

CITY COUNCIL

Dennis Hoffman, Mayor
Jeffrey A. Tolley, Vice-Mayor
Bruce T. Roundy
William "Billy" Irvin
Chris Dobbs

CITY OFFICIALS

Janet Wackerman
City Clerk

Leticia Espinosa
City Treasurer

CITY OF ORLAND

INCORPORATED 1909

815 Fourth Street
ORLAND, CALIFORNIA 95963
Telephone (530) 865-1600
Fax (530) 865-1632



CITY MANAGER

Peter R. Carr

AGENDA REGULAR MEETING, ORLAND CITY COUNCIL

Tuesday, December 21, 2021

This meeting will be conducted pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20 which suspends certain requirements of the Ralph M. Brown Act.

This City Council meeting will be held at Carnegie Center, 912 Third Street, Orland and teleconferenced using Zoom technology in compliance with current Executive Orders. All Councilmembers will be participating in person.

The public may participate in the meeting at Carnegie Center, by telephone or access the video via Zoom.

Please call: 1 (669) 900-9128 Webinar ID#: 826 8980 6461

1. CALL TO ORDER – 6:30 P.M.
2. PLEDGE OF ALLEGIANCE
3. ROLL CALL
4. ORAL AND WRITTEN COMMUNICATIONS

A. Public Comments:

Members of the public wishing to address the Council on any item(s) not on the agenda may do so at this time when recognized by the Mayor. However, no formal action or discussion will be taken unless placed on a future agenda. Public is advised to limit discussion to one presentation per individual. While not required, please state your name and address for the record. Please direct your comments to the Mayor or Vice Mayor. **(Oral communications will be limited to three minutes).**

5. **REAPPOINTMENTS/APPOINTMENTS TO COMMISSIONS – Mayor Dennis Hoffman**

Commissions are appointed by the Mayor and confirmed by the City Council:

Economic Development Commission – three (3) vacancies with new terms expiring December 31, 2023.

Applicants: Ronald Lane & Russell Pierce (consider reappointment)

Library Commission – three (3) vacancies with new terms expiring December 31, 2023.

Applicants: Ann Butler & Mary Ann Deeming (consider reappointment), Richard Jolley

Public Works & Safety Commission – two (2) vacancies with new terms expiring December 31, 2023.
Applicants: Monica Rossman (consider reappointment), John McDermott

Parks & Recreation Commission – two (2) vacancies with new terms expiring December 31, 2023.
Applicants: Jason Ovitz & Karen Baldrige (consider reappointment)

6. CONSENT CALENDAR

- A. Approve Warrant List (payable obligations).
- B. Approve City Council minutes for December 7, 2021.
- C. Receive and file Planning Commission minutes of August 19, 2021.
- D. Receive and file Public Works & Safety Commission minutes August 10, 2021.
- E. Habitat for Humanity Request for Revised Resolution

7. PRESENTATION – PLANNING & BUILDING DEPARTMENTS ANNUAL UPDATE, Scott Friend City Planner

Comments from the public are welcomed. The Mayor will announce the opportunity for comments related to each action item on the agenda. Please limit your comments to three minutes per topic, and one comment per person per topic. Once the public comment period is closed, please allow the Council the opportunity to continue its consideration of the item without interruption.

8. PUBLIC HEARINGS

- A. Annexation #2021-01 and Prezone #2021-01 (Kraemer)_Proposed annexation of a single lot having 1.28 acres of land into the City of Orland to facilitate connection to the City water system. The property is located at 4309 County Road KK, Orland CA 95963 (APN 040-380-015) - Scott Friend, City Planner
- B. General Plan Amendment 2021-01 to amend the General Plan Safety Element and Circulation Element to comply with recent State Legislation. (Discussion/Action) – Scott Friend, City Planner
- C. General Plan Amendment 2021-02 (2021-2029 Housing Element Update). - *Continued*

9. ADMINISTRATIVE BUSINESS

Verbal Update on Drought Conditions and Water Connection Project (Discussion/Direction) – Pete Carr, City Manager

10. CITY COUNCIL COMMUNICATIONS AND REPORTS

11. CLOSED SESSION

- A. Public Comments: The public will have an opportunity to directly address the legislative body on the three (3) items below prior to the Council convening into closed session. Public comments are generally restricted to three minutes.
 - 1. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION. Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Government Code Section 54956.9; one potential case.

2. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION. Significant exposure to litigation pursuant to paragraph (3) of subdivision (d) of Government Code Section 54956.9; one potential case.
3. CONFERENCE WITH REAL PROPERTY NEGOTIATORS – Pursuant to Government Code section 54965.8:
PROPERTY: Central Street from Railroad Avenue to the Union Pacific railroad.
AGENCY NEGOTIATOR: Pete Carr, City Manager
NEGOTIATING PARTY: Leon Ponci
UNDER NEGOTIATION: Vacation of a section of Central Street, price and/or terms of payment.

12. RECONVENE TO REGULAR SESSION

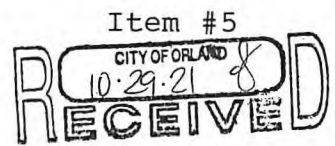
13. REPORT FROM CLOSED SESSION

14. ADJOURN

CERTIFICATION: Pursuant to Government Code Section 54954.2(a), the agenda for this meeting was properly posted on December 17, 2021.

A complete agenda packet is available for public inspection during normal business hours at City Hall, 815 Fourth Street, in Orland or on the City's website at www.cityoforland.com where meeting minutes and audio recordings are also available.

In compliance with the Americans with Disabilities Act, the City of Orland will make available to members of the public any special assistance necessary to participate in this meeting. The public should contact the City Clerk's Office 865-1601 to make such a request. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.



CITY OF ORLAND
FACT SHEET FOR COUNCIL APPOINTMENT
TO COMMISSIONS, COMMITTEES AND BOARDS

Body to Which Appointment is Sought:

_____ Arts Commission

Name Ronald H. Lane

_____ City Council

*Address

☒ Economic Development Commission

Mailing ,

_____ Library Commission

Home P

_____ Parks & Recreation Commission

Work Ph

_____ Planning Commission

Fax: (

_____ Public Works & Safety Commission

E-mail: _

☒ Reappointment to Commission

* Must live
the 9596

Not required to complete below, if applying for reappoir

EDUCATION

High School Graduate _____ GED _____ Location _____

Other formal education _____

EMPLOYMENT HISTORY

List all employment during the last five years. If retired, list last employer.

Period Employer (include location) Position/Title

(continued on other side)

PERSONAL DATA

Are you related to any member of the City Council, any City Board/Commission/ Committee Member or City Employee? _____. If yes, please list name and relationship:

Year you became an Orland resident. _____

Have you ever been convicted of a felony? _____ If yes, explain.

List civic activities, clubs, association, etc. _____

Briefly state your reasons for interest in the appointment sought. _____

I certify that the foregoing is true and correct to the best of my knowledge.

Ronald H Lane
Signature

Date: 10-19-21

IMPORTANT: Appointees to certain commissions and boards will be required to complete a Statement of Economic Interest (Form 700) as required by California Government Code §87200 et seq. and the City of Orland Conflict of Interest Code.

Return form to: City Clerk
815 Fourth Street
Orland, CA 95963

k/Commissions/Councilcommission applicationsheet

PERSONAL DATA

Are you related to any member of the City Council, any City Board/Commission/ Committee Member or City Employee? No. If yes, please list name and relationship:

Year you became an Orland resident. 2005

Are you a City of Orland registered voter? Not in City Limits

Have you ever been convicted of a felony? No If yes, explain.

List civic activities, clubs, association, etc. 2007-2009 Glenn County Grand Jury, 2012-2016
Orland Little League President, 2017-2021 Orland Little League Vice President

Briefly state your reasons for interest in the appointment sought. As a 17 year resident and father
of 4 children, I am interested in having a solid business foundation in which the next generation
has a growing and thriving employment opportunity. I also believe that with my formal education
and over 20 years of owning and running businesses, my insight and experience will be a valuable
asset for the commission.

I certify that the foregoing is true and correct to the best of my knowledge.

Russell Pierce Date: 11/15/2021
Signature

IMPORTANT: Appointees to certain commissions and boards will be required to complete a Statement of Economic Interest as required by California Government Code §87200 et seq. and the City of Orland Conflict of Interest Code.

Return form to: City Clerk
815 Fourth Street
Orland, CA 95963

CITY OF ORLAND
10/20/21
RECEIVED

CITY OF ORLAND
FACT SHEET FOR COUNCIL APPOINTMENT
TO COMMISSIONS, COMMITTEES AND BOARDS

Body to Which Appointment is Sought:

____ Arts Commission

Name

Ann Butler

____ City Council

*Address

____ Economic Development Commission

Mailing

☒ Library Commission

Home

____ Parks & Recreation Commission

Work

____ Planning Commission

Fax: (

____ Public Works & Safety Commission

E-mail

rawl

☒ Reappointment to Commission

* Must
the 9

Not required to complete below, if applying for reapp

EDUCATION

High School Graduate 1967 GED _____ Location Sylmar H.S., Calif.

Other formal education Bus. Adm B.S. Degree CSU

EMPLOYMENT HISTORY

List all employment during the last five years. If retired, list last employer.

<u>Period</u>	<u>Employer (include location)</u>	<u>Position/Title</u>
<u>12/2018-Present</u>	<u>Calif. Notary Service</u>	<u>Public Notary</u>
<u>2006-2016</u>	<u>Bureau of Reclamation</u>	<u>Secretary</u>
<u>2004-2006</u>	<u>U.S Forest Service - Mendocino NF</u>	<u>Office Tech.</u>

(continued on other side)

CITY OF ORLAND FACT SHEET FOR COUNCIL APPOINTMENT TO COMMISSIONS, COMMITTEES AND BOARDS

Body to Which Appointment is Sought:

_____ Arts Commission

_____ City Council

Name MARY ANN DEEMING

_____ Economic Development Commission

*Address

X _____ Library Commission

Mailing

_____ Parks & Recreation Commission

Home I

_____ Planning Commission

cell
Work P

_____ Public Works Commission

~~Fax:~~ (

_____ Safety Commission

E-mail:

SM

_____ Reappointment to Commission

* Must live
the 959

Not required to complete below, if reapplying for ap

EDUCATION

High School Graduate _____ GED _____ Location _____

Other formal education Bachelor of Science, Humboldt State Univ.
(Natural Resource Mgt. and Interpretation)

EMPLOYMENT HISTORY

List all employment during the last five years. If retired, list last employer.

<u>Period</u>	<u>Employer (include location)</u>	<u>Position/Title</u>
<u>1984-2016</u>	<u>US Army Corps of Engineers</u>	<u>Black Butte Lake</u>
_____	_____	_____
_____	_____	_____

(continued on other side)



**CITY OF ORLAND
FACT SHEET FOR COUNCIL APPOINTMENT
TO COMMISSIONS, COMMITTEES AND BOARDS**

Body to which appointment is sought:

____ Arts Commission

____ City Council

Name

Richard Tolley

____ Economic Development Commission

*Address

☒ Library Commission

Mailing Address

____ Parks & Recreation Commission

Home Phone: ()

____ Planning Commission

Work Phone: ()

____ Public Works & Safety Commission

Fax: ()

____ Safety Commission

E-mail: *J*

____ Reappointment to Commission
within

*Must live within

the 95963 postal zip

Not required to complete below if reapplying for appointment to a Commission

EDUCATION

High School Graduate ☒ GED _____ Location *ORLAND, MA 1958*

Other formal education *CHARTERED FINANCIAL CONSULTANT (ChFC)*

THE AMERICAN COLLEGE OF FINANCIAL SERVICES, KING OF PRUSSIA, PA

EMPLOYMENT HISTORY

List all employment during the last five years. If retired, list last employer.

Period

Employer (include location)

Position/Title

SEPT, 2020 - TO PRESENT - RETIRED

007

12/2018 - 09/2020 SELF EMPLOYED TAX PREPARER AT CURRENT ADDRESS
09/2015 - 11/2018 SELF EMPLOYED TAX PREPARER
1369 NUNNLEY RD, PARADISE, CA 95969

(continued on other side)

Fact Sheet for Council Appointment
Page 2 of 2

PERSONAL DATA

Are you related to any member of the City Council, any City Board/Commission/ Committee Member or City Employee? NO If yes, please list name and relationship:

Year you became an Orland resident. 12/2018

FORMERLY ORLAND RESIDENT FROM 1956 - 1961
Have you ever been convicted of a felony? NO If yes, explain.

List civic activities, clubs, association, etc. ORLAND-LAUREL MASONIC LODGE - 56 YEARS
SHRINERS
ELKS LODGE

Briefly state your reasons for interest in the appointment sought. BESIDES BEING AN AVID READER,
I WOULD LIKE TO BE MORE INVOLVED IN COMMUNITY
ACTIVITIES

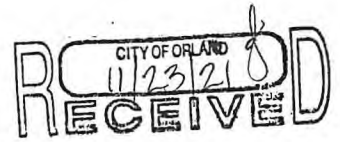
I certify that the foregoing is true and correct to the best of my knowledge.

Richard Jolley
Signature

Date: 12/14/2021

IMPORTANT: Appointees to certain commissions and boards will be required to complete a Statement of Economic Interest (Form 700) as required by California Government Code §87200 et seq. and the City of Orland Conflict of Interest Code.

008



CITY OF ORLAND
FACT SHEET FOR COUNCIL APPOINTMENT
TO COMMISSIONS, COMMITTEES AND BOARDS

Body to Which Appointment is Sought:

____ Arts Commission

Name Monica Rossman

____ City Council

*Address

____ Economic Development Commission

Mailing

____ Library Commission

Home

____ Parks & Recreation Commission

Work

____ Planning Commission

Fax:

____ Public Works & Safety Commission

E-mail

☒ Reappointment to Commission

* Must
the

Not required to complete below, if applying for re

EDUCATION

High School Graduate ☒ GED _____ Location Orland Ca

Other formal education _____

EMPLOYMENT HISTORY

List all employment during the last five years. If retired, list last employer.

<u>Period</u>	<u>Employer (include location)</u>	<u>Position/Title</u>
<u>1998-Present</u>	<u>Self</u>	<u>Beautician</u>
_____	_____	_____
_____	_____	_____

(continued on other side)

PERSONAL DATA

Are you related to any member of the City Council, any City Board/Commission/ Committee Member or City Employee? No. If yes, please list name and relationship:

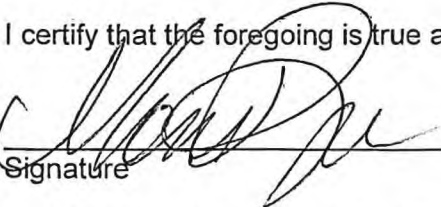
Year you became an Orland resident. 1979

Have you ever been convicted of a felony? No If yes, explain.

List civic activities, clubs, association, etc. OVFD, PS Comm.

Briefly state your reasons for interest in the appointment sought. Help Comm.

I certify that the foregoing is true and correct to the best of my knowledge.

Signature 

Date: 11-14-21

IMPORTANT: Appointees to certain commissions and boards will be required to complete a Statement of Economic Interest (Form 700) as required by California Government Code §87200 et seq. and the City of Orland Conflict of Interest Code.

