply. This plan will also review vulnerability of source and delivery and distribution systems to events, such as regional power outages and system failures. The City will maintain a notification plan for both personnel and residents in case of emergency.						x	Consider adaptation related to water supply.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Public Facilities Implementation Strategy 1.4	During implementation of the 2030 General Plan (present to 2030), the City will coordinate consult with area irrigation districts and other water purveyors to examine any surface water supply options. Among other options, the City will coordinate consult with Butte Water District to investigate surplus water availability. State water law will dictate to a large degree the City's ability to obtain surface water supply and effectively create a conjunctive surface/groundwater water system. Implementing a conjunctive water system in Gridley could also be very expensive. In determining the feasibility of conjunctive use, the City will examine environmental and public health benefits and impacts and the long-term costs and benefits for residents of Gridley before implementing this program. Any future conjunctive use program should be consistent with policies in Gridley's Urban Water Management Plan, once developed (see the Conservation Element).						x	Consider adaptation related to water supply.
<b>PUBLIC FACILITIES POLICY 2.7</b>	The City and Redevelopment Agency will ensure that collection and wastewater treatment capacity is available for infill development needs.	x						Promotes infill development.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>PUBLIC FACILITIES POLICY 2.8</b>	The Redevelopment Agency should consider using tax increment funds to help finance infrastructure improvements for infill areas within the redevelopment project area.	x						Promotes infill development.
<b>PUBLIC FACILITIES POLICY 2.9</b>	The City will identify regional, state, or federal funding that can be used to make improvements to the City's existing wastewater infrastructure in order to encourage infill development.	x						Promotes infill development.
<b>PUBLIC FACILITIES POLICY 3.2</b>	The City will ensure that new development provides for no net increase in peak flow conditions during a 100-year storm event.						x	Considers adaptation related to flooding.
Public Facilities Implementation Strategy 3.1	Following the adoption of the 2030 General Plan, the City will update the existing or prepare a new drainage master plan to address the Planned Growth Area. The drainage master plan will be designed to move away from individual site drainage requirements to an area-wide approach for the Planned Growth Area, consistent with the General Plan. Although the focus for the natural drainage system is on the Planned Growth Area, the City will look for opportunities to expand these concepts into the existing developed City, also.	x						Promotes compact development and pedestrian/bicycle travel.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
	<p>The drainage master plan will be designed to handle specified storm events and deliver pre-development flows to the reclamation districts under post-development conditions. Construction of the Planned Growth Area stormwater management system will be phased in a way that provides adequate drainage as the area builds out. Temporary detention facilities may be necessary.</p> <p>The drainage master plan will emphasize the use of drainage swales to convey runoff although piping may be used in combination with swales, as appropriate, in the Planned Growth Area. The drainage master plan will be coordinated with the location of future parks so that excess stormwater can be detained and infiltrated within open playfield areas. Linear open space corridors themselves may also be designed to detain and infiltrate stormwater runoff. Preservation and restoration of agricultural drainage ditches should consider habitat value, sensitive species, and water quality objectives (see the Conservation Element). The City will explore whether mitigation fees through regional habitat conservation planning or grants from other government agencies could be made available to fund restoration elements of the City's open space strategy. The drainage master plan will coordinated</p>							

