

MINUTES OF REGULAR MEETING, ORLAND CITY COUNCIL, Monday August 3, 2015

7:30 p.m

Meeting called to order by Mayor Paschall. Meeting opened with the pledge of allegiance.

ROLL CALL

Councilmembers present: Charles Gee, Dennis Hoffman, Bruce Roundy, Vice Mayor Salina Edwards and Mayor Jim Paschall

Councilmembers absent: None

Staff present: Building Official Jeff Powell, City Engineer Ken Skillman, City Planner Scott Friend, Chief of Police J.C. Tolle, City Attorney Greg Einhorn, Assistant City Manager/City Clerk Angie Crook and City Manager Pete Carr

ORAL AND WRITTEN COMMUNICATIONS

Citizen Comments:

Caryn Brown, 6386 County Road 200, Space #31, invited the community to come out tomorrow evening for the 17<sup>th</sup> Annual National Night Out, hosted by Volunteers in Police Services, in Library Park. There will be food, music, raffle and fun activities for children. Proceeds from the raffle will help purchase new radios for VIP's.

CONSENT CALENDAR

- A. Approve Warrant List (payable obligations).
- B. Approve City Council minutes of July 20, 2015.
- C. Receive and file Planning Commission minutes for June 18, 2015.

ACTION: Councilmember Hoffman moved, seconded by Vice Mayor Edwards to approve the consent calendar as presented. The motion carried by the following voice vote:  
AYES: Mayor Paschall, Vice Mayor Edwards and Councilmembers Gee, Hoffman and Roundy.

NOES: None

ABSENT: None

ABSTAIN: None

PUBLIC HEARING

**1. Pilot Flying J and Westside Annexation Area Project**

A public hearing will be held to consider the Planning Commission's recommendations to the City Council on the following applications by the Pilot Flying J Company for the Pilot Flying J Travel Center and Westside Annexation Area project:

- 1) EIR#2014-01, Certification of a Final Environmental Impact Report (State Clearinghouse No. 2014102084);

- 2) GPA#2014-03 a General Plan Amendment to the City of Orland Land Use Diagram to re-designate a 0.44 acre parcel (APN 045-140-003) from the *High Density Residential* land use designation to the *Commercial* designation; 3) Resolution of Intent of Annexation; 4) PZ#2014-01, Pre-zoning of four (4) parcels, a total of 1.93 acres, to the *C-2 (Community Commercial)* zoning district, two (2) parcels, a total of 9.2 acres to the *C-H (Commercial Highway)* zoning district, and one (1) parcel, 8.5 acres to the *O-S (Open Space)* zoning district; 5) TPM#2014-01 a Parcel Map to subdivide an existing 9.2 acre parcel into two parcels of 1.7 acres and 7.5 acres; 6) CUP#2014-02 a Conditional Use Permit for the development of a truck stop as required by Orland Municipal Code (OMC) Section 17.44.030; and making modifications to the City Sign regulations for additional signage height and advertising area per OMC Section 17.78.450(C).

RECOMMENDATION: The Planning Commission held a public hearing on Thursday, July 16, 2015 on the proposed project and has recommended that the City Council approve all of the proposed actions as further described and analyzed in the staff report and subject to the conditions of approval and findings presented with the report.

Scott Friend, City Planner gave a slide presentation of the proposed Westside Annexation Area and the Pilot Flying J Travel Center project. Brandon Parks, Project Manager Construction Design for Pilot project, presented images of the proposed facilities.

The public hearing opened at 8:26 p.m. Trish Saint-Evens, County Road 15, expressed concerns about traffic and asked when a stoplight would be installed on the other side (east) of the freeway near Dutch Brothers. Mr. Friend stated there is a stoplight planned near Walker and Ninth Streets, but Caltrans has advised that the Ninth Street intersection does not meeting traffic signal warrants at this time. Mr. Friend stated fees are still being collected for stop lights areas part of the City's development fee program. Lloyd Green, 1001 Benson Drive, had concerns with the quantity of water consumption Pilot J proposes to use (9,000 gallons a day). Staff advised the amount of water estimated to be used by Pilot would not be a significant issue and would represent less than one-half of one percent of the City's total daily production capacity. With no further comments, the public hearing closed at 8:34 p.m.

Councilmember Gee asked if there were any considerations and or restrictions on the use of truck 'jake-brakes' and the noise they may cause. Mr. Friend stated the concern was brought up at the Planning Commission, however, it was not considered a problem because there is no indication of any high degree of slope in the off-ramp area. If a problem arose, an ordinance could be considered to address the issue.

ACTION: Councilmember Roundy moved, seconded by Councilmember Hoffman to adopt Resolution No. 2015-19, certifying the Final EIR; making Environmental Findings as required by CEQA by adopting the Findings of Fact and Statement of Overriding Considerations; and adopting the Mitigation Monitoring and Reporting Program for the Pilot Flying J and Westside Annexation Area project as listed in attachment (G1). The motion carried by the following voice vote:

AYES: Mayor Paschall, Vice Mayor Edwards and Councilmembers Gee, Hoffman and Roundy.

NOES: None

ABSENT: None

ABSTAIN: None

**ACTION:** Councilmember Hoffman moved, seconded by Councilmember Gee to adopt Resolution No. 2015-20, adopting General Plan Amendment GPA#2014-03 an amendment to the General Plan Land Use Diagram from the High Density Residential land use designation to the Commercial land use designation on Glenn County APN 045-140-003 and making the Findings listed below. The motion carried by the following voice vote:

AYES: Mayor Paschall, Vice Mayor Edwards and Councilmembers Gee, Hoffman and Roundy.

NOES: None

ABSENT: None

ABSTAIN: None

**Findings for adoption of the Amendment to General Plan Land Use Diagram:**

1. The proposal will not be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the proposed use;
2. The proposed use will not be detrimental or injurious to property and improvements in the neighborhood of the proposed use;
3. The proposed use will not be detrimental or injurious to the general welfare of the City of Orland; and
4. The proposed use will be consistent with the policies, standards and intent of any use designations of the general plan, any applicable specific plan and the applicable section of Title 17 of the Orland Municipal Code ("C-2 Community Commercial").
5. The project will not have a significant or unmitigable impact on the physical environment.