Return form to:
City Clerk
815 Fourth Street
Orland, CA 95963

k/Commissions/Councilcommission applicationsheet



**CITY OF ORLAND
FACT SHEET FOR COUNCIL APPOINTMENT
TO COMMISSIONS, COMMITTEES AND BOARDS**

Body to which appointment is sought:

☐ Arts Commission

☐ City Council

Name John McDermott

☐ Economic Development Commission

☐ Library Commission

☐ Parks & Recreation Commission

☐ Planning Commission

☐ Public Works Commission

☐ Safety Commission

☒ Other Public Works and Safety Commission

EDUCATION

High School Graduate ☒ GED ☐ Location Pleasant Valley High School, Chico CA

Other formal education CSU, Chico Bachelor of Science in Nursing

UC Davis Medical Center Family and Community Medicine

EMPLOYMENT HISTORY

List all employment during the last five years. If retired, list last employer.

<u>Period</u>	<u>Employer (include location)</u>	<u>Position/Title</u>
<u>April 2008-Present</u>	<u>FirstCare Medical Associates</u>	<u>Family Nurse Practitioner/Physician Assistant</u>
<u>May 1999-April 2008</u>	<u>Del Norte Clinic, Inc</u>	<u>Family Nurse Practitioner/Physician Assistant</u>
<u>March 1994-May 1999</u>	<u>Enloe Medical Center</u>	<u>Registered Nurse</u>

PERSONAL DATA

Are you related to any member of the City Council, any City Board/Commission/ Committee Member or City Employee? ☒. If yes, please list name and relationship:

Monica Rossman is my 3rd cousin. We share paternal great-great grandparents

(continued on other side)

Fact Sheet for Council Appointment
Page 2 of 2

Year you became an Orland resident. 1971

Are you a City of Orland registered voter? Yes

Have you ever been convicted of a felony? No If yes, explain.

List civic activities, clubs, associations, etc. Glenn County Alliance for Prevention

Si Se Puede Advisory Board Hamilton City Citizens in Action Orland Volunteer Fire Department

Orland Moose Lodge Glenn County Opioid Task Force

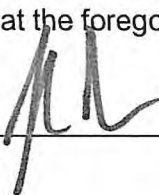
Briefly state your reasons for interest in the appointment sought. I have volunteered in Orland
since childhood, placing the flags around town with the VFW and daily at the Carnegie Library with Jack Strawn.

As an adult volunteering with the Orland Volunteer Fire Department and the Glenn County Alliance for Prevention.

Volunteering and Public safety are my passions. I look forward to providing input to the safety of our town and citizens

I certify that the foregoing is true and correct to the best of my knowledge.

Signature



Date: November 29, 2021

IMPORTANT: Appointees to certain commissions and boards will be required to complete a Statement of Economic Interest as required by California Government Code §87200 et seq. and the City of Orland Conflict of Interest Code.

Return form to: City Clerk
City of Orland
815 4th Street
Orland CA 95963

CITY OF ORLAND
FACT SHEET FOR COUNCIL APPOINTMENT
TO COMMISSIONS, COMMITTEES AND BOARDS



Body to Which Appointment is Sought:

_____ Arts Commission

Name Jason Oritz

_____ City Council

*Address _____

_____ Economic Development Commission

Mail _____

_____ Library Commission

Home _____

☒ Parks & Recreation Commission

Work _____

_____ Planning Commission

Fax: _____

_____ Public Works & Safety Commission

E-mail _____

_____ Reappointment to Commission

* Must
the _____

Not required to complete below, if applying for reappointment

EDUCATION

High School Graduate _____ GED _____ Location _____

Other formal education _____

EMPLOYMENT HISTORY

List all employment during the last five years. If retired, list last employer.

<u>Period</u>	<u>Employer (include location)</u>	<u>Position/Title</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

(continued on other side)

CITY OF ORLAND FACT SHEET FOR COUNCIL APPOINTMENT TO COMMISSIONS, COMMITTEES AND BOARDS

Body to Which Appointment is Sought:

- ☐ Arts Commission
☐ City Council
☐ Economic Development Commission
☐ Library Commission
☒ Parks & Recreation Commission
☐ Planning Commission
☐ Public Works & Safety Commission
☐ Reappointment to Commission

Name Karen Baldridge

*Ac

M

H

W

Fa

E-

*M

Not required to complete below, if applying for

EDUCATION

High School Graduate ☒ GED ☐ Location Orland High School

Other formal education AA Degree

EMPLOYMENT HISTORY

List all employment during the last five years. If retired, list last employer.

<u>Period</u>	<u>Employer (include location)</u>	<u>Position/Title</u>
<u>Current</u>	<u>Karen Daycare</u>	<u>Owner</u>

(continued on other side)

PERSONAL DATA

Are you related to any member of the City Council, any City Board/Commission/ Committee Member or City Employee? NO. If yes, please list name and relationship:

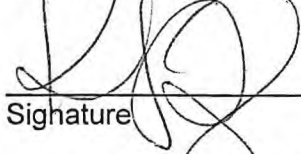
Year you became an Orland resident. 1978

Have you ever been convicted of a felony? NO If yes, explain.

List civic activities, clubs, association, etc. 4H Leader, Booster c.
high School

Briefly state your reasons for interest in the appointment sought. I have been
on the Rec Commission, and have seen all
the great things that the town has done. Would
like to keep going to improve the town

I certify that the foregoing is true and correct to the best of my knowledge.


Signature

Date: 9-25-21

IMPORTANT: Appointees to certain commissions and boards will be required to complete a Statement of Economic Interest (Form 700) as required by California Government Code §87200 et seq. and the City of Orland Conflict of Interest Code.

Return form to: City Clerk
815 Fourth Street
Orland, CA 95963

k/Commissions/Councilcommission applicationsheet

**CITY COUNCIL**

Dennis Hoffman, Mayor
 Jeffrey A. Tolley, Vice-Mayor
 Bruce T. Roundy
 William "Billy" Irvin
 Chris Dobbs

CITY OF ORLAND

INCORPORATED 1909

815 Fourth Street
 ORLAND, CALIFORNIA 95963
 Telephone (530) 865-1600
 Fax (530) 865-1632

CITY OFFICIALS

Janet Wackerman
 City Clerk

Leticia Espinosa
 City Treasurer

CITY MANAGER

Peter R. Carr

WARRANT LIST

December 21, 2021

Warrant	12/16/21	\$	370,123.57
Warrant	12/6/21	\$	13,148.36
Payroll Compensation	12/2/21	\$	145,742.18
Payroll Compensation	12/16/21	\$	144,368.45
		\$	<u>673,382.56</u>

APPROVED BY

Dennis Hoffman, Mayor

Jeffrey A. Tolley, Vice-Mayor

Bruce T. Roundy, Councilmember

William "Billy" Irvin, Councilmember

Chris Dobbs, Councilmember

Check Number	Check Date	Vendor Number	Name	Net Amount	Invoice #	Description
054692	12/16/21	HAL00	STEVEN HALSEY ELECTRIC	25029.18	12/14/21	PW/SHOP & BM-REC/POOL
054693	12/16/21	HEI01	VIRGIL HEISE	100.00	11012021	FD/JANITORIAL
054694	12/16/21	HIN03	Hinderliter deLlamas & As	64.54 300.00	13493 13494	SALES TAX AUDIT SERVICES SALES TAX AUDIT SERVICES
			Check Total.....:	364.54		
054695	12/16/21	HOU05	HOUSING TOOLS	838.00	2214	HOUSING ELEMENT UPDATE
054696	12/16/21	INK00	THE INKWELL	37.54	3342	LIB/CALENDARS
054697	12/16/21	JCN00	J.C. NELSON SUPPLY	308.08	764687	PW-BM/CLEANING SUPPLIES
054698	12/16/21	JOH05	SEAN JOHNSON	431.05	12/10/21	PD/FORCE SCIENCE CERT TRAINING
054699	12/16/21	K&B00	K & B Wholesale	405.35	12/16/21	CC/FACADE IMPROVEMENT
054700	12/16/21	LEH00	Lehr Auto Electric	344.67	SI67020	PD/SEATBELT RETRACTOR REPLACEMENT
054701	12/16/21	LES00	LES SCHWAB	141.38	484487	PW/PARKS-TIRES
054702	12/16/21	MAT04	MATSON & ISOM	2555.00	475	PD/4-MDT PROJECT
054703	12/16/21	MEZ01	Ulises Meza	400.00	12/9/21	AC/MAINTENANCE OF BRONZE SCULPTURES
054704	12/16/21	MIL09	DARYL MILLS	364.24	12/10/21	PD/FORCE SCIENCE CERT TRAINING
054705	12/16/21	MJB00	MJB WELDING SUPPLY, INC	10.50	11/30/21	PW/CYLINDER RENTAL
054706	12/16/21	MUN03	MUNICIPAL EMERGENCY SVCS	1393.75	1717,1266	MEASURE A FD/FIRE ARMOR & GLOVES
054707	12/16/21	NAP00	NAPA AUTO PARTS	4549.75 1699.96	11/24/21 7194,7325	PW & PD/FLEET & SHOP MATERIALS MEASURE A FD/PARTS FOR ENGINES #40,28,26,29, & 23
			Check Total.....:	6249.71		
054708	12/16/21	NOR06	NOR-MAC INC.	897.01	8585	PW/PARKS SUPPLIES
054709	12/16/21	OAC00	Orland Area Chamber of Co	4625.00	2/2021	2ND QUARTERLY SUPPORT
054710	12/16/21	ORE00	O'REILLY AUTO	643.40	11/28/21	PD/FLEET SUPPLIES
054711	12/16/21	ORH00	ORLAND HARDWARE	1777.03 195.11	11/27/21 2430,2902	PW/MISC SUPPLIESD MEASURE A FD/OFFICE & BUILDING SUPPLIES
			Check Total.....:	1972.14		
054712	12/16/21	ORL08	ORLAND UNIT WATER USERS	643.50 3324.93	12/14/21 NOV30,21	PW/2022 WATER ALLOTMENT REVIEW AND ENGINEERING FEES;LAT 43&51
			Check Total.....:	3968.43		
054713	12/16/21	ORL15	Orland Saw & Mower	12.69	43017	PW/PARKS SUPPLIES
054714	12/16/21	PGE00	PG&E	19153.16	12/13/21	MULTI-DEPTS/UTILITY USAGE
054715	12/16/21	QUI02	QUILL CORP.	772.03	41,96,14	MULTI-DEPT/ OFFICE SUPPLIES
054716	12/16/21	QUI03	QUILT FARM AND CUSTOM EMB	4674.22	6	REC/YOUTH BASKETBALL
054717	12/16/21	SEI00	ROY R SEILER, C.P.A	1107.60	30430	ACCOUNTING PROFESSIONAL SERVICES
054718	12/16/21	SPE01	Spec-West Concrete System	3137.14	6804	REC/PICKLEBALL COURT
054719	12/16/21	STO08	DEBBI STONE	45.00	12/7/21	AC/CLEANING SERVICES
054720	12/16/21	T-M00	T-MOBILE	58.80	11/21/21	LIB/WIFI HOTSPOT
054721	12/16/21	TIA00	TIAA COMMERCIAL FINANCE,	246.02	8592335	PD/COPIER SERVICES
054722	12/16/21	TLC00	TLC	522.10	12/15/21	AC/TREE DECOR
054723	12/16/21	VAL02	VALLEY ROCK PRODUCTS	292.97	781	PW/ROCK BASE
054724	12/16/21	VAL10	Valley Truck & Tractor	195.15	272	PARKS/MOWER PARTS
054725	12/16/21	VAN00	VANTAGE POINT TRANSFER AG	17124.68	120221	DEF COMP PLAN 304591
054726	12/16/21	VIS03	WISE Company	28315.00	4919	PD/EVIDENCE ROOM MATERIALS FOR BUILDING
054727	12/16/21	VLA01	R.J. VLACH	330.96	1114/1119	PD/MILEAGE REIMBURSEMENT
			Cash Account Total.....:	370123.57		
			Total Disbursements.....:	370123.57		
			Cash Account Total.....:	.00		

017

RUN....: Dec 16 21 Time: 16:49
Run By.: Deysy Guerrero

Cash Disbursement Detail Report
Check Listing for 12-21 thru 12-21 Bank Account.: 1001

ID #: PY-DP
CTL.: ORL

Check Number	Check Date	Vendor Number	Name	Net Amount	Invoice #	Description
054643	12/16/21	SSD00	SSDTTF	-168.00	11/22/21u	Ck# 054643 Reversed
				-168.00	NOV22,21u	Ck# 054643 Reversed
			Check Total.....:	-336.00		
054658	12/16/21	NEW02	Newland Entities Inc.	198651.95	FINAL H	RD MM SEWERLINE PROJECT
054659	12/16/21	HIG03	HIGGINS & ASSOCIATES, CPA	1500.00	2021H	CC/FACADE IMPROVEMENTS
054660	12/16/21	RUT01	CAROL RUTLEDGE	1656.70	2H	CC/FACADE IMPROVEMENTS
054662	12/16/21	SSD00	SSDTTF	168.00	11/22/21H	PD/FIELD TRAINING OFFICER
054663	12/16/21	SSD00	SSDTTF	168.00	NOV 2021H	PD/FIELD TRAINING OFFICER
054665	12/16/21	NOR38	NORTH VALLEY STONE	3000.00	12/10/21H	CC/FACADE IMPROVEMENTS
054666	12/16/21	ABD00	ADVANCED DOCUMENT	345.19	INV60202	BD-PLAN/COPIES
				46.92	INV60203	PD/COPIER USAGE
				401.14	INV60204	CITY HALL/COPIES
			Check Total.....:	793.25		
054667	12/16/21	AIR01	Airgas-USA, LLC	171.52	129847	MEASURE A FD/MEDICAL OXYGEN
054668	12/16/21	APP02	Appeal-Democrat	330.51	11/30/21	NOTICE OF COMMISSION VACANCIES
054669	12/16/21	ARA00	ARAMARK UNIFORM SERVICES	902.00	11/31/21	PW/UNIFORM CLEANING
054670	12/16/21	ATT06	A T & T	856.85	12/13/21	MULTI-DEPTS/PHONE
054671	12/16/21	ATT09	AT&T MOBILITY	846.58	12/10/21	PD/CELL SERVICE
054672	12/16/21	ATT10	AT&T MOBILITY (FIRST NET)	144.36	12/14/21	CELL PHONE USAGE
				98.52	12022021	MEASURE A FD/PHONE
			Check Total.....:	242.88		
054673	12/16/21	AWA00	Awards Company	130.74	21713	PD/2 VIPS AWARD PLAQUES
054674	12/16/21	BAL00	Knife River Construction	845.72	262325	STREETS/ASPHALT
054675	12/16/21	BAM00	BAMBAUER TOWING SERVICE	265.00	49255	PD/EVIDENCE TOW SERVICE
054676	12/16/21	BJO01	Beth Bjorklund	100.00	NOV 2021	AC/GALLERY SHOW HANGING SERVICES
054677	12/16/21	BWC00	W.B. Benbow	878.50	509	PW/SCADA-REMOTE SERVICE
054678	12/16/21	CAL14	Cal Signal Corp	500.00	8578	STREET/6TH & SOUTH ST EMERGENCY CALL
054679	12/16/21	CAL23	CALIFA GROUP	3765.04	5180	LIB/BROADBAND INTERNET
054680	12/16/21	CAR02	CARDMEMBER SERVICE	151.99	11-2021	CLERK/NEWSPAPER & ZOOM
				668.99	11/2021	MEASURE A FD/EMR RENEWAL, ENGINE BOSS TRAINING
				126.68	2021-11	REC/APPLE-OFFICE CLEANING SUPPLIES
				2823.88	2021NOV	PD/ADOBE ACROPRO, TRAINING, NETGEAR
				2639.83	NOV2021	MULTI-DEPTS/MISC
				495.39	11/29/21	LIB/POSTAGE,OFFICE SUPPLIES, KIDS PROGRAM
				296.31	NOV 2021	PW/SUPPLIES, PICKLEBALL COURT
			Check Total.....:	7203.07		
054681	12/16/21	CAS02	BART CASTER	215.50	11/11/21	REIMB FOR PICKLEBALL PROJECT SUPPLIES
054682	12/16/21	COM02	Comcast	289.78	DEC 2021	MULTI-DEPTS/INTERNET
054683	12/16/21	CRI01	CRITICAL REACH	200.00	2113	PD/ANNUAL FEE FOR CRITICAL REACH APBNET
054684	12/16/21	CUS01	MASON CUSHMAN	100.00	1043	REC/REFUND FOR YOUTH BASKETBALL
054685	12/16/21	DIP00	DiPietro & Associates Inc	137.10	122130	PD/AED SUPPLIES
054686	12/16/21	EIN02	Gregory P. Einhorn	4000.00	14498	CA/CONTRACT SERVICES
054687	12/16/21	EIS00	Employers Investigative S	2102.50	50392	PW/PROFESSIONAL SERVICES
				50.00	12/1/21	PW/NEW EMP BACKGROUND
			Check Total.....:	2152.50		
054688	12/16/21	ELLO6	STEVE ELLIOTT	59.74	MULTI	AC/FACEBOOK ADVERTISING, RECEIPT BOOKS
054689	12/16/21	FLE04	FLEMING, JOHN	1692.00	12/1-14	BD/INSPECTION SERVICES
054690	12/16/21	GLE05	GLENN COUNTY/LAFCO	10350.00	2021/2022	ANNUAL CITY SHARE
054691	12/16/21	GRA02	GRAINGER, INC.	1220.15	882,373	PD/DOOR MAINT& PW/SHOP SUPPLIES