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
	<p>with a Nexus Fee Study to allow fair-share contribution to drainage improvements. The Nexus Fee Study should consider efficiencies created through co-location of linear parkland, trails, drainage, and buffering. Drainage fees should be structured to provide incentives for use of low impact development stormwater management best practices (see also the Conservation Element).</p> <p>The City may require formation of one or more maintenance districts or some other approach to long-term operational funding for drainage facilities in the Planned Growth Area.</p>							
Public Facilities Implementation Strategy 3.2	The City will consult with local agencies and special districts to draft a comprehensive regional drainage plan to address urban growth in the southern and western portions of Butte County and northern Sutter County, as feasible. Such a drainage plan should include mitigation fees or other funding mechanisms to provide the needed facilities.						x	Considers adaptation related to flooding.
Public Facilities Implementation Strategy 3.3	The City will consult on an ongoing basis with drainage districts in the vicinity as these districts work to address channel capacity, lack of pumping capacity, or lack of capacity in downstream discharge waterways.						x	Considers adaptation related to flooding.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
Public Facilities Implementation Strategy 4.1	The City Electric Utility and Department will monitor the adequacy of infrastructure serving the City and Sphere of Influence, including changes to the City's Sphere of Influence made following the 2030 General Plan update. The City will plan for long-range infrastructure needs, including a new substation to serve planned growth under the General Plan. The City will review the distribution system to assess system infrastructure needs and to propose a plan of action to the City based on findings. The City will consider preparing and/or updating an electricity master plan to identify needed improvements, phasing, and financing, if appropriate. The City will consider any changes to the electrical infrastructure or electrical facilities planning are needed to encourage development and use in Gridley of renewable energy.		x					Encourages use and generation of renewable energy.
Public Facilities Implementation Strategy 4.2	The City will prepare a Nexus Fee Study and update impact fees following adoption of the General Plan, including those that address electrical infrastructure. The City's Nexus Fee Study and update to impact fees should include analyze energy procurement and distribution costs. Fees will be on a fair-share basis, considering estimated demand for new development. For newly developing properties that include energy	x	x					Promotes compact development and development designed to conserve energy.

**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
	conservation techniques beyond those required by building codes, the City will examine whether reduced impact fees would be appropriate.							
<b>PUBLIC FACILITIES POLICY 7.1</b>	The City will encourage yard waste collection and will explore opportunities for residents or organizations to use compost material for gardens and landscaping, as feasible.	x			x		Reduces solid waste stream, encourage local food production.	
<b>PUBLIC FACILITIES POLICY 7.2</b>	The City will consult with the local solid waste collection provider to implement community or Citywide composting facilities for yard waste collected locally.	x			x		Reduces solid waste stream, encourage local food production.	
<b>PUBLIC FACILITIES POLICY 7.3</b>	The City will consult with the Butte Regional Waste Management Authority and the Butte County Environmental Health Division, as necessary, to comply with state law on solid waste collection and disposal.				x		Reduces solid waste stream.	
<b>PUBLIC FACILITIES POLICY 7.4</b>	New development shall recycle construction waste to the greatest extent feasible.				x		Reduces solid waste stream.	
<b>PUBLIC FACILITIES POLICY 7.5</b>	The City should encourage recycling of demolition waste within the context of City-sanctioned projects and in consultation with applicants proposing redevelopment of properties with existing structures.				x		Reduces solid waste stream.	



**Table B-1**

Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>PUBLIC FACILITIES POLICY 7.6</b>	The City will consider the use of recycled materials in new City facilities, as economically feasible.				x		Reduces solid waste stream.	
Public Facilities Implementation Strategy 7.1	The City will implement recycling education programs for residents designed to promote source reduction, recycling, and composting to decrease Gridley's waste stream.				x		Reduces solid waste stream.	
Public Facilities Implementation Strategy 7.2	For commercial or industrial projects, and for residential projects with more than 10 units, the applicant will submit a recycling plan for construction materials to the City for review and approval. The plan will require recycling of all materials that would be acceptable for disposal at the landfill. The City will require documentation of all materials that would be recycled, as well as receipts documenting where the materials were taken. The developer will be required to submit a performance deposit to the City, as established in the conditions of approval, to ensure recycling of demolition materials. The project developer will be further required to cover all staff costs related to the review, monitoring, and enforcement of the recycling plan through the deposit account.				x		Reduces solid waste stream.	

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Policy / Strategy		GHG Emissions					Adaptation	Discussion
Policy Number	Text	Land Use / Transportation	Electricity	Natural Gas	Waste	Municipal		
<b>PUBLIC FACILITIES POLICY 9.3</b>	The City will encourage new schools in the Planned Growth Area to be located toward the center of new neighborhoods, and within walking or biking distance of homes within attendance boundaries.	x						Encourages walking and biking.
<b>PUBLIC FACILITIES POLICY 9.4</b>	New developments shall be designed to provide safe and convenient pedestrian and bicycle access for school sites to and from the surrounding neighborhood.	x						Encourages walking and biking.
<b>PUBLIC FACILITIES POLICY 9.5</b>	The City will communicate with the School District to take advantage of efficiencies available through joint-use arrangements for recreational facilities and library facilities.	x						Promotes compact development and local public services.