**Staff Analysis of Consistency with Required Findings:**

1. The proposal will not be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the proposed use: *The project site, APN 045-140-003, has existing commercial uses and no new uses would be developed on the site as a result of the granting of the General Plan Land Use Diagram Amendment. As such, the Amendment would not be detrimental to the health, safety and general welfare of the persons residing or working in the neighborhood of the proposed use. Uses of the site would remain consistent with the intent of the General Plan designation and zone district. As such, the project will not be detrimental to the health, safety or general welfare of the project area.*
2. The proposed use will not be detrimental or injurious to property and improvements in the neighborhood of the proposed use: *The project site, APN 045-140-003, has existing commercial uses and no new uses would be developed on the site as a result of the granting of the General Plan Land Use Diagram Amendment. As such, the Amendment*

*would not be detrimental to the health, safety and general welfare of the persons residing or working in the neighborhood of the proposed use. Uses of the site would remain consistent with the intent of the General Plan designation and zone district. As such, the project will not be detrimental to the health, safety or general welfare of the project area.*

3. The proposed use will not be detrimental or injurious to the general welfare of the city: *The project site has existing commercial uses and no new uses would be developed on the site as a result of the granting of the General Plan Land Use Diagram Amendment. As such, the Amendment would not be detrimental or injurious to the general welfare of the city.*
4. The proposed use will be consistent with the policies, standards and land use designations of the general plan and any applicable specific plan: *The existing uses on the project site are consistent with the Commercial land use designation. The proposal would not alter the uses permitted on the site and would potentially contribute positively to the success of the uses within the parcel. With adoption of the proposed General Plan Amendment to the Commercial land use designation as well as a rezoning of the site to Community Commercial (C-2), the project site would be consistent with the City's codes and standards.*
5. The project will not have a significant or unmitigable impact on the physical environment. *The proposed signs were reviewed for potential environmental impacts in the Pilot Flying J Travel Center and Westside Annexation Area Environmental Impact Report. The EIR determined that implementation of the General Plan Amendment would not result in a significant impact on the physical environment.*

**ACTION:** Councilmember Gee moved, seconded by Vice Mayor Edwards to adopt Resolution No. 2015-21, adopting findings and approving a Resolution of Intention to Reorganize and Annex Property for 31.4 acres and affecting Glenn County Assessor Parcel Numbers: 045-140-003, 045-140-010, 045-140-011, 045-140-012, 045-170-003, 045-170-005 and various Public Rights-of-Ways. The motion carried by the following voice vote:

**AYES:** Mayor Paschall, Vice Mayor Edwards and Councilmembers Gee, Hoffman and Roundy.

**NOES:** None

**ABSENT:** None

**ABSTAIN:** None

**Findings for Resolution for Notice of Intention to Annex property:**

1. The proposal will not be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the proposed use;
2. The proposed use will not be detrimental or injurious to property and improvements in the neighborhood of the proposed use;
3. The proposed use will not be detrimental or injurious to the general welfare of the City of Orland; and

4. The proposed use will be consistent with the policies, standards and intent of any use designations of the general plan, any applicable specific plan and the applicable section of Title 17 of the Orland Municipal Code (“C-2 Community Commercial”).
5. The project will not have a significant or unmitigable impact on the physical environment.

**Staff Analysis of Consistency with Required Findings:**

1. The proposal will not be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the proposed use: The project has existing uses and proposed new uses. Annexation of these existing and new uses and properties would not be detrimental to the health, safety and general welfare of the persons residing or working in the neighborhood of the proposed use. Uses of the site would remain consistent with the intent of the General Plan designation and zone district. As such, the project will not be detrimental to the health, safety or general welfare of the project area.
2. The proposed use will not be detrimental or injurious to property and improvements in the neighborhood of the proposed use: The project has existing uses and proposed new uses. Annexation of uses or properties would not be detrimental to the health, safety and general welfare of the persons residing or working in the neighborhood of the proposed use. Proposed new uses would be consistent with the intent of the General Plan designation and zone district. As such, the project will not be detrimental to the health, safety or general welfare of the project area.
3. The proposed use will not be detrimental or injurious to the general welfare of the city: The project has existing uses and proposed new uses. Proposed new uses would be consistent with the intent of the General Plan designation and zone district. Annexation of uses or properties would not be detrimental or injurious to the general welfare of the city.
4. The proposed use will be consistent with the policies, standards and land use designations of the general plan and any applicable specific plan: The proposed uses on the Pilot Flying J project site are consistent with the Commercial land use designation. The existing uses in the Westside Annexation Area would not change. Annexation of the properties would be consistent with the City’s codes and standards.
5. The project will not have a significant or unmitigable impact on the physical environment. The proposed signs were reviewed for potential environmental impacts in the Pilot Flying J Travel Center and Westside Annexation Area Environmental Impact Report. The EIR determined that annexation of the properties, in and of itself, would not result in a significant impact on the physical environment.

**ACTION:** Vice Mayor Edwards moved, seconded by Councilmember Hoffman to approve first reading and introduction of Ordinance amending Title 17, Zoning, of the OMC by rezoning of Assessors Parcel Numbers: 045-140-003, 045-140-010, 045-140-011,

and 045-140-012 to the C-2 (Community Commercial) Zoning District; Parcel Number 045-170-005 to the C-H (Commercial Highway) Zoning District; and Parcel Number 045-170-003 to the O-S (Open Space) Zoning District, subject to the findings listed below. The motion carried by the following voice vote:

AYES: Mayor Paschall, Vice Mayor Edwards and Councilmembers Gee, Hoffman and Roundy.

NOES: None

ABSENT: None

ABSTAIN: None

**Findings for adoption of the Prezoning action:**

1. The proposal will not be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the proposed use;
2. The proposed use will not be detrimental or injurious to property and improvements in the neighborhood of the proposed use;
3. The proposed use will not be detrimental or injurious to the general welfare of the City of Orland; and
4. The proposed use will be consistent with the policies, standards and intent of any use designations of the general plan, any applicable specific plan and the applicable section of Title 17 of the Orland Municipal Code ("C-2 Community Commercial").
5. The project will not have a significant or unmitigable impact on the physical environment.