REPORT.: Dec 06 21 Monday
RUN....: Dec 06 21 Time: 11:39
Run By.: Deysy Guerrero

CITY OF ORLAND
Cash Disbursement Detail Report
Check Listing for 11-21 thru 11-21 Bank Account.: 1001

PAGE: 001
ID #: PY-DP
CTL.: ORL

Check Number	Check Date	Vendor Number	Name	Net Amount	Invoice #	Description
054578	11/30/21	BUR01	Bureau of Reclamation	10000.00	43216H	DP ENVIR. WORK
054579	11/30/21	POS00	POSTMASTER	1248.36	11/30/21H	WATER-SEWER BILLING
054580	11/30/21	DOB01	CHRIS DOBBS	300.00	NOV 2021	CITY COUNCIL STIPEND
054581	11/30/21	HOF00	DENNIS G. HOFFMAN	300.00	NOV 2021	CITY COUNCIL STIPEND
054582	11/30/21	IRV00	BILLY IRVIN	300.00	NOV 2021	CITY COUNCIL STIPEND
054583	11/30/21	ORL12	Orland-Laurel Masonic Hal	400.00	DEC 2021	AC/RENT
054584	11/30/21	ROU00	BRUCE T. ROUNDY	300.00	NOV 2021	CITY COUNCIL STIPEND
054585	11/30/21	TOL04	JEFFREY TOLLEY	300.00	NOV 2021	CITY COUNCIL STIPEND
Cash Account Total.....:				13148.36		
Total Disbursements.....:				13148.36		

REPORT.: 12/02/21
 RUN....: 12/02/21 Time: 15:52
 Run By.: Deysy Guerrero

CITY OF ORLAND
 Warrant Register

Warrant Number	Date	Payroll Date	**Employee** Num	Name	Actual Period	Fiscal Period	Gross Amount
14305	12/02/21	12/02/21	FEN03	FENSKE, JOSEPH H	12-21	06-22	1399.92
14306	12/02/21	12/01/21	FIC00	FICHTER, QUENTIN	12-21	06-22	1605.71
14307	12/02/21	12/02/21	FIC00	FICHTER, QUENTIN	12-21	06-22	492.76
14308	12/02/21	12/02/21	LED00	LEDAY, JESSICA E	12-21	06-22	4743.81
14309	12/02/21	12/02/21	MEZ00	MEZA, JODY L	12-21	06-22	1809.13
14310	12/02/21	12/01/21	ORO02	OROZCO, EVVEN	12-21	06-22	182.00
14311	12/02/21	12/02/21	PEN01	PENDERGRASS, REBECCA A	12-21	06-22	1170.57
14312	12/02/21	12/02/21	VLA00	VLACH, RAYMOND JOSEPH	12-21	06-22	1480.77
14313	12/02/21	12/02/21	VON00	VONASEK, EDWARD J	12-21	06-22	1913.44
14314	12/02/21	12/02/21	WAC00	WACKERMAN, JANET	12-21	06-22	1582.48
14315	12/02/21	12/01/21	WAT03	WATHEN, AIDEN	12-21	06-22	70.00
14316	12/02/21	12/01/21	WAT04	WATHEN, MIDASIA	12-21	06-22	56.00
Z04505	12/02/21	12/01/21	ALV01	ALVA, MICAELA	12-21	06-22	1760.12
Z04506	12/02/21	12/01/21	AND00	ANDRADE, EDGAR	12-21	06-22	3246.70
Z04507	12/02/21	12/01/21	BAL00	BALDRIDGE, THEA	12-21	06-22	63.00
Z04508	12/02/21	12/01/21	CAR02	CARMON, GRANT E	12-21	06-22	3514.35
Z04509	12/02/21	12/01/21	CAR03	CARR, PETER R	12-21	06-22	5769.23
Z04510	12/02/21	12/01/21	CES00	CESSNA, KYLE A	12-21	06-22	3784.41
Z04511	12/02/21	12/01/21	CHA01	CHANEY, JUSTIN	12-21	06-22	9557.47
Z04512	12/02/21	12/01/21	CON00	CONTRERAS, ISAAC	12-21	06-22	70.00
Z04513	12/02/21	12/01/21	CRA00	CRANDALL, JEREMY	12-21	06-22	2039.08
Z04514	12/02/21	12/01/21	ESP00	ESPINOSA, LETICIA	12-21	06-22	1927.65
Z04515	12/02/21	12/01/21	FEN03	FENSKE, JOSEPH H	12-21	06-22	2911.84
Z04516	12/02/21	12/01/21	FLO00	FLORES, JOSE D	12-21	06-22	2987.38
Z04517	12/02/21	12/01/21	FUL00	FULLMORE, KRISTOPHER	12-21	06-22	3160.98
Z04518	12/02/21	12/01/21	GAM00	GAMBOA, YADIRA	12-21	06-22	348.96
Z04519	12/02/21	12/01/21	GUE01	GUERRERO, DEYSY D	12-21	06-22	2398.80
Z04520	12/02/21	12/01/21	GUE02	GUERRERO, JORGE	12-21	06-22	2107.63
Z04521	12/02/21	12/01/21	HAR00	ZOLLERHARRIS, TRAVIS	12-21	06-22	1905.29
Z04522	12/02/21	12/01/21	JOH01	JOHNSON, SEAN KARL	12-21	06-22	4511.13
Z04523	12/02/21	12/01/21	LED00	LEDAY, JESSICA E	12-21	06-22	3401.65
Z04524	12/02/21	12/01/21	LOW00	LOWERY, KATHERINE	12-21	06-22	3300.56
Z04525	12/02/21	12/01/21	MAR02	MARTINDALE, RYAN EUGENE	12-21	06-22	2310.06
Z04526	12/02/21	12/01/21	MEJ00	APARICIO, LILIA MEJIA	12-21	06-22	2061.93
Z04527	12/02/21	12/01/21	MEZ00	MEZA, JODY L	12-21	06-22	3762.99
Z04528	12/02/21	12/01/21	MIL00	MILLS, DARYL A	12-21	06-22	3005.21
Z04529	12/02/21	12/01/21	MOR02	MORECI, CHRISTOPHER DAVI	12-21	06-22	1280.76
Z04530	12/02/21	12/01/21	MYE00	MYERS, KEVIN	12-21	06-22	621.30
Z04531	12/02/21	12/01/21	ORO04	OROZCO, JORDAN	12-21	06-22	70.00
Z04532	12/02/21	12/01/21	PAI01	PAILLON, MICHAEL	12-21	06-22	2000.56
Z04533	12/02/21	12/01/21	PAN00	PANIAGUA, BLANCA A	12-21	06-22	659.30
Z04534	12/02/21	12/01/21	PEN01	PENDERGRASS, REBECCA A	12-21	06-22	2434.80
Z04535	12/02/21	12/01/21	PER00	PEREZ, MARGARITA T	12-21	06-22	1899.15
Z04536	12/02/21	12/01/21	PIN00	PINEDO, EDGAR ESTEBAN	12-21	06-22	3386.49
Z04537	12/02/21	12/01/21	POR00	PORRAS, ESTEL	12-21	06-22	1763.18
Z04538	12/02/21	12/01/21	PUN00	PUNZO, GUILLERMO	12-21	06-22	2033.10
Z04539	12/02/21	12/01/21	PUR01	PURCHASE, HEATHER	12-21	06-22	1353.56
Z04540	12/02/21	12/01/21	RIC01	RICE, GERALD W	12-21	06-22	2001.75
Z04541	12/02/21	12/01/21	ROD00	RODRIGUES, ANTHONY	12-21	06-22	3053.90
Z04542	12/02/21	12/01/21	ROE00	ROENSPIE, THOMAS LUKE	12-21	06-22	3418.43
Z04543	12/02/21	12/01/21	ROM00	ROMERO, ARNULFO	12-21	06-22	2766.05
Z04544	12/02/21	12/01/21	SCH03	SCHMITKE, JENNIFER	12-21	06-22	1852.21
Z04545	12/02/21	12/01/21	STE01	STEWART, ROY E	12-21	06-22	2798.06
Z04546	12/02/21	12/01/21	SUA02	SUAREZ, BRYAN E	12-21	06-22	1998.94
Z04547	12/02/21	12/01/21	SWI00	SWINHART, ROBERT	12-21	06-22	1858.83
Z04548	12/02/21	12/01/21	VAL00	VALENZUELA, BRENDA	12-21	06-22	316.54
Z04549	12/02/21	12/01/21	VLA00	VLACH, RAYMOND JOSEPH	12-21	06-22	14203.70
Z04550	12/02/21	12/01/21	VON00	VONASEK, EDWARD J	12-21	06-22	4266.99
Z04551	12/02/21	12/01/21	WAC00	WACKERMAN, JANET	12-21	06-22	3291.57
							145742.18
							=====

Warrant Number	Date	Payroll Date	**Employee** Num	Name	Actual Period	Fiscal Period	Gross Amount
14317	12/16/21	12/16/21	AND00	ANDRADE, EDGAR	12-21	06-22	543.80
14318	12/16/21	12/16/21	CAR02	CARMON, GRANT E	12-21	06-22	12997.25
14319	12/16/21	12/16/21	CAR02	CARMON, GRANT E	12-21	06-22	1954.24
14320	12/16/21	12/16/21	CES00	CESSNA, KYLE A	12-21	06-22	1871.50
14321	12/16/21	12/15/21	COM01	COMBS, DANIEL T	12-21	06-22	141.38
14322	12/16/21	12/16/21	FLO00	FLORES, JOSE D	12-21	06-22	207.07
14323	12/16/21	12/16/21	GUE01	GUERRERO, DEYSY D	12-21	06-22	86.34
14324	12/16/21	12/16/21	GUE02	GUERRERO, JORGE	12-21	06-22	22.07
14325	12/16/21	12/16/21	JOH01	JOHNSON, SEAN KARL	12-21	06-22	6461.63
14326	12/16/21	12/16/21	LED00	LEDAY, JESSICA E	12-21	06-22	623.20
14327	12/16/21	12/16/21	MEJ00	APARICIO, LILIA MEJIA	12-21	06-22	.71
14328	12/16/21	12/16/21	MIL00	MILLS, DARYL A	12-21	06-22	617.68
14329	12/16/21	12/15/21	ORO02	OROZCO, EVVEN	12-21	06-22	315.00
14330	12/16/21	12/16/21	PAI01	PAILLON, MICHAEL	12-21	06-22	79.57
14331	12/16/21	12/16/21	PEN01	PENDERGRASS, REBECCA A	12-21	06-22	4.97
14332	12/16/21	12/16/21	PIN00	PINEDO, EDGAR ESTEBAN	12-21	06-22	554.38
14333	12/16/21	12/16/21	PUN00	PUNZO, GUILLERMO	12-21	06-22	136.85
14334	12/16/21	12/16/21	RIC01	RICE, GERALD W	12-21	06-22	16.80
14335	12/16/21	12/16/21	ROD00	RODRIGUES, ANTHONY	12-21	06-22	1515.94
14336	12/16/21	12/16/21	ROE00	ROENSPIE, THOMAS LUKE	12-21	06-22	1810.37
14337	12/16/21	12/16/21	ROM00	ROMERO, ARNULFO	12-21	06-22	808.32
14338	12/16/21	12/15/21	SIL01	SILVA, SOPHIA MARIE	12-21	06-22	63.00
14339	12/16/21	12/16/21	SUA02	SUAREZ, BRYAN E	12-21	06-22	1.40
14340	12/16/21	12/16/21	VLA00	VLACH, RAYMOND JOSEPH	12-21	06-22	228.63
14341	12/16/21	12/15/21	WAT04	WATHEN, MIDASIA	12-21	06-22	63.00
204552	12/16/21	12/15/21	ALV01	ALVA, MICAELA	12-21	06-22	1760.12
204553	12/16/21	12/15/21	AND00	ANDRADE, EDGAR	12-21	06-22	3297.26
204554	12/16/21	12/15/21	BAL00	BALDRIDGE, THEA	12-21	06-22	63.00
204555	12/16/21	12/15/21	CAR02	CARMON, GRANT E	12-21	06-22	3640.13
204556	12/16/21	12/15/21	CAR03	CARR, PETER R	12-21	06-22	5769.23
204557	12/16/21	12/15/21	CES00	CESSNA, KYLE A	12-21	06-22	3784.41
204558	12/16/21	12/15/21	CHA01	CHANEY, JUSTIN	12-21	06-22	3881.08
204559	12/16/21	12/15/21	CRA00	CRANDALL, JEREMY	12-21	06-22	2039.09
204560	12/16/21	12/15/21	ESP00	ESPINOSA, LETICIA	12-21	06-22	1927.65
204561	12/16/21	12/15/21	FEN03	FENSKE, JOSEPH H	12-21	06-22	2911.84
204562	12/16/21	12/15/21	FLO00	FLORES, JOSE D	12-21	06-22	2987.38
204563	12/16/21	12/15/21	FUL00	FULLMORE, KRISTOPHER	12-21	06-22	3160.98
204564	12/16/21	12/15/21	GAM00	GAMBOA, YADIRA	12-21	06-22	276.26
204565	12/16/21	12/15/21	GUE01	GUERRERO, DEYSY D	12-21	06-22	2398.80
204566	12/16/21	12/15/21	GUE02	GUERRERO, JORGE	12-21	06-22	2107.63
204567	12/16/21	12/15/21	HAR00	ZOLLERHARRIS, TRAVIS	12-21	06-22	2102.03
204568	12/16/21	12/15/21	JOH01	JOHNSON, SEAN KARL	12-21	06-22	6169.61
204569	12/16/21	12/15/21	LOW00	LOWERY, KATHERINE	12-21	06-22	2909.07
204570	12/16/21	12/15/21	MAR02	MARTINDALE, RYAN EUGENE	12-21	06-22	3649.27
204571	12/16/21	12/15/21	MEJ00	APARICIO, LILIA MEJIA	12-21	06-22	2544.42
204572	12/16/21	12/15/21	MEZ00	MEZA, JODY L	12-21	06-22	3762.99
204573	12/16/21	12/15/21	MIL00	MILLS, DARYL A	12-21	06-22	3005.21
204574	12/16/21	12/15/21	MON03	MONDRAGON, MEAGAN N	12-21	06-22	132.66
204575	12/16/21	12/15/21	MOR02	MORECI, CHRISTOPHER DAVI	12-21	06-22	1376.34
204576	12/16/21	12/15/21	MYE00	MYERS, KEVIN	12-21	06-22	621.30
204577	12/16/21	12/15/21	ORO04	OROZCO, JORDAN	12-21	06-22	91.00
204578	12/16/21	12/15/21	PAI01	PAILLON, MICHAEL	12-21	06-22	2000.56
204579	12/16/21	12/15/21	PAN00	PANIAGUA, BLANCA A	12-21	06-22	659.30
204580	12/16/21	12/15/21	PEN01	PENDERGRASS, REBECCA A	12-21	06-22	2434.80
204581	12/16/21	12/15/21	PER00	PEREZ, MARGARITA T	12-21	06-22	1899.15
204582	12/16/21	12/15/21	PIN00	PINEDO, EDGAR ESTEBAN	12-21	06-22	2618.43
204583	12/16/21	12/15/21	POR00	PORRAS, ESTEL	12-21	06-22	1763.18
204584	12/16/21	12/15/21	PUN00	PUNZO, GUILLERMO	12-21	06-22	1593.29
204585	12/16/21	12/15/21	PUR01	PURCHASE, HEATHER	12-21	06-22	1397.80
204586	12/16/21	12/15/21	RIC01	RICE, GERALD W	12-21	06-22	2001.75
204587	12/16/21	12/15/21	ROD00	RODRIGUES, ANTHONY	12-21	06-22	3137.55
204588	12/16/21	12/15/21	ROE00	ROENSPIE, THOMAS LUKE	12-21	06-22	3358.29
204589	12/16/21	12/15/21	ROM00	ROMERO, ARNULFO	12-21	06-22	2766.06
204590	12/16/21	12/15/21	SCH03	SCHMITKE, JENNIFER	12-21	06-22	1852.21
204591	12/16/21	12/15/21	STE01	STEWART, ROY E	12-21	06-22	2798.05
204592	12/16/21	12/15/21	SUA02	SUAREZ, BRYAN E	12-21	06-22	2195.68
204593	12/16/21	12/15/21	SWI00	SWINHART, ROBERT	12-21	06-22	1770.32
204594	12/16/21	12/15/21	VAL00	VALENZUELA, BRENDA	12-21	06-22	316.54
204595	12/16/21	12/15/21	VLA00	VLACH, RAYMOND JOSEPH	12-21	06-22	4753.08
204596	12/16/21	12/15/21	VON00	VONASEK, EDWARD J	12-21	06-22	4266.98
204597	12/16/21	12/15/21	WAC00	WACKERMAN, JANET	12-21	06-22	3291.57