**Staff Analysis of Consistency with Required Findings:**

1. The proposal will not be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the proposed use: *Prezoning of the project site to the C-1, C-2, and O-S zoning districts will provide consistency between the General Plan land use designations and zoning as is required by state law. Existing and future uses of the site would remain consistent with the intent of the General Plan designation and zone district. As such, the Prezoning would not be detrimental to the health, safety and general welfare of the persons residing or working in the neighborhood of the proposed use.*
2. The proposed use will not be detrimental or injurious to property and improvements in the neighborhood of the proposed use: *Prezoning of the project site to the C-1, C-2, and O-S zoning districts will provide consistency between the General Plan land use designations and zoning as is required by state law. Existing and future uses of the site would remain consistent with the intent of the General Plan designation and zone district. As such, the Prezoning would not be detrimental or injurious to property and improvements in the neighborhood of the proposed use.*

3. The proposed use will not be detrimental or injurious to the general welfare of the city: *Rezoning of the project site to the C-1, C-2, and O-S zoning districts will provide consistency between the General Plan land use designations and zoning as is required by state law. Existing and future uses of the site would remain consistent with the intent of the General Plan designation and zone district. As such, the Rezoning would not be detrimental or injurious to the general welfare of the city.*
4. The proposed use will be consistent with the policies, standards and land use designations of the general plan and any applicable specific plan: *Rezoning of the project site to the C-1, C-2, and O-S zoning districts will provide consistency between the General Plan land use designations and zoning as is required by state law. Existing and future uses of the site would remain consistent with the intent of the General Plan designation and zone district. As such, the Rezoning would not be detrimental or injurious to property and improvements in the neighborhood of the proposed use. With adoption of the proposed Rezoning to the C-1, C-2, and O-S land use designation, the project site would be consistent with the City's codes and standards.*
5. The project will not have a significant or unmitigable impact on the physical environment. *The proposed Rezoning of the project site was reviewed for potential environmental impacts in the Pilot Flying J Travel Center and Westside Annexation Area Environmental Impact Report. The EIR determined that rezoning, in and of itself, would not result in a significant impact on the physical environment.*

ACTION: Councilmember Roundy moved, seconded by Councilmember Gee to adopt Resolution No. 2015-22 adopting the findings and approving Tentative Parcel Map TPM# 2014-01, subject to the Conditions of Approval and Findings listed below. The motion carried by the following voice vote:

AYES: Mayor Paschall, Vice Mayor Edwards and Councilmembers Gee, Hoffman and Roundy.

NOES: None

ABSENT: None

ABSTAIN: None

**Approved Use: Tentative Parcel Map resulting in one new parcel from the lot identified as APN: 045-170-005 in the City of Orland, CA.**

**Conditions of Approval:**

*General -*

1. Unless specifically provided otherwise herein or by law, each condition of these Conditions of Approval shall be completed to the satisfaction of the City prior to recording the Parcel Map.
2. Owner or an agent of Owner shall satisfy, and the project shall meet, all applicable requirements provided by federal, state, and local laws, City of Orland Municipal Code, City of Orland Land Division Standards, City of Orland Development Requirements, City of

3. Orland General Plan, and regulations including the requirements provided by the Subdivision Map Act (Government Code Section 66410).
4. Pursuant to section 66474.9 of the California Government Code, the subdivider shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any claim, action, or proceeding against the County, its agents, officers, or employees to attack, set aside, void, or annul, an approval by the Planning Commission or City Council concerning this subdivision, which action is brought within the time period provided for in Section 66499.37. The City shall promptly notify the applicant of any such claim, action or proceeding and shall cooperate fully in the defense of the action. If the City fails to so notify the applicant or to cooperate fully in the defense, the applicant shall not be obligated by this condition.

*Public Works Department -*

5. The property shall be subdivided in substantial compliance with the conditionally approved Tentative Parcel Map. Any substantive changes prior to recordation of the Parcel Map shall require review and approval by the Planning Commission.
6. Developer/Subdivider shall enter into a Deferred Improvement Agreement with the City for all frontage improvements which have not been constructed prior to Council approval of the final Parcel Map.
7. Prior to issuance of a building permit for development of either of the two parcels, the applicant shall construct street frontage improvements including curb, gutter, sidewalk and shall improve Newville Road, County Road HH and County Road 13 as required by the City.
8. All infrastructure improvements shall be designed and constructed in conformance with the City of Orland "Land Division Standards and Improvement Standards."
9. All utilities serving the parcels shall be installed underground and meet the design standards of the service provider.
10. Any conflicting, existing utilities shall be relocated at the applicant's expense.
11. Applicant shall pay all City impact fees in effect at the time of issuance of building permits.
12. Subdivider shall pay all actual costs for city attorney and city engineer fees incurred in the review of this project.

*Planning Department:*

13. Owner/applicant shall apply for and receive all permits deemed necessary from the City of Orland Engineering, Public Works, and Building Departments, wherever applicable.
14. Prior to recording of the Parcel Map, the property owner shall fully abate, achieve compliance and close all open Code Enforcement and Building Code Enforcement cases open and pending on the property.



**Findings of Approval for TPM#2014-01:**

1. *The proposed Parcel Map, in and of itself, would not result significant adverse impacts on the environment.*

While the Pilot Flying J Travel Center project would result in significant impacts to the environment, the division of a parcel into two parcels is merely a map exercise and does not present and environmental impacts. In addition, approval of the parcel map would not allow for any use or development of the property not otherwise already allowed without the approval of a discretionary action by the City.

2. *Section 66474 of the California Subdivision Map Act requires a City to deny approval of a tentative map if it makes any of the following findings:*

- a. *That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.*

The proposed map is consistent with the density/intensity standards as specified in the Orland General Plan and shall be made to be consistent with City General Plan policies upon implementation of the project Conditions of Approval.

- b. *That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.*

The division of land is consistent with the density/intensity standards of the Orland General Plan and is consistent with the document.

- c. *That the site is not physically suitable for the type of development.*

The site is physically suitable for the development. The applicant is proposing to divide one 9.2 acre commercial lot into two commercial lots of 7.5 aces and 1.7 acres in size. The lots meet the development regulations of the Orland Municipal Code and project conforms to the policies of the Orland General Plan.

- d. *That the site is not physically suitable for the proposed density of development.*

The zoning of the site would be C-H, Commercial Highway and the General Plan land use designation is Commercial.. The site is physically suitable to meet the density of the Commercial land use designation and the development regulations associated with the C-H zoning district.

- e. *That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.*

The proposed Parcel Map, in and of itself, would not result significant adverse impacts on the environment.

- f. *That the design of the subdivision or type of improvements is likely to cause serious public health problems.*

No conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision, have been identified.

- g. *That the design of the subdivision or type of improvements will conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision.*

There are no easements that will be affected with approval of the Tentative Parcel Map.