144368.45

MINUTES OF THE ORLAND CITY COUNCIL
REGULAR MEETING HELD DECEMBER 7, 2021

CALL TO ORDER

Meeting called to order by Mayor Hoffman at 6:29 p.m.

Meeting opened with the pledge of allegiance.

ROLL CALL

Councilmembers present:	Councilmembers Bruce Roundy, Billy Irvin, Chris Dobbs, Vice Mayor Jeffrey A. Tolley and Mayor Dennis Hoffman
Councilmembers absent:	None
Staff present	City Manager, Peter Carr; City Clerk, Janet Wackerman, Deputy City Clerk, Jennifer Schmitke; City Attorney, Greg Einhorn (arrived at 6:39pm); Police Chief Joe Vlach

ORAL AND WRITTEN COMMUNICATIONS

A. Citizen Comments: None

CITY COUNCIL APPOINTMENTS TO BOARD AND COMMISSIONS

Mayor Hoffman presented the following City Council Appointments to Boards and Commissions for 2022:

City Selection Committee –

Mayor

County Committees:

Joint City/County EDC –

Bruce T. Roundy and Jeffrey A. Tolley

LAFCO –

Bruce T. Roundy. Alternate, Dennis Hoffman

Transit Committee –

Bruce T. Roundy

Alternate, Dennis Hoffman

Transportation Commission –

Bruce T. Roundy

Alternate, Dennis Hoffman

Waste Management Regional Agency –

Dennis Hoffman

Alternate, Billy Irvin

Air Pollution Control District –

Mayor

Alternate, Vice Mayor

Airport Land Use Commission –

Dennis Hoffman

Ambulance Task Force Committee –

Billy Irvin

Alternate, Bruce T. Roundy

Fire Department Liaison –

Chris Dobbs

Alternate, Billy Irvin

Glenn County Groundwater Sustainability Agency –

Bruce T. Roundy

Alternates, Pete Carr and Ed Vonasek

Golden State RMA –

To be determined at later date

Cal Cities (formerly League of California Cities)

Bruce T. Roundy

Orland Area Chamber of Commerce –

Dennis Hoffman

Alternate, Jeff A. Tolley

Orland Unit Water Users' Association –

Chris Dobbs

Code Enforcement Hearing Officer –

Billy Irvin

Alternate, Jeffery A. Tolley

Advisory to City Commissions:

Arts –

Economic Development (EDC) –

Library –

Parks & Recreation –

Planning –

Public Works & Safety -

Bruce T. Roundy. Alternate, Dennis Hoffman

Jeffrey A. Tolley. Alternate, Bruce T. Roundy

Chris Dobbs. Alternate, Dennis Hoffman

Bruce T. Roundy. Alternate, Jeffrey A. Tolley

Dennis Hoffman. Alternate, Jeffrey A. Tolley

Chris Dobbs. Alternate, Billy Irvin

CONSENT CALENDAR

- A. Approve Warrant List (payable obligations).
- B. Approve City Council minutes for November 16, 2021
- C. Receive and file Recreation Commission minutes of April 28, 2021
- D. Department of Housing & Community Development's Request for Revised Resolution.

Councilmember Irvin made a motion to approve consent items B-D and Vice Mayor Tolley seconded.

Action: Vice Mayor Tolley moved, seconded by Councilmember Dobbs to approve the consent calendar except Warrant list. Upon voice vote, the motion carried 5-0-0.

Councilmember Irvin asked if the cement for the pickleball courts came in on budget, or over. City Manager Carr stated that the pickleball project is currently on budget overall. Vice Mayor Tolley asked about check number 05499, Bank of New York Mellon Trust for \$93,346.80. Mr. Carr explained that 10 years ago the City of Orland issued a pension obligation bond just for the PERS employer side fund. The City issued two 10-year bonds to get the amount paid off; one was paid off in 2019 and this fiscal year the City will make the final payment for this bond.

Action: Councilmember Irvin moved to approve Warrant list, seconded by Chris Hobbs. Upon voice vote, the motion carried 5-0-0.

PRESENTATION – LIBRARY DEPARTMENT ANNUAL REVIEW-JODY MEZA, LIBRARY DIRECTOR

Library Director Meza presented a slide show on the status of the library for the 2020/2021 year. Ms. Meza showed a picture of the front entrance of the library and stated that the Library has been funded to get touch free doors through the Covid funding and hopes that this will be completed within the next few months. The Friends of the Library have generously offered to also pay for cosmetic upgrades once the new doors are installed.

Ms. Meza stated books are just the tip of the iceberg that the library has to offer, the library is a hub that closes the opportunity gap by connecting people to essential resources and services 24/7. Ms. Meza stated that the library is lucky enough to have the support from community and partnerships with local donors, Friends of the Library, Orland Rotary, Orland Women's Improvement Club and Glenn County Farm Bureau.

Ms. Meza stated the library has been able to receive \$10,421.00 in Zip Books (625 books and audiobooks), \$10,380.00 in First 5 Children's services, \$7,000.00 worth of Chromebooks and WIFI hotspots, \$5,043.00 in Library Broadband Connectivity support, \$5,000.00 in Crisis materials and mental health grant and \$1,000.00 in Summer reading programs.

The library has seen an increase in patrons due to other libraries closing within the County. The total library users are 10,799, out of this number 5,399 are within the City and 4,967 are in the County, 433 are non-residents. Due to the pandemic library door count(visits), circulation, computer use, and program attendance are all down. Digital Circulation (downloads of e-books and audiobooks) was not affected. Ms. Meza stated that even though the numbers look sad it isn't bad at all compared to other libraries and considering the library had limited hours, senior hours in mornings, and the computers

were limited due to social distancing. Ms. Meza mentioned the children's services numbers were down more because there wasn't a children's librarian for 10 months. The library offered story time to go kits and grab and go activities in place of children's programs in the library. Ms. Meza talked about how the new children's librarian has brought back Lego Club and introduced new activities such as Playtopia, that focuses on stem projects, science, technology, engineering, and math as well as traditional literacy.

Ms. Meza stated that there hasn't been much of a change to the library collection the past year; around 7,000 eBooks and 5,000 audio books have been added with help from the State Library funding.

Ms. Meza shared that staffing levels have gone down but open hours have gone up and they are maintaining well.

Councilmember Dobbs thanked Ms. Meza for doing a great job with the library and stated the City is lucky to have her on staff.

Vice Mayor Tolley asked what the Council could do for the library. Ms. Meza stated that Council gets feedback from the community that she would like to hear about. She also mentioned that Councilmembers are connected to other groups and agencies that the library can connect with, and she would appreciate any help to get groups that are not associated with the library to start getting involved. Ms. Meza also stated she would find out why people do not use the library and see if there is a way to get them back into the library.

Councilmember Irvin asked Ms. Meza about compensation for the library director position. Councilmember Roundy thanked Councilmember Irvin for bringing up the topic and stated that the issue of salaries should be brought up at the next upcoming negotiations meeting.

Mayor Hoffman asked Ms. Meza if she felt like she may need to hire positions that have been cut back on recently. Ms. Meza stated that the library is currently doing good, if someone is out and it cannot be covered by current staff, they call in substitutes to fill in and it is working very well.

ADMINISTRATIVE BUSINESS

A. Flavored Tobacco Follow-Up – City Attorney Greg Einhorn

City Attorney Greg Einhorn reminded Council that on November 2, 2021, Esther Craig, Project Director for the Glenn County Alliance for Prevention (GCAP), together with a student team, presented information regarding flavored tobacco products and, specifically, the nicotine-additive effects thereof upon children.

The Council asked that the City Attorney review the model ordinance and the ordinance adopted by the City of Oroville for the Council's consideration.

Mr. Einhorn stated that the ordinances define flavored tobacco products broadly and they ban it. Both example ordinances enforce sales of flavored tobacco through the business licenses. The City of Orland does not have a tobacco license regulatory scheme, so the City would have to not only create an ordinance but also create an enforcement mechanism that would require regulations on tobacco sales. Mr. Einhorn stated at this time the City does not have funding for the enforcement. The issue is whether council would like to move forward and create an enforcement mechanism and a regulation mechanism.

Mr. Einhorn stated the ban of retail sales of flavored tobacco products will be subject to voter approval or disapproval in November 2022 giving the entire state the opportunity to vote on the matter.

Mr. Einhorn stated that Council will need to develop the tobacco sale regulation as well as a tobacco sales enforcement regulation for the City but if the bill is slated for the November election is passed, it could cancel out all the work the City has done to create the tobacco sales regulation and enforcement plan.

Mayor Hoffman asked if the bill is passed by the state will the state take over on the enforcement. Mr. Einhorn affirmed that the state would take over all regulations and enforcement of tobacco sales.

Councilmember Dobbs asked Chief Vlach if there is a taskforce in Glenn County that deals with underage tobacco sales. Chief Vlach stated that currently the County is looking into grant funding to get a task force set up.

City Clerk Wackerman stated that she received an email from Sharon Lazorko, Orland resident, in support of banning flavored tobacco, and Mayor Hoffman asked that she read the letter aloud.

Mayor Hoffman opened the discussion to public at 7:45 pm. A member from Friday Night Live thanked Council for bringing the Tobacco topic back and gave Council a few handouts to go over. Carolina Diaz updated Council on a question she was asked last time about the proximity of retailers to schools.

Upon discussion with Mr. Einhorn Council decided that it would be best to wait until the November 2022 election and see if the bill passes before making a decision.

B. Verbal Update on Drought Conditions

City Manager Carr reported as of December 7, 2021, a total of 289 wells have been registered as distressed. Of those wells 187 are dry. There has been a huge increase in interest in connecting to City water, well over 150 people have submitted interest forms. Mr. Carr stated that the cut off to fill out the expression of interest form is December 31, 2021. The estimate to connect was initially around 100 and at present there are almost 200 on the list currently. Once the December 31 deadline has passed the city will know who needs to connect to City water and the engineer will work with DWR to create the mapping area where the main lines will reach the most people.

City Manager Carr stated that North Valley Community Foundation (NVCF) sent out mailers Friday December 3 to homes within a mile and a half radius of the City.

Mr. Carr stated that NVCF is ramping up on the bulk water program, 60 homes are getting bottled water delivered, 39 homes have signed up for water tanks and pumps.

City's bulk distribution is still one day a week assisting about 3-4 people a day and seems to be scaling back now that NVCF is ramping up with water deliveries. City staff is trying to connect with these people to find out if they know about the services that NVCF is offering.

Mr. Carr also reported that the City's municipal wells' production for November is one of the lowest production levels on record, indicating reduce water consumption. Mr. Carr stated that the City's well levels are stable, and the City is not in a crisis.

Councilmember Roundy asked council for input on the minimum threshold for the Groundwater Sustainability Plan (GSP) that the Council finds acceptable, he will be voting at the Glenn Groundwater Authority (GGA) Board meeting. Council discussed the issue and gave Mr. Roundy direction to not vote to approve the GSP due to lack of confidence the plan adequately protects groundwater for the domestic wells.

CITY COUNCIL COMMUNICATIONS AND REPORTS

Councilmember Roundy:

- Attended the Honeybee Discovery Center December 3rd;
- Attended the Orland Volunteer Fire Department's awards dinner;
- Attended the Orland Art Gallery show;
- Will attend the Glenn County Water Authority meeting December 14th;
- Will attend the Transportation and Transit meeting December 15th.

Councilmember Irvin:

- Wanted to know the date for the next Green Waste Site update.

Councilmember Dobbs:

- Attended the Orland Volunteer Fire Department awards dinner December 14th;
- Will attend the Public Work Safety Commission December 14th.

Vice Mayor Tolley:

- Attended the Orland Volunteer Fire Department awards dinner meeting December 14th ;
- Attended Rolling Hills Casino's new brewery opening
- Attended Glenn County Farm Bureau meeting in November

Mayor Hoffman:

- Santa will be at the Library December 15th;
- Attended Tree Lighting downtown November 27th;
- Attend the Transportation and Transit meeting;
- Attended the Shop Hop downtown;
- Attended December 3rd Honeybee Discovery Center.

MEETING ADJOURNED AT 8:30 P.M.

Jennifer Schmitke, Deputy City Clerk

Dennis Hoffman, Mayor

PLANNING COMMISSION MINUTES

August 19, 2021

1. Call to Order – The meeting was called to order by Chairperson Elliott at 5:30 PM
2. Pledge of Allegiance – led by Commissioner Vickers
3. Roll Call: Commissioners present – Wade Elliott, Doris Vickers and Sharon Lazorko
Commissioners absent - Stephen Nordbye
Councilmember present - Dennis Hoffman
Also present - City Planner Scott Friend, James Coles of Housing Tools and Admin. Support Janet Wackerman

4. ORAL AND WRITTEN COMMUNICATIONS

Citizen Comments – None

5. APPROVAL OF THE MINUTES FROM APRIL 15, 2021

Upon motion made by Commissioner Lazorko and seconded by Chairperson Elliott, the minutes of April 15, 2021 were approved as presented. The motion carried unanimously by voice vote, 3-0-1 with Commissioner Nordbye absent.

6. ITEMS FOR DISCUSSION OR ACTION

A. Housing Element Update

Mr. Friend introduced James Coles, Principal for Housing Tools, the company that is assisting with the update of the City's Housing Element. Mr. Coles gave a presentation on the progress of the current Housing Element and provided quantitative data to be used for the update.

Commissioner Lazorko asked what a low barrier navigation center would entail. Mr. Coles stated it would be a place focused on moving people to permanent housing while providing temporary living facilities and connections to case managers. The center would be allowed in a residential area by right. Mr. Coles added this would be a volunteer program. Mr. Friend stated the City has to provide the opportunity to build this kind of housing.

Chairperson Elliott stated that the State recognizes step up housing but what can be done to encourage it? Mr. Friend stated streamlining the development process, having affordable land and mindful of costs would help.

Chairperson Elliott asked if wrap around services in supportive living facilities would only be for persons who are homeless. Mr. Coles stated the services would not just be for homeless persons. Chairperson Elliott stated he thinks there will be community support for homeless, seniors and supportive housing for them.

B. Presentation on LEAP and SB2 Projects

Mr. Friend stated SB2 and Local Early Action Program (LEAP) funding has been provided to advance housing in communities.

LEAP projects to date are - updating the General plan, Safety and Circulation Elements and developing a Mixed-Use Land Use Designation. A draft will be presented to Commissioners for their review and comments.

SB2 projects to date are updating the Housing Element, Accessory Dwelling Units (ADU) Fee Reduction and the Tiny Home Overlay District.

Mike Martin, ECorp Consultants, has developed guidelines for ADUs to make it easier for developers.

Commissioner Vickers stated she liked the idea of a tiny home district. Chairperson Elliott asked if the district was mandated or optional. Mr. Martin stated it was optional but ADUs are mandated. Chairperson Elliott stated he does not like the concept of tiny homes for this community and focus should be made on ADU and Junior Accessory Dwelling Units (JADU).

Councilmember Hoffman stated City Council meetings are now held on the first and third Tuesdays of the month.

Richard Harriman, property owner, stated he is in favor of the development at Swift and East Streets. This improvement for the City signals to developers that they want to do something. He asked Mr. Friend if the City was required to have a Conservation Element. Mr. Friend stated they were not.

7. STAFF REPORT

A. Department Activity Report (verbal)

Mr. Friend reported:

- There are a few property owners on County Road KK that are considering annexation to the City due to dry wells;
- Water Master Plan is being updated;
- Discussion on development adjacent to Orland Unit Water Users Association canals will go before City Council in October. Something besides undergrounding will be proposed;
- City Engineer is working on the design for a lift station to serve Butte Community College's Cortina Street site;
- A large corporate fueling business is coming to the west side of Orland;
- Truck wash project is going forward with a lot line adjustment;
- Linwood Phase II developers have reapplied with the original map but have to go through the same process again. This project and Orland Park to the east have been told by PG&E that it will take 52 weeks before they can provide them power;

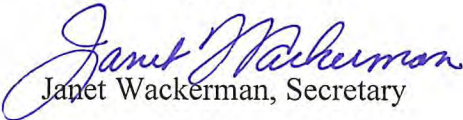
- Liberty Bell Apartments, 32 units and Woodward Family Apartments, 36 units are still going forward;
- Shasta Garden Apartments will be undergoing a rehabilitation to increase the size of some of their units;
- A market-rate builder is interested in a multi-family project.

8. COMMISSIONER REPORTS

Chairperson Elliott stated it was good to be back to regular meetings and glad to hear about the senior and multi-family units.

9. ADJOURNMENT – 7:05 PM

Respectfully submitted,


Janet Wackerman, Secretary

Wade Elliott, Chairperson

PUBLIC WORKS & SAFETY COMMISSION

Meeting Minutes

August 10, 2021

1. Call to Order

The meeting was called to order by Chairperson Paschall at 4:07 pm.

2. Pledge of Allegiance – led by Vice Chairperson Rossman

3. Roll Call

Present: James Paschall Sr., Byron Denton, Monica Rossman, Emil Cavagnolo and J.C. Tolle

Councilmembers: Chris Dobbs (arrived at Carnegie at 4:20 pm)

Staff: Joe Vlach, Police Chief; Ed Vonasek, Director of Public Works; Pete Carr, City Manager; Paul Rabo, City Engineer (ZOOM); Rebecca Pendergrass, Accounting Manager (ZOOM); Jennifer Schmitke, Secretary

4. Oral and Written Communications

A. Citizen Business:

None

5. Consent Calendar

A. Approval of April 13, 2021 minutes

Moved by Vice Chairperson Rossman, seconded by Commissioner Cavagnolo, motion carried to approve April 13, 2021 minutes as presented. Motion carried. 5-0-0-0 Ayes: Cavagnolo, Denton, Paschall, Tolle and Rossman; Noes: None; Abstain: None; Absent: None

6. Public Safety

A. Fire Department Update

Director Vonasek spoke on behalf of Chief Chaney who is out leading a crew of three on truck 35 in Susanville. The department might send truck 33 with two auxiliary members due to water tenders being needed. OVFD inducted a new honorary member, Chairperson Paschall, into the Fire Department at their August 9, 2021 meeting. Vice Chairperson Rossman announced that on August 21, 2021 the Fire Department will be holding a bake sale to show support for one of the volunteers, whose child was recently diagnosed with a rare cancer, all the proceeds will be going to help the family. Director Vonasek stated there is a handful of new EMR rated volunteers and only a few that still need to complete the training.

B. Police Department Update

Police Chief Vlach announced that Orland Police Department updates are mostly coming from the Dixie Fire Complex due to OPD participating in a LEMA (Law

PUBLIC WORKS & SAFETY COMMISSION MINUTES

August 10, 2021

Page 2

Enforcement Mutual Aid) request. OPD is in Region 3 which is made up of a few small north state agencies. Chief Vlach stated that OPD has stepped up by volunteering as much as possible, to date they have contributed approximately 190 hours in Lassen and Plumas Counties supporting the Dixie Fire. Chief Vlach stated that about 500,000 acres have burned with only 28% contained. Chief informed the Commission that the State is increasing regional support by adding crews from Regions 2 and 4 within the next few weeks, giving Region 3 a slight break. Chief Vlach reported everything in town has been running well and had no additional reports.

7. Public Works

A. Public Works Department Updates

Public Works Director Vonasek reported that the sewer project on Road MM is complete and online, only a few final bills need to be paid. The subdivision at Linwood has all curb, gutter, and sidewalk work complete. All the lot pads have been set, water and sewers materials have also been completed. This week Knife River Construction will be paving the roadway where the first 31 houses are being constructed.

The Public Works Department has had the striping machine out a few times, Director Vonasek stated he would like to have the machine out at least once a week to catch up on striping projects that were set to be completed during the summer.

B. Groundwater Well Level Update

Director Vonasek updated the Commission on the City's well levels, stating that the water levels are down, but not enough to create concern for City residents. The Public Works Department is continuing to take weekly well level reads to stay ahead of any big changes. Director Vonasek stated that the community is currently using less water than usual. Chairman Paschall asked if staff had heard of any discussion on new State restrictions. City Manager Carr stated he hadn't heard of any new restrictions from the state.

C. Truck Route Request

Director Vonasek introduced a written letter (attached to agenda) from George Toney concerning Orland Municipal Code 10.20, Truck Routes. Mr. Toney is hoping that the ordinance will either be deleted or modified. Director Vonasek presented the request to the Commission first to get advice and their opinions before taking the request to City Council. After continued discussion the Commission directed Director Vonasek, Chief Vlach and City Manager Carr to work together to find a way of improving the ordinance. Once additional information has been collected, it along with any recommendations will be presented at the next PWSC meeting.

PUBLIC WORKS & SAFETY COMMISSION MINUTES

August 10, 2021

Page 3

D. Green Waste Site Update

Director Vonasek wanted to give an update on the Green Waste Site, which is currently being discussed at the City Council level. Director Vonasek asked if the Commission had any suggestions or ideas for the City, that could help keep the site open. Director Vonasek stated the Green Waste Site, for cost saving measures is only open two days a week (Fridays and Saturdays) with one Public Works employee at the Site. Even operating just two days a week, the site is currently in the red. Director Vonasek stated the City only received one bid from a company to grind the material for \$600.00 an hour, for the vendor to take the grindings it would be over \$600.00 a load. Commissioner Rossman asked about burning the grindings, maybe having OVFD or other local agencies use it for training. Director Vonasek stated it would take about a week or more to burn the piles. Director Vonasek will take the suggestion from Vice Chairperson Rossman to burn the piles to Council with his next report to help with creating a solution.

8. Commissioner Projects

A. Discussion

None to report

9. General

A. Schedule of Next Meeting

The next regularly scheduled Commission meeting will take place at Carnegie Center at 4 pm, October 12, 2021.

10. Commissioner Communications

Vice Chairperson Rossman reminded the Commission of the bake sale at the Fire Department August 21, 2021.

Commissioner Cavagnolo shared that the Glenn County Groundwater Sustainability Agency is working on a plan to try and get ahead of the current water situation, by trying to encourage people to start using surface water instead of groundwater.

11. ADJOURNMENT – 4:53 PM

Respectfully submitted,



Jennifer Schmitke, Secretary



James Paschall Sr., Chair

CITY OF ORLAND
CITY COUNCIL CONSENT AGENDA ITEM #6.E.
MEETING DATE: December 21, 2021

TO: Honorable Mayor and Council
FROM: Janet Wackerman, Grants Administrator
SUBJECT: Habitat for Humanity Request for Revised Resolution

City Council is asked to adopt a revised Resolution as requested by Habitat for Humanity (H4H).

BACKGROUND:

At the November 2, 2021 City Council meeting, Resolution 2021-23 was adopted authorizing an application to apply for funding from the Department of Housing and Community Development Homekey Program. This resolution only listed City of Orland as a co-applicant with H4H.

DISCUSSION:

Habitat for Humanity staff has asked that the City revise this resolution to include the County of Glenn as a co-applicant with the City of Orland.

Attachment:

Resolution 2021-26

RECOMMENDATION:

Adopt Resolution 2021-26 and authorize its submittal to Habitat for Humanity to include in the application for funding from the Homekey Program.

FISCAL IMPACT OF RECOMMENDATION: None

Approved by City Manager

PRC

AUTHORIZING RESOLUTION

RESOLUTION NO. 2021-26

A RESOLUTION OF THE GOVERNING BODY OF CITY OF ORLAND AUTHORIZING JOINT APPLICATION TO AND PARTICIPATION IN THE HOMEKEY PROGRAM

WHEREAS:

- A. The Department of Housing and Community Development ("**Department**") has issued a Notice of Funding Availability, dated September 9, 2021 ("**NOFA**"), for the Homekey Program ("**Homekey**" or "**Program**"). The Department has issued the NOFA for Homekey grant funds pursuant to Health and Safety Code section 50675.1.3 (Assem. Bill No. 140 (2021-2022 Reg. Sess.), § 20.).
- B. **City of Orland** ("**Co-Applicant**") desires to jointly apply for Homekey grant funds with County of Glenn ("Public Entity") and Habitat for Humanity Yuba/Sutter, Inc. ("**Corporation**"). Therefore, Co-Applicant is joining Corporation in the submittal of an application for Homekey funds ("**Application**") to the Department for review and consideration.
- C. The Department is authorized to administer Homekey pursuant to the Multifamily Housing Program (Chapter 6.7 (commencing with Section 50675) of Part 2 of Division 31 of the Health and Safety Code). Homekey funding allocations are subject to the terms and conditions of the NOFA, the Application, the Department-approved STD 213, Standard Agreement ("**Standard Agreement**"), and all other legal requirements of the Homekey Program.

THEREFORE, IT IS RESOLVED THAT:

1. Co-Applicant is hereby authorized and directed to submit a joint Application to the Department in response to the NOFA, and to jointly apply for Homekey grant funds in a total amount not to exceed **\$8,000,000.00**.
2. If the Application is approved, Co-Applicant is hereby authorized and directed to enter into, execute, and deliver a Standard Agreement in a total amount not to exceed **\$8,000,000.00**, any and all other documents required or deemed necessary or appropriate to secure the Homekey funds from the Department and to participate in the Homekey Program, and all amendments thereto (collectively, the "**Homekey Documents**").
3. Co-Applicant acknowledges and agrees that it shall be subject to the terms and conditions specified in the Standard Agreement, and that the NOFA and Application will be incorporated in the Standard Agreement by reference and made a part thereof. Any and all activities, expenditures, information, and timelines represented in the Application are enforceable through the Standard Agreement. Funds are to be used for the allowable expenditures and activities identified in the Standard Agreement.

4. City Manager or their designee, is authorized to execute the Application and the Homekey Documents on behalf of Co-Applicant for participation in the Homekey Program.

PASSED AND ADOPTED this 21st day of December, 2021, by the following vote:

AYES:

NAYES:

ABSTAIN:

ABSENT:

The undersigned, Janet Wackerman, City Clerk of Co-Applicant, does hereby attest and certify that the foregoing is a true and full copy of a resolution of the governing body adopted at a duly convened meeting on the date above-mentioned, and that the resolution has not been altered, amended, or repealed.

SIGNATURE: _____

DATE: _____

NAME: _____

TITLE: _____



CITY OF ORLAND

CITY COUNCIL AGENDA ITEM #:8.A.