**ACTION:** Councilmember Hoffman moved, seconded by Councilmember Roundy to adopt Resolution No. 2015-23 approving a Use Permit (CUP#2014-02) to allow for the development of a “truck stop” land use on APN 045-170-005 as permitted by OMC Section 17.44.030; and allowing for modifications of the City’s Sign Standard’s as permitted by OMC Section 17.78.450 and subject to the Findings and Conditions of Approval listed below, as well as amended CUP #48. The motion carried by the following voice vote:

AYES: Mayor Paschall, Vice Mayor Edwards and Councilmembers Gee, Hoffman and Roundy.

NOES: None

ABSENT: None

ABSTAIN: None

### **CONDITIONS OF APPROVAL**

#### **CONDITIONAL USE PERMIT #2014-02, Pilot Flying J Travel Center Signage.**

**Conditional Use Permit # 2014-02, Pilot Flying J (Applicant); Gurdarshan Singh, Amarjit Singh Kaile, Rajesh Patel (Landowners):** A request by Pilot Flying J Travel Center to construct a truck fueling station considered to be a “truck stop” by the Orland Municipal Code. Included in the truck stop are facilities for the fueling of large commercial trucks as well as passenger vehicles and RVs, a CAT certified scale, restaurant facilities, convenience store, drivers lounge and showers and parking facilities.

The proposed action seeks authorization from the Planning Commission to allow for the development of a truck stop in the C-H zoning district as required by OMC Section 17.44.030.

#### **General Conditions of Approval:**

1. The applicant shall file a Declaration of Acceptance of the following conditions by submitting a signed copy of the conditions to the Planning Department within ten (10) days of City Council approval of the project.
2. Failure to comply with the conditions specified herein as the basis for approval of application and issuance of permit constitutes cause for the revocation of said permit. Unless otherwise provided for in a special condition to this Use Permit, all conditions must be completed prior to or concurrently with the establishment of the granted use.
3. Neither the applicant, or any agent nor representative of the applicant shall intentionally omit or misrepresent any material fact in connection with the application. Any alleged material

misrepresentation shall constitute grounds for the City of Orland to commence a revocation hearing and constitute grounds to revoke the permit.

4. Minor changes to the approved project may be approved by the City Planner upon receipt of a substantiated written request by the applicant, or their respective designee. Prior to such approval, verification shall be made by each Department that the modification is consistent with the application, fees paid, and environmental determination as approved. Changes deemed to be major or significant in nature shall require a formal application for amendment by public hearing before the City Council.
5. The project applicant and/or contractor shall obtain all necessary business licenses and permits from the City and pay all appropriate fees for any required utilities modification, construction, and connection work associated with the project. Project shall also obtain permits all necessary and required building permits from the City of Public Works, Engineering, and Building Departments, and pay all appropriate fees for construction work to be undertaken as a result of this approval.
6. The Use Permit is only for the development of the Pilot Flying J Travel Center project as presented on the approved site plan/use permit exhibit and included as *Attachment D1* to the staff report for CUP#2014-02. The approved project shall not be expanded or modified beyond the approvals and plans detailed and approved with this action.
7. If significant changes are requested to the project plans or Conditions of Approval, a Conditional Use Permit Amendment shall be required, with all applicable fees, and approved by the City Council prior to implementing the changes.
8. The applicant shall submit a check or money order in the amount of **\$3,069.75** for the filing of the EIR with the California Department of Fish and Game within ten (10) days of the date of approval of the Site Plan Review.
9. The applicant shall submit two (2) checks or money orders to the City in the amount of **\$50.00 (each) made payable to the Glenn County Recorder's Office** for the fee to file the EIR and Use Permit documents within ten (10) days of the date of approval of the Conditional Use Permit approving the project.
10. The use granted by this permit shall be established within two (2) years of the date of approval or the permit shall become null and void.
11. Neither the applicant, or any agent nor representative of the applicant shall intentionally omit or misrepresent any material fact in connection with the application. Any alleged material misrepresentation shall constitute grounds for the City of Orland to commence a revocation hearing and constitute grounds to revoke the permit.
12. Project shall obtain all required permits and pay all required fees for utility modifications, extensions, and/or connections. Project shall obtain a building permit(s) from the **Building Department**, and pay all appropriate fees prior to initiation construction on any portion of the building.

13. This approval is only for the development and use as indicated on the final approved Site Plan/Use Permit exhibit signed and dated July 1, 2015. The permissions granted with this approval shall not be expanded or modified beyond the approvals detailed in this approval letter and without approval by the Community Development Department of the City of Orland.
14. If changes are requested to the approved project plans or the Conditions of Approval, supplemental information, applications and/or approvals may be required, with all applicable fees paid by the applicant and approved by the City of Orland, prior to implementing the changes.

Cost Recovery:

15. Applicant shall pay Cost Recovery for staff time spent processing in the amount necessary to complete the processing of this request the project if staff time exceeds the deposited fee amount (Resolution #2008-26, adopted November 16, 2008, by the Orland City Council).

Lighting:

16. The project shall be developed consistent with the Photometric Plan signed and dated July 1, 2015.
17. All project-installed outdoor lighting (wall lights and parking lot lighting) shall be directed away from adjacent uses and properties and shall be shielded so that no light is emitted above a horizontal plane (parallel to the ground) from the base of the fixture-head and/or so that no exterior lighting is un-shielded to the public view.
18. All site lighting shall conform to the requirements of OMC Section 17.44.110, Lighting.
19. As required and at their own expense, the project developer shall apply for and receive approval of any and all sign and lighting plans from the California Department of Transportation (Caltrans) deemed necessary and required of the project.

Signs:

20. All signs shall comply with the City of Orland Sign Ordinance unless otherwise authorized for an exception as approved by CUP#2014-02 (Chapter 17.78 of the Orland Municipal Code).
21. The project shall submit an application for and receive approval of an Administrative Sign Permit for all on-site signs associated with the project and not otherwise approved for an exception as part of the approval of CUP#2014-02 prior to receipt of a building permit for the installation of any sign or signs related to the project.

Parking:

22. Parking shall be provided consistent with Section 17.76.100 of the Orland Municipal Code and shall be consistent with the conceptual site plan/use permit exhibit approved by CUP#2014-02.

Landscaping:

23. The project shall be developed consistent with the Conceptual Landscape Plan submitted and dated July 1, 2015 as part of the approval for CUP#2014-02.

24. Landscaping irrigation shall be accommodated using a separate water meter for landscape irrigation purposes and an automated irrigation timer having a rain sensor and meeting State irrigation control requirements shall be utilized and integrated into the project landscape design program.

Fencing:

25. No fencing has been approved with this approval. If fencing is desired in the future, all fencing shall comply with OMC Section 17.44.125.

Trash Enclosure:

26. The trash and recyclable materials enclosure shall have metal gates with opaque covering fully screening the inside of the enclosure. The property owner / operator is required to ensure that the gates remain closed during business operations and that the gates remain functional and fully screen the contents of the refuse enclosure.

27. The color(s) and material(s) of the trash and recyclable enclosure shall match the design and color of the building(s) to which it serves.

Site and Building Design:

28. The project shall be constructed consistent with the conceptual design plans and elevation details signed as approved and dated July 1, 2015. Any and all substantial design modifications shall be approved by the City Council prior to the construction of the building or element.

29. All mechanical equipment (ground- and roof-mounted) shall be screened from public view as required by OMC Section 17.44.105.

30. Window and door glass should be clear-glass as required by OMC Section 17.44.080.

31. Colors and designs of all building awnings, fueling canopies, fuel tank enclosures, accessory structures and accessory elements shall be integrated with the design style and color of the primary building structure as required by OMC Section 17.44.080.M and shall be consistent with the approved design plans and elevation details dated July 1, 2015.

Other Agency Permits and Approvals:

32. The project applicant and/or building contractor shall apply for and secure all required permits and approvals required for the project. Such approvals and permits may include, but are not limited to, the following:

- Glenn County Health Department
- Glenn County Air Pollution Control District
- Caltrans
- California EPA
- California Highway Patrol
- California Regional Water Quality Control Board
- California Department of Fish and Wildlife

**City Engineer:**

33. All infrastructure improvements shall be designed and constructed in conformance with the City of Orland "Land Division Standards and Improvement Standards". The developer shall have a registered engineer prepare and submit construction details, plans and profiles, a grading plan, typical sections and any project specifications prior to commencement of construction. The engineered grading plan and subsequent construction shall comply with the California Code of Regulations, Title 24 for accessibility and parking spaces shall comply with Orland Municipal Code 17.76.100.
34. In the event that an elevation difference exceeding 12 inches arises between contiguous and/or perimeter lots/parcels during design of the grading plan, a masonry or concrete retaining wall shall be utilized.
35. A hydrology report shall be required for this project. Since we are aware that Caltrans is reviewing the hydrology report (and the City Engineer has already approved same without exceptions), the City of Orland will allow Caltrans methodology to be used for this project. The applicant's engineer should incorporate onsite detention/retention of runoff exceeding the predevelopment condition utilizing a 100 year design storm event.
36. All utilities serving this project shall be installed underground and meet the design standards of the purveyor.
37. Any and all conflicting, existing utilities shall be relocated at the developer's expense.
38. Applicant shall pay all City impact fees in effect at the time of issuance of building permits.
39. Developer shall pay all actual city attorney and city engineer fees incurred in the review of this project.
40. The Developer shall dedicate a 10.00 foot wide strip of right-of-way to the City of Orland along the north side of the County Road 13 frontage. It was noted that the right-of-way width along County Road 13 will ultimately be 60.00 feet wide to meet City Standards, but the remaining 10.00 feet of width will be required of the parcels situated on the south side of County Road 13 when they develop. The City of Orland shall require a 32 foot wide pavement section from development side face of curb to the far side edge of pavement. The pavement sectional design should utilize your R value from your soils report and a TI in line with your traffic study truck volumes. City standard curb, gutter and sidewalk shall be required for the portion of street frontage belonging to the Pilot/Flying J parcel. The "NOT A PART" or Parcel 'B' parcel will still need to provide the 10 foot wide right-of-way dedication, but would not be required to install curb, gutter and sidewalk along their frontage, at this time. A 6 inch high AC dike will be required along that parcel's frontage along both County Road 13 and County Road HH to facilitate storm drainage and to regulate access to the vacant parcel. The applicant shall be required to satisfy the Orland Unit Water Users' Association requirements concerning their existing open lateral 8-1 along the South side of County Road 13.

41. The Applicant shall dedicate the spandrel area at the southwest corner of Parcel 'B' or "NOT A PART" parcel to the City of Orland utilizing a 40.00 foot radius curve tangent to both County Road 13 and County Road HH.
42. The Developer shall dedicate a minimum 100 foot long by 12 foot wide northbound right turn only lane (with associated transitions configured based on a Caltrans lane addition transition) along the west side of County Road HH and the spandrel area at the northwest corner of Parcel 'A' to the City of Orland utilizing a 40.00 foot radius curve tangent to both County Road HH and Newville Road (AKA County Road 200). All access and abutter's rights shall be relinquished to the City of Orland along the entirety of this dedication along with any remaining tangential portion of frontage along Newville Road (AKA County Road 200) that does not already have its access and abutter's rights relinquished previously as part of the Interstate 5 Freeway dedication. It was noted that the right-of way width along County Road HH will ultimately be 64.00 feet wide to meet City Standards, but the remaining 4.00 feet of width will be required of the parcels situated on the west side of County Road HH when they develop. Within the existing 60.00 foot wide right-of-way section along County Road HH, the applicant shall construct a minimum 32.00 foot wide roadway width measured from curb or AC dike face along the east side of the street to the western edge of pavement. The pavement sectional design should utilize your R value from your soils report and a TI in line with your traffic study truck volumes. Within the new 72.00 foot wide right-of-way section along County Road HH, the applicant shall construct a minimum 44.00 foot wide roadway width measured from curb face along the east side of the street to the western edge of pavement. The curb face within this right turn only lane shall be painted red and signed for "No Parking". The County Road HH street width should be widened an additional lane width (12.00 feet) for the southbound lanes at County Road 13 to incorporate a 100 foot long left turn pocket preceding the intersection.
43. County Road 200 shall be widened a minimum of 12.00 feet to incorporate a northwesterly bound left turn pocket of at least 150.00 feet in length immediately preceding the intersection with County Road HH. County Road 200 shall also be widened a minimum of 12.00 feet southeasterly of County Road HH along the southwest side of County Road 200 to accommodate an acceleration lane onto Interstate 5. The applicant shall utilize Caltrans standards for all work within their right-of-way. The pavement sectional design should utilize your R value from your soils report and a TI in line with your traffic study truck volumes.
44. The Applicant shall dedicate a 10.00 foot wide Public Utility Easement adjacent to all street frontages.
45. Developer shall enter into a Deferred Improvement Agreement for any missing frontage improvements which have not been constructed prior to Council approval of the final parcel map.
46. Infrastructure improvements within Caltrans right-of-way along Newville Road (AKA County Road 200) shall be designed and constructed in conformance with Caltrans Improvement Standards and Specifications, latest edition. The Developer shall have a registered engineer prepare and submit construction details, plans and profiles, grading plans, typical sections and project specifications prior to commencement of construction within Caltrans right-of-way.