MEETING DATE: December 21, 2021

TO: **City of Orland City Council**
FROM: Scott Friend, AICP – City Planner
MEETING DATE: December 21, 2021; 6:30 p.m., Carnegie Center, 912 Third Street, Orland, CA 95963

SUBJECT: **Annexation #2021-01 and Prezone #2021-01 (Kraemer)**
Proposed annexation of a single lot having 1.28 acres of land into the City of Orland to facilitate connection to the City water system. The property is located at 4309 County Road KK, Orland CA 95963 (APN 040-380-015).

Environmental Review: The Planning Commission is recommending that the City Council determine that the proposed action is *exempt* from further CEQA review pursuant to Section 15319, Annexations of existing facilities and lots for exempt facilities, a Class 19 CEQA exemption and Section 15061(b)(3), the “General Rule”.

Summary:

On November 18th, 2021, the Planning Commission held a public hearing and discussion regarding the proposed annexation of 4309 County Road KK. The Planning Commission voted 5-0 to approve the proposed annexation. The proposed annexation is summarized below.

Discussion:

On July 2, 2021 the City received an application for annexation filed by property owners Gerald & Maureen Kraemer. Annexation is the legal process that transfers property from an unincorporated unit of government to an incorporated one. In this case, property owners of a single property in unincorporated Glenn County are requesting incorporation into the City of Orland. The benefits of annexation include the possibility for connection to City-provided utilities (sewer and domestic water service), city provided law enforcement services, an increased potential for the use of your parcel when connected to City-provided utility services, and an opportunity to vote in City elections as well as to serve on City boards and commissions. There is no difference in property taxes between properties in unincorporated Glenn County and properties in the City of Orland.

Annexations involve a multi-step process. First, the City must complete its Planning Commission and City Council hearings on the annexation and pre zoning prior to sending the annexation application to the Glenn County Local Agency Formation Commission (LAFCo). The Planning Commission holds a public hearing on the annexation and pre zoning and sends their recommendation to the City Council. The City Council will then hold a public hearing and adopt a Resolution of Application. Once the City’s process is complete, the City of Orland acts as the

applicant before LAFCo and prepares the LAFCo application in cooperation with the applicant(s). LAFCo will conduct a hearing(s) and may either disapprove the application, conditionally approve the application, or approve the application on its own merit.

The applicants are requesting annexation into the City of Orland for the purposes of facilitating connection to the City water system. Recently, properties located on County Road KK have begun to experience dry wells. The applicants, out of an abundance of caution, are requesting annexation into the City for the purposes of connecting to the City's water system in the event that their well goes completely dry. Prior to connecting to the City's system, the applicants will be required to install a backflow prevention device on their well to prevent possible combination with the City's water system. The applicants will not be required to abandon their well completely so long as the backflow prevention device is installed to the City Engineer's and Public Works' specifications. The applicants are not requesting connection to the City's sewer system. The property is connected to a septic system.

The subject property to be annexed is 1.28 acres and located at 4309 County Road KK, Orland CA 95963 (APN 040-380-015). The property is located within unincorporated Glenn County area but within the City of Orland's LAFCo approved Sphere of Influence (SOI). The property is bounded by the Orland City limits on the north (See **Attachment A – Annexation Area**). The property is currently developed and occupied with one (1) single-family home and one (1) detached garage/shop. The single-family residence is located approximately 50 feet from the property line. The rear of the property is currently undeveloped. No additional development is proposed as part of this request. The City of Orland General Plan designates the site with the R-L - *Low Density Residential* land use designation.

Following approval of this annexation, the property's street name would change from 4309 County Road KK to 4309 East Street. East Street is the street name within the City limits and County Road KK is the street name within the unincorporated County area.

The applicants initiated an application for annexation for the primary purpose of facilitating connection to the City of Orland municipal water system. Approval of this annexation will allow the City of Orland to provide full municipal services to the parcel. (See **Attachment B – Application for Annexation**).

Review Criteria:

LAFCo Annexation Criteria:

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Act) establishes procedures for local government changes of organization, including city incorporations, annexations to a city or special district, and city and special district consolidations. Local agency formation commissions (LAFCOs) have numerous powers under the Act, but those of primary concern are the power to act on local agency boundary changes and to adopt spheres of influence for local agencies. Among the purposes of LAFCOs are the discouragement of urban sprawl and the encouragement of the orderly formation and development of local agencies.

LAFCo's policies and procedures on incorporations include a list of criteria which LAFCo will use in evaluating boundaries. When considering an incorporation proposal, LAFCo is required to consider the following factors (Government Code §56668):

- The population, population density, and potential for growth.
- The need for organized community services, and effect on adequacy of services.
- The effect of the proposal on adjacent areas and local government structure.
- The conformity of the proposal with adopted LAFCo policies and priorities.
- The effect of the proposal on integrity of agricultural lands.
- The definiteness and certainty of the proposed physical boundaries.
- Consistency with county General Plan and specific plans.
- The sphere of influence of any affected local agency.
- The comments of any affected agency.
- The ability of the new city to provide services, including sufficiency of revenues.
- Timely availability of adequate water supplies.
- The extent to which the proposal helps achieve its allocation of regional housing needs.
- Comments from land owners.
- Any information relating to existing land use designations.

LAFCo may approve, approve with conditions, or disapprove the plan for incorporation based on its findings.

City of Orland Annexation Criteria:

The content, form, and processing requirements for Annexations within the City Limits are set forth in Orland Municipal Code (OMC) Title 1 *General Provisions*. OMC Section 1.08.010 states:

Annexation to the city will be processed pursuant to 56000 of the California Government Code. The application fee for annexation shall be in addition to all actual California State Board of Equalization fees, actual engineering costs, and actual Glenn County LAFCo fees.

Prezone:

Pursuant to OMC Section 17.12.060 and state law, annexation requires that properties be prezoned prior to annexation approval. Prezoning is the act of assigning a City zoning designation to an unincorporated parcel prior to annexation. The prezoning action is subject to the requirements applicable to zoning in the city, including the requirement for consistency with the general plan. The zoning shall become effective at the same time that the annexation becomes effective. Table 1 below lists the parcels current County and City General Plan and Zoning Designations. The City proposes to prezone the parcel to "R-1" *Residential One-Family*.

This designation would be consistent with the City of Orland’s current General Plan Land Use Designation of “R-L” *Low Density Residential*.

Table 1: Current and Proposed Land Use Designations			
Current County General Plan Designation	Current County Zoning Designation	Current City General Plan Designation	Proposed City Zoning
Rural Residential	RE-5 – Rural Residential Estate	R-L – Low Density Residential	R-1 – Residential One Family

The Glenn County General Plan states that the Rural Residential zone is utilized to identify areas suitable for large lot, low density residential use that provide for development which is compatible with a rural character and lifestyle. Uses permitted within the RE-5 classification include single-family residences, agricultural and domestic livestock farming on a limited scale, and home occupations.

The City of Orland General Plan states that the Low Density Residential (R-L) classification is intended for development at a density of up to 6 dwelling units per acre. Typical uses in this designation includes single-family attached and detached homes, accessory structures, and occasionally churches, schools, parks and other governmental or quasi-governmental uses.

Proposed City of Orland Zoning District:

The Residential One-Family Zone (OMC Section 17.20) is intended to be applied in areas of the city where topography, access, utilities, public services and general conditions make the areas suitable and desirable for single-family home development. **Attachment C – Prezone Map** illustrates the current City/County zoning. Uses on the parcels surrounding the site include single-family residences to the north, east, south and west. Rezoning the property to R-1 would be consistent with the City of Orland's General Plan Land Use Designation and the current surrounding zoning and uses.

R-1 Lot Conformance:

OMC Section 17.20.050(B) lists the lot requirements in the R-1 zone. Minimum lot area ranges from 6,000 sq. ft. to 20,000 sq. ft. depending on the size of the property. The subject property is 55,756.8 sq. ft. (1.28 acres) total. The property meets the minimum lot requirements of the R-1 zone.

The maximum lot depth in an R-1 zone is three times the lot width. The subject property has an irregular “L” shape with a width of approximately 250 feet at its widest point and a depth of approximately 290 feet at its deepest point. The property meets the lot depth requirements in the R-1 zone.

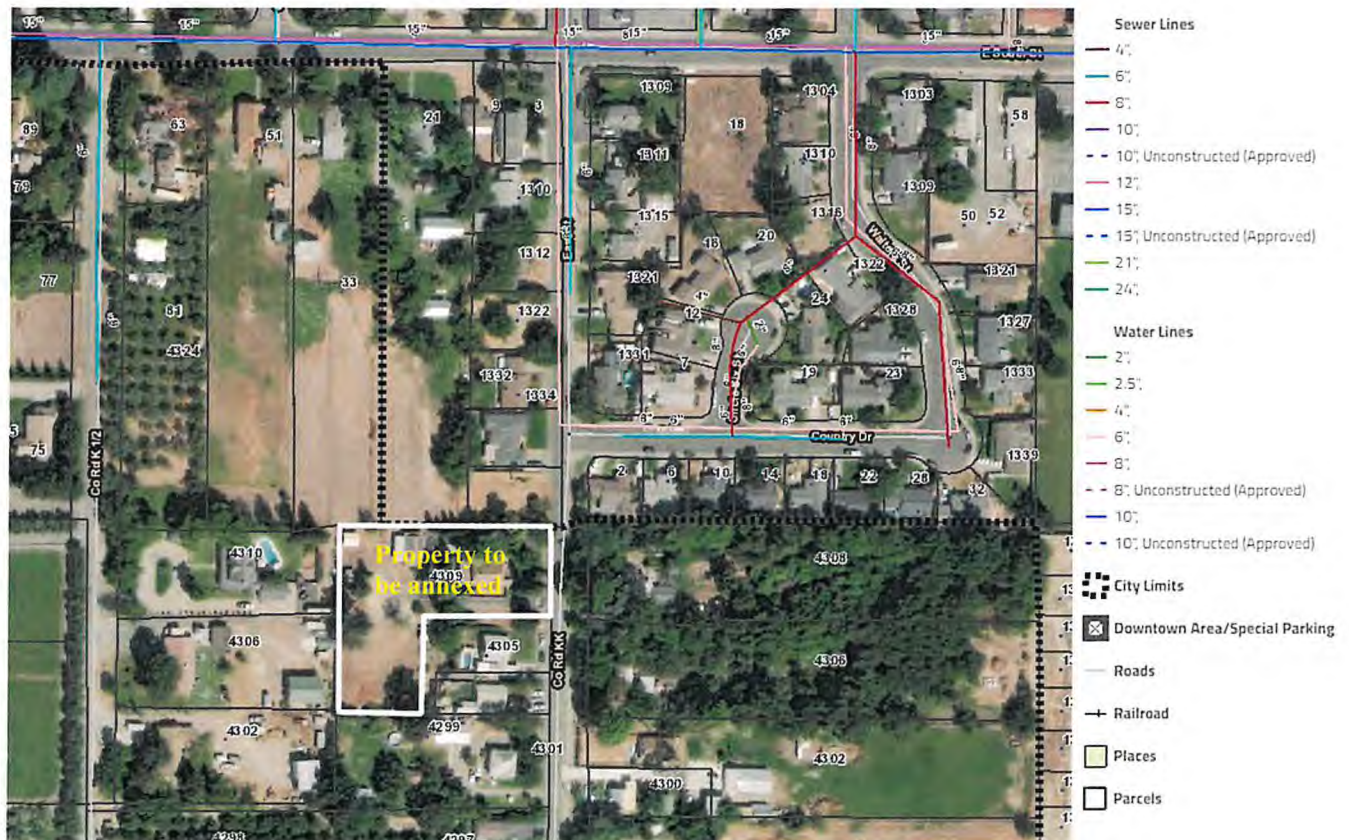
Maximum building coverage is forty (40) percent in the R-1 zone. The property is currently developed with a single-family home and a detached garage. The total building coverage is less than ten (10) percent. The property conforms with maximum building coverage requirements in the R-1 zone.

Municipal Services:

All annexation applications must be accompanied by a service plan. A service plan details which municipal services, after incorporation, will be provided to the parcel by the new city or by other agencies. The purpose of this proposed action is to facilitate the property owners connecting to the City of Orland water system. Table 2 below lists the property's current and proposed service providers.

Table 2: Current and Proposed Service Providers		
Subject/Service Area	Current Provider	Proposed Provider
Water	Well system	City of Orland
Wastewater	Septic	No change
Law Enforcement / Police	Glenn County Sheriff's Department	City of Orland Police Department
Fire Suppression Service	Orland Rural Fire District	Orland Volunteer Fire Department
Streets / Circulation	Glenn County	City of Orland
Storm Drainage	Glenn County / None	City of Orland
Electricity	PGE	PGE
Dry Utilities (teleco)	Private Provider	Private Provider
Educational Services	Orland Unified School District	Orland Unified School District
Governmental Services	Glenn County	City of Orland
Recreational Services	Glenn County / None	City of Orland
Other: Library, Planning, Solid Waste Collection, Special Service Districts, other	Glenn County / None	City of Orland

Figure 1 below shows an existing City of Orland six-inch (6") potable water line is currently located in East Street and Country Drive. New service would be provided to the subject parcel via the existing waterline. Expansion of the existing water line would be necessary to serve the subject parcel. The applicant is not requesting connection to the city's sewer system.



During its preliminary review phase, this project was routed to public service agencies for comments. No comments noting problems or insufficient capacity with City service connection were received. The City's utility system has adequate capacity to serve this parcel.

Environmental Determination:

Staff recommends that the City Council determine that the proposed annexation to be categorically exempt pursuant to CEQA Guidelines Section 15319 – “Annexations of existing facilities and lots for exempt facilities” as the project involves annexation of an area containing existing private structures developed to the density allowed by the current zoning or pre-zoning and Section 15061(b)(3) - the “Common Sense Exemption” as it can be seen with certainty that there is no possibility that the pre-zoning would have a significant effect on the environment, and therefore the project is not subject to CEQA. A Notice of Exemption was prepared for this project and has been included with this staff report as **Attachment D - Notice of Exemption**.

Recommendation:

The Planning Commission recommends that the City Council consider the public hearing held on November 18, 2021 and the Planning Commission's recommendation on this matter.

If no changes are considered necessary, the Planning Commission recommends that the City Council approve the Notice of Exemption (**Attachment D**) prepared for the proposed action and approve the annexation, as contained herein, through adoption of City Council Ordinance #2021-05 (**Attachment E**).