47. The applicant shall install reduced pressure principle backflow prevention devices for all new water services in accordance with State of California and City of Orland Requirements.
48. Concrete pavement sections shall be required at all intersections with approach leg extensions. The design limits of concrete at intersections shall be to the satisfaction of the City Engineer. ~~of a minimum of 300.00 feet preceding the intersection.~~ The pavement sectional design should utilize your R value from your soils report and a TI in line with your traffic study truck volumes.
49. Applicant shall install additional signage and pavement markings in accordance with Caltrans and MUTCD standards and as directed by the City Engineer.
50. The applicant's engineer shall provide the City Engineer with documentation that this project is utilizing an approved SWPPP and adhering to the provisions and requirements contained therein. In addition, the contact person for storm water emergencies and for ongoing monitoring shall be provided to the City Engineer and Public Works Director.

**PG&E:**

51. Any relocation or rearrangement of any existing PG&E facilities to accommodate this project will be at the developers/applicants expense. There shall be no building of structures, or the storage of any materials allowed over or under any existing PG&E facilities, or inside any easements that exist which infringe on PG&E's easement rights.

**Caltrans:**

52. Any work or traffic control that would encroach onto the State Right of Way requires an encroachment permit issued by Caltrans.
53. Project shall receive approval of a Project Drainage Report meeting Caltrans standards accurately analyzing the proposed drainage conditions and shall include detailed drainage calculations for anticipated rainfall intensities, time of concentration, composite runoff coefficient(s), runoff discharge at each discharge location, the capacity of each of the two proposed retention basins, basin overflow locations etcetera. The analysis should be provided for both the pre- and post- construction site conditions to show the post construction runoff discharges do not exceed pre-construction runoff discharges. Caltrans must review and approve the Project Drainage Report before a building permit for the project is issued.
54. No increase in runoff discharge from the post-project site may be discharged to the State Highway System right-of-way above the historic discharge from the site under the pre-construction site conditions.

**Department of Public Works:**

55. Provide plans for review and approval showing the proposed connections to the City's existing water and wastewater infrastructure, including the number and size of water meters, to the Public Works Department for approval prior to the initiation any work on the project site.
56. Any and all connections to the public water and wastewater shall be approved and inspected by the Public Works Department.



**Building Department:**

57. The applicant shall submit four sets of plans to the Building Department for review and approval prior to the initiation of any construction work on the site.
58. Project contractor shall consult directly with Fire and Life specialist Wes Cochoran, (530) 873-3488 for all plan checking and inspection scheduling, and approvals.
59. Project contractor shall consult directly with the Glenn County Health Department (530) 934-6102 for all plan checking, inspections and approvals for health department related matters.

**Orland Unit Water Users Association:**

60. The applicant shall work with the Orland Unit Water Users District and the U.S. Bureau of Reclamation to address the abandonment of Lateral 8-1 traversing the north and east perimeter of the Pilot Flying J project site. As this lateral serves only the Pilot Flying J project site, the applicant shall remove the ditch pursuant to the approvals from the OUWUA and the U.S. BOR.
61. The applicant shall work with the OUWUA to ensure the integrity of and continued operation of Lateral 8-2 located south of the proposed Travel Center project during and after project construction. Based upon input provided by the Association, this lateral shall be placed underground as part of the street re-construction efforts on County Road 13 and the applicant shall receive approvals from the Association and pay all costs associated with the work.

**Findings for adoption of the Conditional Use Permit:**

1. The proposal will not be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the proposed use;
2. The proposed use will not be detrimental or injurious to property and improvements in the neighborhood of the proposed use;
3. The proposed use will not be detrimental or injurious to the general welfare of the City of Orland; and
4. The proposed use will be consistent with the policies, standards and intent of any use designations of the general plan, any applicable specific plan and the applicable section of Title 17 of the Orland Municipal Code ("C-H", Highway Service Commercial).
5. All impacts on the physical environment resulting from development of the proposed project can be reduced to a less than significant level with the exception of four impacts. The project's significant and unavoidable impacts are in the areas of an increase in noise levels and an increase in traffic under cumulative conditions.

**Staff Analysis of Consistency with Required Findings:**

1. The proposal will not be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the proposed use: The proposed new use would include operations typical of the C-H, Highway Service Commercial zoning district and the proposed use would be limited by Conditions of Approval. An Environmental Impact Report

was completed for the project and all impacts were mitigated to the extent feasible. As conditioned, potential impacts associated with the approved use would be addressed through use and operation conditions. The proposed use would be served by the City water and wastewater systems which has sufficient existing capacity to serve the proposed use of the property. Subject to the issuance of a Conditional Use Permit by the Planning Commission and subject to the Conditions of Approval for the project, uses of the site would remain consistent with the intent of the General Plan designation and zone district. As such, the project will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of the project neighborhood.

2. The proposed use will not be detrimental or injurious to property and improvements in the neighborhood of the proposed use: The proposed new use would include operations typical of the C-H, Highway Service Commercial zoning district and the proposed use would be limited by Conditions of Approval. An Environmental Impact Report was completed for the project and all impacts were mitigated to the extent feasible. The proposed use would be served by the City water and wastewater systems which has sufficient existing capacity to serve the proposed use of the property. As conditioned, potential impacts associated with the approved project would be addressed; and, the proposed use would serve to enhance an approved land use. Subject to the issuance of a Conditional Use Permit by the Planning Commission, and subject to the Conditions of Approval for the project, uses of the site would remain consistent with the intent of the General Plan designation and zone district. As such, the project will not be detrimental to the health, safety or general welfare of the project area.
3. The proposed use will not be detrimental or injurious to the general welfare of the city: The proposed new use would include operations typical of the C-H, Highway Service Commercial zoning district and the proposed use would be limited by Conditions of Approval. An Environmental Impact Report was completed for the project and all impacts were mitigated to the extent feasible. As conditioned, potential impacts associated with the approved use would be addressed through use and operation conditions. The new project would result in the use of hazardous substances however, these substances (gasoline, diesel fuel and other vehicle related liquids) are controlled by federal and state regulations specifically pertaining to the health and safety of individuals and communities. Therefore, the project would not create a hazardous condition on the site. As such, the project will not be detrimental to the health, safety or general welfare of the city.
4. The proposed use will be consistent with the policies, standards and land use designations of the general plan and any applicable specific plan: The City of Orland Municipal Code allows the development of a truck stop on the parcel with the approval of a Conditional Use Permit. The proposal would not alter the uses permitted on the site and would potentially contribute positively to the success of the uses within the parcel. With the issuance of a Conditional Use Permit, the project would be consistent with the City's codes and standards.
5. The project will have a significant and unavoidable impact on the physical environment. The proposed signs were reviewed for potential environmental impacts in the Pilot Flying J Travel Center and Westside Annexation Area Environmental Impact Report. The EIR determined that implementation of the Pilot Flying J Travel Center would result in a significant and unavoidable impacts on the physical environment related to an increase in