If the City Council determines that it intends to approve the matter, the following motion is offered for consideration by the City Council:

Sample Motion:

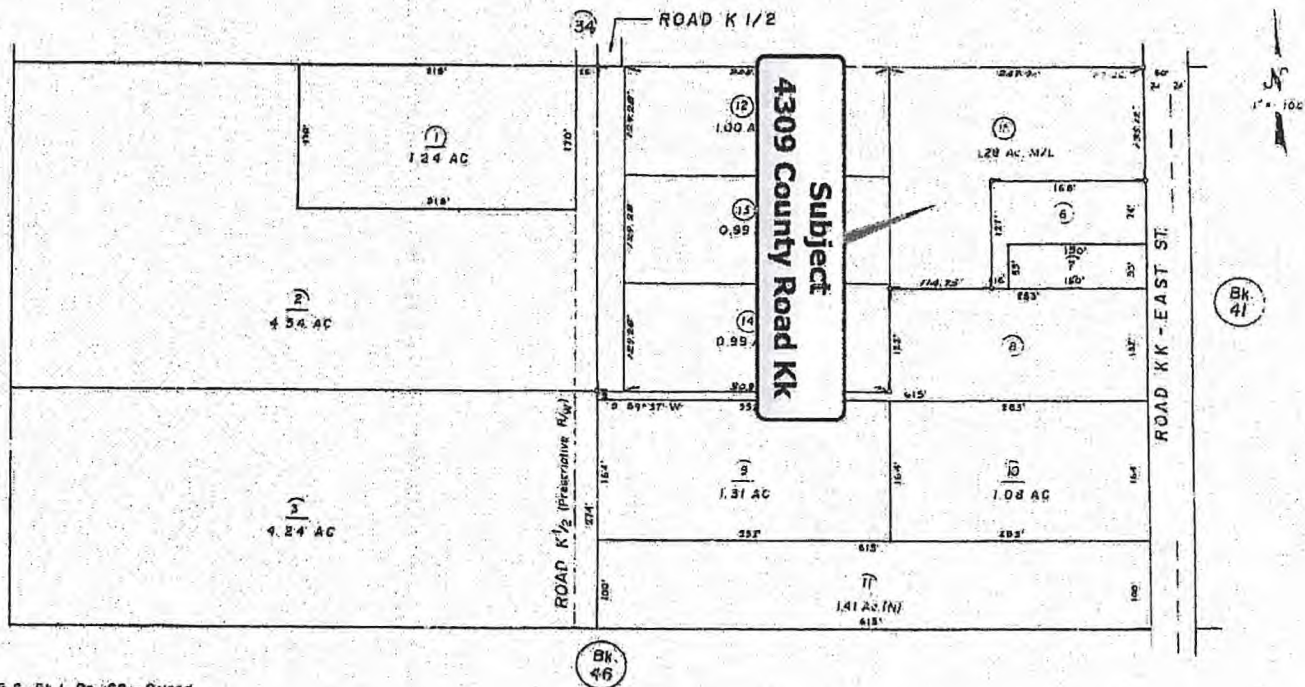
I move that the City Council adopt City Council Ordinance #2021-05 making the necessary findings for approval of the project, approving the Categorical Exemption, approving the rezoning of the property and approving a Resolution of Annexation directing staff to prepare an application with the Glenn LAFCO for the annexation of property described as 4309 County Road KK.

ATTACHMENTS:

- **Attachment A – Annexation Area / Site Map**
- **Attachment B – ANNEX #2021-01 Application**
- **Attachment C – Prezone Map**
- **Attachment D – CEQA Notice of Exemption**
- **Attachment E – City Council Ordinance #2021-05**

40-38

POR. SEC. 27, T. 22 N., R. 3 W., M. D. B. & M.



M. & S., Bk. 1, Pg. 169 - Orland
R.M. Bk. 9, Pg. 40
M. & S., Bk. 12, Pg. 29

Assessor's Map Bk. 40 - Pg. 33

County of Glenn, Calif.

1974

NOTE - Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Circles

CITY OF ORLAND
PLANNING DEPARTMENT
815 FOURTH STREET
ORLAND, CA 95963
530.865.1608 (PHONE) 530.865.1632 (FAX)

APPLICATION FOR ANNEXATION

Please submit the following items. A complete Application will ensure its prompt processing. If you have any questions, please contact the City of Orland Planning Department at 530.865.1608 or by email to nsailsbery@cityoforland.com.

1. **APPLICANT(S):**

NAME: GERALD & MAUREEN KRAEMER

ADDRESS: 4309 COUNTY ROAD KK, ORLAND, CA 95963

PHONE:(Business): 530-865-7982

(Home): _____

(Mobile): 530-624-6096

EMAIL ADDRESS: JKRAEMER@KCOMFG.COM

2. **PROPERTY OWNER(S):**

NAME: SAME

ADDRESS: _____

PHONE:(Business): _____

(Home): _____

(Mobile): _____

EMAIL ADDRESS: _____

3. **Name and address of property owner(s) duly authorized agent who is to be furnished with Notice of Hearing (Section 65091 California Government Code):**

NAME: GERALD & MAUREEN KRAEMER

ADDRESS: 4309 COUNTY ROAD KK, ORLAND CA 95963

PHONE:(Business): 530-865-7982

(Home): _____

(Mobile): 530-624-4096

EMAIL ADDRESS: JKRAEMER@KCOMFG.COM

4. **Address and Location of Project:** 4309 ROAD KK, ORLAND CA 95963

5. **Current Assessor's Parcel Number(s):** 040-380-015-000

16. Fire Protection:

Existing: ORLAND FIRE PROTECTION DISTRICT

Proposed: CITY OF ORLAND

17. Police:

Existing: COUNTY OF GLENN

Proposed: CITY OF ORLAND

18. Storm drainage:

Existing: NONE

Proposed:

19. School District:

Existing: ORLAND

Proposed: ORLAND

20. Irrigation District:

Existing: NONE

Proposed: NONE

21. Other:

Existing:

Proposed:

22. Natural Hazards (include past and current uses, if any): NONE KNOWN

**Please use additional sheets if needed.*

CONSENT TO ANNEXATION

*(Each property owner must sign a separate **Consent to Annexation** Form)*

I/We (am/are) the owner(s) of the hereinbelow described real property.

I/We hereby consent to the annexation of such property by the CITY OF ORLAND.

I/We hereby agree to pay all fees and costs for annexation, as established by the City.

I/We hereby consent that this agreement is intended to be and it shall be construed and deemed to be a covenant running with the land, and it shall, therefore, be binding not only upon me/us but upon all subsequent owners thereof and all persons claiming any right, title or interest thereon. I/We will include such restrictions and/or covenant on any deed relating to said property we shall execute.

The property is more particularly described as:

Please attach LEGAL DESCRIPTION.

I/We declare that the foregoing is true and correct under penalty of perjury.

Executed at Orland, California on

7/2 2021


Property Owner Signature


Property Owner Signature

DECLARATION UNDER PENALTY OF PERJURY

(Must be signed by EACH applicant and EACH property owner)

I am (we are) the owner(s) and/or applicant(s) of property involved in this application, and I (we) have completed this application and all other documents required.

I am (we are) the owner(s) and/or applicants of the property consenting to the preparation and submission of this application.

I (we) also shall agree to abide by the conditions of approval as issued by the Planning Commission.

I (we) declare under penalty of perjury that the foregoing is true and correct.

The property owner(s) and/or applicant(s) by signing this application, shall be deemed to have agreed to defend, indemnify, release and hold harmless the City, its agents, officers, attorneys, employees, boards and commissions from any claim, action, or proceeding brought against any of the foregoing individuals or entities, the purpose of which is to attack, set aside, void, or null the approval of this development entitlement or approval or certification of the environmental document which accompanies it, or to obtain damages relating to such action(s). This indemnification agreement shall include, but not be limited to damages, costs, expenses, attorney fees or expert witness fees that may be asserted by any person or entity, including the applicant, arising out of or in connection with the approval of the entitlement, whether or not there is concurrent passive or active negligence on the part of the City.

Property Owners(s):

Gerald Kraemer
Print Name

Gerald Kraemer
Signature

7/2/21
Date

Maureen A. Kraemer
Print Name

Maureen A. Kraemer
Signature

Date

Applicant(s):

Print Name

Signature

Date

Print Name

Signature

Date

ENVIRONMENTAL INFORMATION FORM

Date Filed: 7/2/2021

General Information:

1. Name and address of developer/project sponsor: GERALD & MAUREEN KRAEMER
2. Address of PROJECT: 4309 COUNTY ROAD KK, ORLAND CA 95963
3. Assessor's Parcel Number: 040-380-015-000
4. Name, address and telephone number of person to be contacted concerning this project:
GERALD KRAEMER, 530-624-4096

5. List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state and federal agencies:
NONE KNOWN

6. Existing Zoning District: RESIDENTIAL / SINGLE FAMILY
7. Proposed use of the site (Project for which this form is filed): NO CHANGE

Project Description:

8. Site size: AS PER PARCEL MAP / 1.2 ACRE
9. Square footage:
10. Number of floors to be constructed: NO CHANGE
11. Amount of off-street parking provided: NO CHANGE

12. If residential:

Number of units: 1

Design of units (i.e. single family, multi-family, etc): SEE ATTACHED "EXTERIOR ONLY" APPRAISAL REPORT

Square footage of each unit:

13. If commercial:

Type of use:

Square footage of each building (existing and proposed):

Number of employees (if applicable):

Number of shifts (if applicable):

Hours of operation:

14. If industrial:

Type of use:

Square footage of each building (existing and proposed):

Number of employees (if applicable):

Number of shifts (if applicable)

Hours of operations:

15. If institutional:

Estimated occupancy:

Type of use:

Square footage of each building (existing and proposed):

Number of employees (if applicable):

Number of shifts (if applicable)

Hours of operations:

16. If the project involves a variance, conditional use, request for annexation, or rezoning application, state this and indicate clearly why the application is required.

17. Attach site plan(s).

Are the following items applicable to the project or its effects? Discuss below all items checked yes (attach additional sheets as necessary):

18. Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours.

Yes _____ No XX

19. Change in scenic views or vistas from existing residential areas or public lands or roads.

Yes _____ No XX

20. Change in pattern, scale or character of general area of project.

Yes _____ No XX

21. Significant amounts of solid waste or litter.

Yes _____ No XX

22. Change in dust, ash, smoke, fumes or odors in the vicinity.

Yes _____ No XX

23. Change in ocean, bay, lake, stream or ground water quality or quantity, or alteration of existing drainage patterns.

Yes _____ No XX

24. Substantial change in existing noise or vibration levels in the vicinity.

Yes _____ No XX

25. Site on filled land or on slope of 10 percent or more.

Yes _____ No XX

26. Use of disposal of potentially hazardous materials, such as toxic substances, flammables or explosives.

Yes _____ No XX

27. Substantial change in demand for municipal services (police, fire, water, sewage, etc.),

Yes _____ No XX

28. Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc.)

Yes _____ No XX

29. Relationship to a larger project or series of projects.

Yes _____ No XX

Environmental Setting:

30. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site. Snapshots or Polaroid photos will be accepted.
31. Describe the surrounding properties, including information on plant – and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc) intensity of land use (one-family, apartment houses, shops, department stores etc.) and scale of development (height, frontage, set-back, rear yard, etc.) Attach photographs of the vicinity. Snapshots or Polaroid photos will be accepted.

Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

GERALD KRAEMER

Printed Name (Applicant)

Gerald Kraemer

Signature (Applicant)

7/2/2021

Date

MAUREEN KRAEMER

Printed Name (Property Owner)

Maureen Kraemer

Signature (Property Owner)

7/2/2021

Date

Printed Name (Property Owner)

Signature (Property Owner)

Date

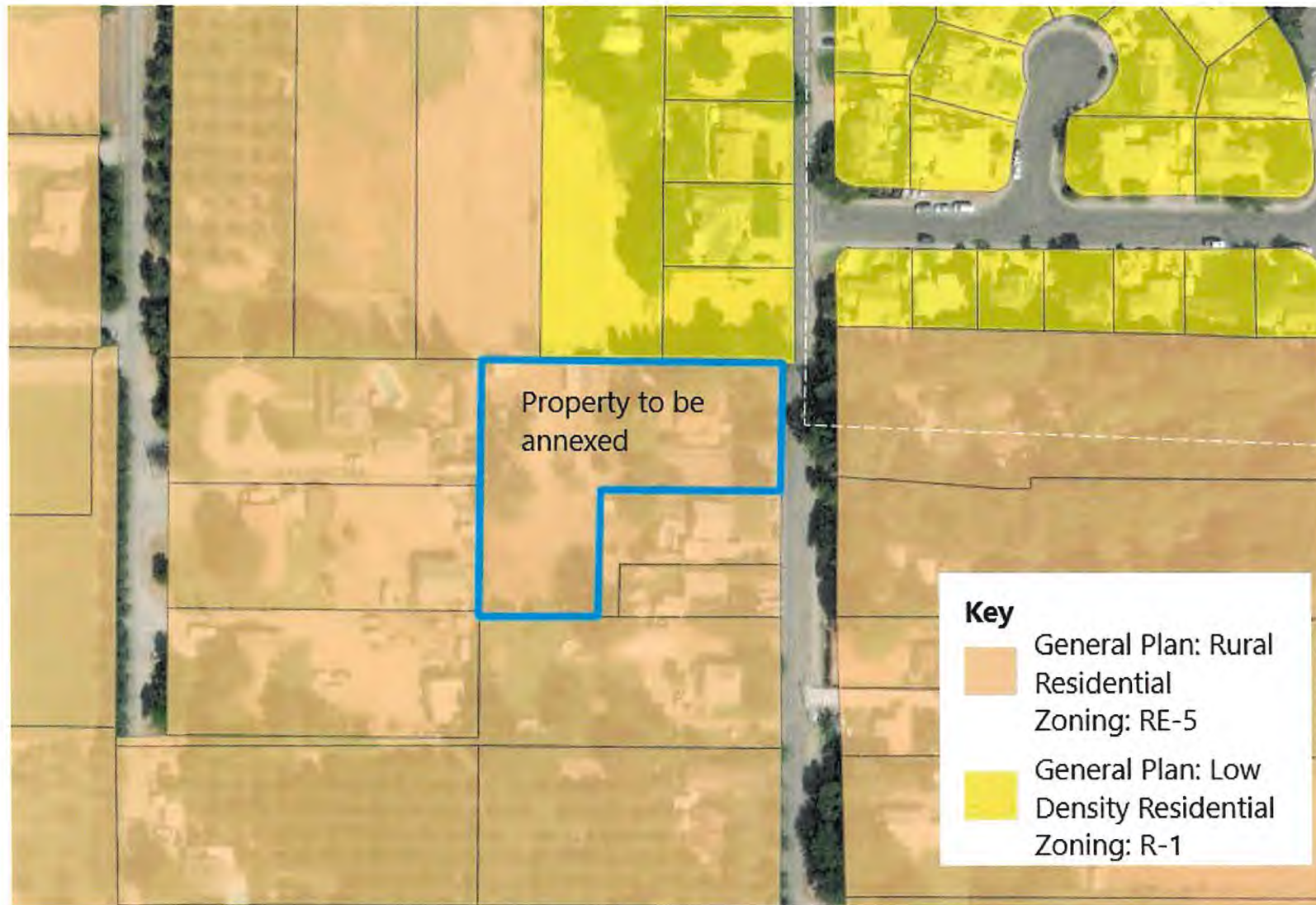
Printed Name (Agent/Representative)

Signature (Agent/Representative)