noise levels and an increase in traffic under cumulative conditions. No feasible mitigation measures were possible to reduce these impacts to a less than significant level.

**Conditional Use Permit # 2014-02, Pilot Flying J (Applicant); Gurdarshan Singh, Amarjit Singh Kaile, Rajesh Patel (Landowners):** A request by Pilot Flying J Travel Center to construct multiple signs with a total advertizing surface area of approximately 1,570 square feet including; directional signs (63.32 sq. ft.), wall signs (198.48 sq. ft.), canopy signs (192.92 sq. ft.) and free standing signs (1,115.62 sq. ft.). Included in the signage are two free standing pole signs, one of 36 feet in height and the other 100 feet in height. The proposed action seeks authorization from the Planning Commission to allow for the increase in sign size and height as established in OMC Section 17.78.050 and Section 17.78.250. Pursuant to OMC Section 17.78.450, the Planning Commission may issue a Use Permit to allow for an increase in total sign size and pole sign size and height.

### **General Conditions of Approval**

1. The applicant shall file a Declaration of Acceptance of the following conditions by submitting a signed copy of the conditions to the Planning Department within ten (10) days of City Council approval.
2. Failure to comply with the conditions specified herein as the basis for approval of application and issuance of permit constitutes cause for the revocation of said permit. Unless otherwise provided for in a special condition to this Use Permit, all conditions must be completed prior to or concurrently with the establishment of the granted use.
3. The use granted by this permit shall be established within two (2) years of the date of approval or the permit shall become null and void.
4. Neither the applicant, or any agent nor representative of the applicant shall intentionally omit or misrepresent any material fact in connection with the application. Any alleged material misrepresentation shall constitute grounds for the City of Orland to commence a revocation hearing and constitute grounds to revoke the permit.
5. Minor changes to the approved sign may be approved by the City Planner upon receipt of a substantiated written request by the applicant, or their respective designee. Prior to such approval, verification shall be made by each Department that the modification is consistent with the application, fees paid, and environmental determination as conditionally approved. Changes deemed to be major or significant in nature shall require a formal application for amendment by public hearing before the City Council.
6. The project applicant and/or contractor shall obtain all necessary business licenses and permits from the City and pay all appropriate fees for any required utilities modification, construction, and connection work associated with the project. Project shall also obtain permits all necessary and required building permits from the City of Orland Building Department, and pay all appropriate fees for construction work to be undertaken as a result of this approval.
7. The Use Permit is only for the development of new signs as presented on the approved Sign plans and included as *Attachments F1, F2, and F3* to the staff report for CUP#2014-02. The

approved signs shall not be expanded or modified beyond the approvals detailed in this document.

8. All signs not expressly included as part of this action shall comply with the City of Orland Sign Ordinance (Chapter 17.78 of the Orland Municipal Code).
9. If changes are requested to the plan or the Conditions of Approval, a Conditional Use Permit Amendment shall be required, with all applicable fees, and approved by the Planning Commission prior to implementing the changes.

**Application Specific Conditions of Approval:**

10. The new freeway pole sign shall be constructed in conformance with the conceptual design plan submitted with the application and included as Attachment F1 of the Planning Commission staff report and dated July 16, 2015.
11. No scrolling message board displays or moving visual displays shall be permitted and any electronic reader board elements of project signs shall not include flashing copy or lights. Project signage shall not contain messages or images that could confuse or mislead traffic.
12. The new freeway pole sign and goal-post sign shall be required to provide an architecturally enhanced treatment for the sign base, pole and supports compatible with the design of the project and project structures. Pole covers and architectural detailing shall be a minimum of twenty-five (25) percent of the full sign width.

**Sign Copy / Advertising Area:**

13. The maximum total advertising copy area of the total sign program shall not exceed 1,570 square feet including; directional signs (63.32 sq. ft.), wall signs (198.48 sq. ft.), canopy signs (192.92 sq. ft.) and free standing signs (1,115.62 sq. ft.).
14. No additional signage panels increasing the advertising area of the sign shall be added to the new pole sign unless approved by the City as an amendment to this permit (CUP#2014-02). New signage facing may be installed, or new signage added, through the issuance of an administrative use permit if the total advertising area of the sign is not otherwise increased.
15. The approved goal-post and freeway pole signs shall be for a maximum of four tenants (e.g. Pilot, Wendy's, PJ Fresh, Cinnabon) and shall include fuel price and facility tenant naming only. Changes in advertising signage panels are permitted only following the approval and issuance of an administrative use permit and shall conform to the provisions of Section 17.78 of the OMC or consist only of like-for-like replacement of a sign face.

**Location:**

16. The signs subject to the approval in this use permit shall be constructed in the general locations described on the approved site plan/use permit exhibit contained with this report and dated July 1, 2015.

Illumination:

17. All signage shall be internally illuminated only. All electrical conduit and accessories shall be contained inside of the sign and may not be located on the exterior façade of the pole. In the event of damage to the sign resulting in un-shielded lighting, the lighting within the cabinet shall remain un-illuminated until repairs are completed.
18. No reflectors, spotlights or flood lights shall be used to illuminate signs.

Noise:

19. No exterior amplified speaker systems (excluding drive-thru food ordering equipment), amplified music systems or noise projecting devices are permitted with this approval.

Maintenance:

20. The applicant shall be responsible for keeping the sign in good working condition and shall address any and all maintenance issues in a timely manner. Any and all damage to the sign shall be addressed within a maximum of thirty (30) days.

Permitting and Approvals:

21. The applicant shall submit building and engineering plans to the City of Orland Building Department and receive approval prior to undertaking any work related to the installation of the sign on the site.
22. The applicant shall be responsible to get all necessary approvals and permits from the California Department of Transportation (Caltrans) relative to the installation of the pole sign and shall submit evidence of the successful approval of such to the City prior to the installation of the sign.

**Findings for adoption of the Conditional Use Permit:**

1. The proposal will not be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the proposed use;
2. The proposed use will not be detrimental or injurious to property and improvements in the neighborhood of the proposed use;
3. The proposed use will not be detrimental or injurious to the general welfare of the City of Orland; and
4. The proposed use will be consistent with the policies, standards and intent of any use designations of the general plan, any applicable specific plan and the applicable section of Title 17 of the Orland Municipal Code ("C-H", Highway Service Commercial and OMC 17.78, Sign Code).
5. All impacts on the physical environment resulting from development of the proposed project can be reduced to a less than significant level with the exception of four impacts. The project's significant and unavoidable impacts are in the areas of an increase in noise levels and an increase in traffic under cumulative conditions.

**Staff Analysis of Consistency with Required Findings:**

1. The proposal will not be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the proposed use: New uses would be permitted on the site as a result of the granting of the use permit, however these signs would not be detrimental to the health, safety and general welfare of the persons residing or working in the neighborhood of the proposed use. Additionally, the new signs would not allow for advertising of tenants on a separate parcel where advertising is not otherwise already permitted. The proposed sign type (directional signs, wall signs, canopy signs, and pole signs) are permitted by the Orland Municipal Code and the request for the exceedance of City sign area and height standards has been processed consistent with the provisions of Section 17.78 of the OMC. The proposed signs would not jeopardize or be detrimental to the health, safety or general welfare of person residing or working in the neighborhood as the sign nearest to a residential unit would be located approximately 225 feet from the dwelling unit. The sign will not generate noise, and there are no scenic vista points or designated scenic roadways in the area that would be affected. As conditioned, potential impacts associated with the approved sign would be addressed; and, the proposed use would serve to enhance an approved land use. Subject to the issuance of a Conditional Use Permit by the City Council, and subject to the Conditions of Approval for the project, uses of the site would remain consistent with the intent of the General Plan designation and zone district. As such, the project will not be detrimental to the health, safety or general welfare of the project area.
2. The proposed use will not be detrimental or injurious to property and improvements in the neighborhood of the proposed use: The request for the exceedance of City sign area and height standards would not allow for advertising of tenants on a separate parcel where advertising is not otherwise already permitted. The proposed sign is consistent with the intent of the Orland Municipal Code which recognizes the unique signage environment presented by multi-tenant commercial parcels and the need to accommodate potentially varied standards. The proposed signs would not jeopardize or be detrimental to the health, safety or general welfare of person residing or working in the neighborhood as the nearest sign would be located approximately 225 feet from a residential dwelling unit. The signs will not generate noise, and there are no scenic vista points or designated scenic roadways in the area that would be affected. As conditioned, potential impacts associated with the approved sign would be addressed; and, the proposed use would serve to enhance an approved land use. Subject to the issuance of a Conditional Use Permit by the City Council, and subject to the Conditions of Approval for the project, uses of the site would remain consistent with the intent of the General Plan designation and zone district. As such, the project will not be detrimental to the health, safety or general welfare of the project area.
3. The proposed use will not be detrimental or injurious to the general welfare of the city: The proposed sign is consistent with the intent of the Orland Municipal Code which recognizes the unique signage environment presented by multi-tenant commercial parcels and the need to accommodate potentially varied standards. The proposed sign would not jeopardize or be detrimental to the health, safety or general welfare of person residing or working in the neighborhood as the sign would be located approximately 225 feet from the nearest residential dwelling unit. The signs will not generate noise, and

there are no scenic vista points or designated scenic roadways in the area that would be affected. The new sign would not result in the use of hazardous substances or create a hazardous condition on the site. As such, the project will not be detrimental to the health, safety or general welfare of the city.

4. The proposed use will be consistent with the policies, standards and land use designations of the general plan and any applicable specific plan: The City of Orland Municipal Code allows the use of signage on the parcel and would permit the development of new signs. While the proposed signs would exceed the area and height standards, the Code contemplates that such requests may be submitted and recognizes the unique attributes presented by a multi-tenant commercial parcel. The proposal would not alter the uses permitted on the site and would potentially contribute positively to the success of the uses within the parcel. With the issuance of a Conditional Use Permit, the project would be consistent with the City's codes and standards.
  
5. The project will not have a significant or unmitigable impact on the physical environment. The proposed signs were reviewed for potential environmental impacts in the Pilot Flying J Travel Center and Westside Annexation Area Environmental Impact Report. The EIR determined that implementation of the signs would not result in a significant impact on the physical environment.

City Manager Carr reported annexation of the project will go before LAFCO on September 21, 2015.

Mr. Carr thanked Mr. Parks for Pilot's interest in coming to Orland.

#### ADMINISTRATIVE BUSINESS

None

#### CITY COUNCIL COMMUNICATIONS

Mr. Carr stated water conservation results for July show a reduction of 45% in water usage. Mr. Carr stated the practice of pre-occupancy inspections are no longer required.

Councilmember Gee reported on the following:

- Attended swearing in ceremony for two new police officers.

Vice Mayor Edwards reported on the following:

- Thanked City Manager for having a group of bicyclists (from New York City) that are raising money for cancer research to stop by City pool to cool off and take showers;
- Attended Kiwanis golf tournament;
- Attended Barceloux-Tibessart Foundation ceremony.

Councilmember Roundy reported on the following:

- Attended Barceloux-Tibessart Foundation ceremony;

everyone that applied received an award;

- Attended LOCC Sacramento Valley division meeting in Winters;
- Art Gallery reception scheduled Friday;
- Wilbur Ellis odor is dissipating;
- National Night Out is Tuesday evening.

Councilmember Hoffman reported on the following:

- Invited public to come out for National Night Out;
- Chamber of Commerce meeting to be held Wednesday; District Attorney is the guest speaker;
- Welcomed Pilot Flying J to Orland.

ADJOURN

Meeting adjourned at 9:06 p.m.

\_\_\_\_\_ Clerk

\_\_\_\_\_ Mayor