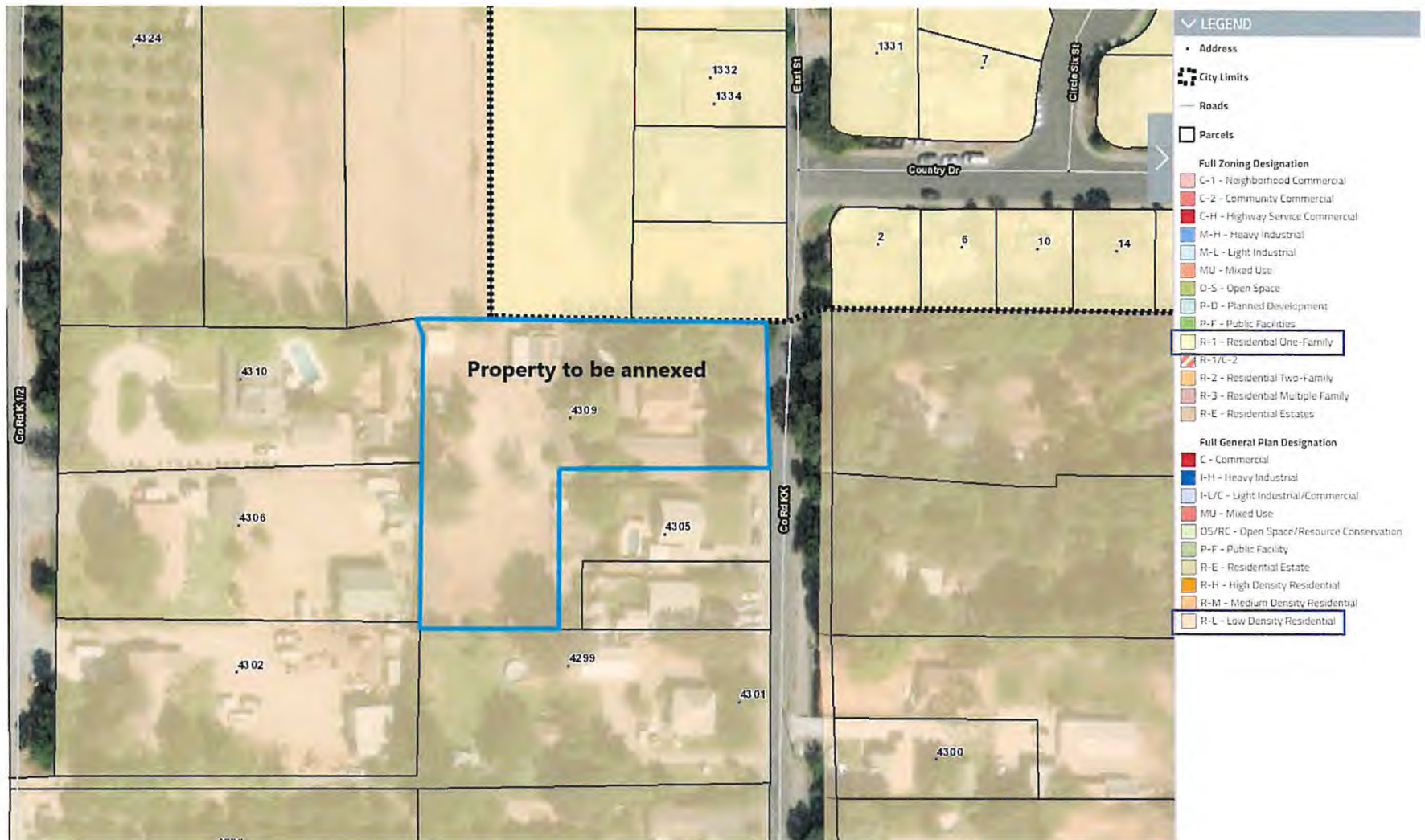
Date

**All property owner(s)/applicant(s) must sign. Please use additional sheets if needed.*

Current Glenn County General Plan and Zoning Designation



Current City of Orland General Plan and Zoning Designation



To: ■ Office of Planning and Research
PO Box 3044, 1400 Tenth Street, Room 212
Sacramento, CA 95812-3044

From: (Public Agency) City of Orland
815 Fourth Street,
Orland, CA 95963
(Address)

■ County Clerk
County of Glenn
526 West Sycamore Street
Willows, CA 95988

Project Title: Annexation of 3029 County Road KK, Orland, CA 95963 (APN 040-380-015)

Project Location - Specific:

3029 County Road KK, Orland, CA 95963
APN 040-380-015

Project Location – City: Orland **Project Location – County:** Glenn

Description of Nature, Purpose, and Beneficiaries of Project: The project consists of annexing the subject property into the City of Orland for the purposes of connecting to the City's utility (water) system. No development is proposed with this project. Beneficiaries of the project are the residents of the subject property.

Name of Public Agency Approving Project / Name of Person or Agency Carrying Out Project:

City of Orland / City of Orland

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c)) / Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☒ Categorical Exemption. State type and section number: Class 19 Section 15319, Annexations of existing facilities and lots for exempt facilities
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The project elements have been determined to meet the criteria for the use of the Class 19 exemption pursuant to Section 15319, *Annexations of existing facilities and lots for exempt facilities*, of the Public Resources Code. Projects identified as being exempt under Section 15319 involve the annexation of areas containing existing public or private structures developed to the density allowed by the current zoning or rezoning of the environmental agency and the annexing body must have adequate capacity within their utility system to serve the subject property. The proposed project elements meet the qualifications required for the use of an exemption for all aspects of the project.

Lead Agency

Contact Person: Peter C. Carr **Area Code/Telephone/Extension:** (530) 865-1600

Signature: _____ **Date:** _____ **Title:** City Manager

■ Signed by Lead Agency

Date received for filing at OPR: _____ N/A

CITY OF ORLAND

CITY COUNCIL ORDINANCE NO. 2021-05

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ORLAND APPROVING THE
PREZONING OF AN EXISTING DEVELOPED PARCEL OF LAND IDENTIFIED AS 4309
COUNTY ROAD KK (APN'S 040-380-015) WITH THE *R-1 – RESIDENTIAL ONE FAMILY*
ZONING DISTRICT**

WHEREAS, the City proposes to prezone one parcel located at 4309 County Road KK (APN 040-380-015) to R-1 – Residential One Family zoning district; and

WHEREAS, the parcel is currently developed with a single-family residence and has a General Plan land use designation of *R-L – Low Density Residential*; and

WHEREAS, prezing the parcel for residential use would provide consistency between the zoning and General Plan designation; and

WHEREAS, the existing residential use of the parcel is compatible with the residential uses located adjacent to the project site; and

WHEREAS, the proposed prezing action is consistent with the policies, standards, density range and land use type specified in the General Plan; and

WHEREAS, the proposed prezing and annexation action is consistent and compatible with the uses authorized in, and the regulations prescribed for, the zoning district for which it is proposed; and

WHEREAS, The Planning Commission of the City of Orland held a duly noticed public hearing to consider the request at their regularly scheduled meeting on November 18, 2021 and following the conduct of the public hearing has recommended approval of the matter to the City Council by a unanimous vote of 5-0; and

WHEREAS, The Planning Commission has made a recommendation to the City Council that the proposed action is *exempt* from further environmental review pursuant to California Government Code Section 15061(b)(3), known as the "General Rule" or "Common Sense Exemption" as the Commission determined that it can be seen with certainty that there is no possibility that the proposed prezing of the parcel would have a significant effect on the environment; and

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Orland does hereby determine that the proposed action is exempt from further CEQA review pursuant to Government Code Section 15061(b)(3) and does hereby approve project number PZ 2021-01 rezoning the subject parcel to the *R-1 – Residential One Family* zoning district, making findings for the action.

The foregoing Ordinance was adopted by the Orland City Council on the 21st day of December 2021, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Dennis Hoffman, Mayor

ATTEST:

Janet Wackerman, City Clerk

Greg Einhorn, City Attorney

**CITY OF ORLAND
CITY COUNCIL RESOLUTION NO. 2021-27**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ORLAND APPROVING A
RESOLUTION OF INTENTION TO ANNEX PROPERTY FOR 1.28 ACRES DESCRIBED AS
4309 COUNTY ROAD KK (KRAEMER) AND APN 040-380-015 AND DIRECTING STAFF TO
PREPARE AND FILE THE APPROPRIATE APPLICATION FOR SUCH WITH THE GLENN
COUNTY LOCAL AGENCY FORMATION COMMISSION (LAFCO)**

WHEREAS, on February 21, 2012, the City Council adopted the 2008-2028 General Plan; and

WHEREAS, the Orland 2008-2028 General Plan is a comprehensive document that provides policies and guidelines for the future expansion and development of the community; and

WHEREAS, the parcel proposed for annexation has been assigned an existing City of Orland General Plan land use designation and was previously considered for future annexation into the City of Orland; and

WHEREAS, the parcel proposed for annexation is within the City's adopted and approved Sphere of Influence; and

WHEREAS, the City Council finds that the Proposed Project is categorically exempt from further review under the California Environmental Quality Act (CEQA) pursuant to Section §15319, Annexations of existing facilities and lots for exempt facilities and §15061(b)(3), the General Rule; and

WHEREAS, the Planning Commission held a duly noticed public hearing at its regular meeting of November 18, 2021 to review the proposed annexation; and

WHEREAS, after the conduct of the public hearing and upon the taking of public input and deliberation of the action, the Planning Commission voted unanimously via a 5-0 vote to recommend approval of the request to the City Council; and

WHEREAS, the City Council held a duly noticed public hearing on December 21, 2021 to review the proposed annexation; and

WHEREAS, based on comments received from the public at the public hearing, input from other public agencies, and after review of the Project, the City Council has determined that the proposed action is consistent with the action approved by the Planning Commission and is consistent with the City's adopted General Plan and the LAFCO approved Sphere of Influence of the City; and

WHEREAS, the City Council voted to approve the annexation of the subject parcel into the City; and making the determination that the proposed annexation is beneficial to the public health, safety, and welfare.

NOW THEREFORE BE IT RESOLVED, that based on the record before the Orland City Council, the staff reports, public testimony, the application, the Notice of Exemption, and considering the record as a whole, the Orland City Council adopts the Resolution of Intention to Annex Property for the annexation of 1.28 acres.

PASSED AND ADOPTED by the Orland City Council on this 21st day of December 2021, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Dennis Hoffman, Mayor

ATTEST:

Janet Wackerman, City Clerk



CITY OF ORLAND

CITY COUNCIL AGENDA ITEM #: 8.B.

MEETING DATE: December 21, 2021

TO: **City of Orland City Council**
FROM: Scott Friend, AICP – City Planner
MEETING DATE: December 21, 2021; 6:30 p.m., Carnegie Center, 912 Third Street, Orland, CA 95963

SUBJECT: **General Plan Amendment (GPA) #2021-01:** State law requires every City and County in California to have a General Plan which contains several required elements. The City must periodically amend the Plan to reflect changing conditions and to maintain compliance with State and Federal laws. The proposed action would amend the *Circulation* and *Safety* Elements of the City's General Plan to bring the element into compliance with recently adopted State laws by adding information concerning the traffic measurement metric of Vehicle Miles Traveled (VMT), adding text and graphics addressing Fire and Flood Hazard an avoidance, adding text regarding social equity and environmental justice as required by law.

Environmental Review: The Planning Commission is recommending that the City Council determine that the proposed action is *exempt* from further CEQA review pursuant CEQA Guidelines Section 15061(b)(3), the “General Rule”.

Summary:

At its regular meeting of November 18th, 2021, the Planning Commission conducted a public hearing and engaged in discussion regarding the proposed General Plan Amendment actions. Following the conduct of the public hearing and at the conclusion of the discussion on the matter, the Commission voted unanimously, 5-0, to recommend approval of the General Plan Amendment to the City Council as presented.

Discussion:

In late 2020, the City received approval of funding from the State of California through the Local Early Action Planning (LEAP) Grant program to undertake projects that would increase the availability of affordable housing in the City. Using these grant funds, the City proposed to make minor updates to its General Plan Circulation and Safety Elements to bring the elements into compliance with recent state legislation with the overall goal of providing updated information to facilitate with the acceleration of housing approvals. Proposed text amendments to the Circulation Element include new information and policies to be consistent with the State of California Complete Streets Act of 2008 and Senate Bill 743. Proposed text amendments to the Safety Element include information regarding emergency evacuation routes, wildfire threat, climate change adaptability and environmental justice.

This staff report summarizes each piece of state legislation requiring amendments to the General Plan.

Background:

The Orland General Plan serves as the City's comprehensive long-range policy document that guides the City's future physical development. It includes six State-mandated elements: Land Use; Circulation and Transportation; Safety and Seismic Safety; Open Space, Conservation, and Public Facilities; Noise; and Housing. The Orland General Plan was last updated in 2010. Recent changes to state law require the City to review and update the Circulation and Safety Element.

The Circulation Element provides a framework to guide transportation planning throughout the City of Orland and its Planning Area. Discussion topics include roadway networks, road improvement standards guidelines, road maintenance, pedestrian and bicycle circulation, railroad, and public transit. Proposed amendments to the Circulation Element include background information and policies to support the California Complete Streets Act. Proposed amendments also include the introduction of vehicle miles traveled (VMT) thresholds as a metric to evaluate traffic impacts of proposed projects under the California Environmental Quality Act (CEQA).

The Safety Element provides guidance to reduce the potential risk of death, injuries, property damage, and the economic and social dislocation resulting from hazards such as fire, floods, earthquakes, landslides, and other hazards. Amending the Safety Element will ensure compliance with recent state legislation and guidelines (including Assembly Bill 2140, Senate Bill 1241, Assembly Bill 747, Senate Bill 99, Senate Bill 1035, Senate Bill 379 and Senate Bill 1000). The proposed amendments address flooding and wildfire hazards, as well as address vulnerability to climate change, and incorporate policies and programs regarding environmental justice.

Circulation Element Amendments

The proposed amendments to the Circulation Element of the City's General Plan are intended to bring the element into compliance with the following state laws (See **Attachment A – Draft Circulation Element Amendments** for the full proposed text amendments in underline and strikeout as they would read in final form).

Assembly Bill 1358 – The California Complete Streets Act

AB 1358 requires that any city substantively amending the circulation element of their General Plan, “modify the circulation element for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.”

In order to comply with AB 1358, staff proposes amending the Circulation Element to include goals and policies that will, over time, ensure that the City’s circulation network is meeting the needs of all roadway users.

Senate Bill 743 – Level of Service (LOS) to Vehicle Miles Traveled (VMT)

SB 743 was approved by the California State governor in 2013 and directed a change in transportation impact analysis conducted under the California Environmental Quality Act (CEQA), wherein transportation impacts of a public or private development project are not evaluated using level of service (LOS) but rather using a metric of vehicle miles traveled (VMT) or automobile trips generated. Level of service, or LOS, is a system of classifying roadway segments' and intersections' operations using a letter rating of A through F, based on how quickly automobiles move through the segment or intersection; LOS A indicates free flowing traffic with minimal delays, and LOS F indicates a severely congested segment or intersection. By contrast, vehicle miles traveled, or VMT, is an accounting of the number of automobile trips generated by a business or land use, multiplied by the average length of automobile trips for drivers in the locality or region in which the project is located. At the core of the statute is the association between shorter or fewer automobile trips and the environmental benefit resulting from the reduction in tailpipe and air pollution emissions from cars. The intent of this bill is to reduce greenhouse gas emissions from automobile use, facilitate multimodal transportation, and diversify land uses.

For the CEQA analysis to be meaningful, there must be a threshold against which project changes are evaluated. As a result, staff recommends amending the Circulation Element to include VMT thresholds for the purposes of CEQA analysis. LOS standards will still be used when planning, designing, operating, and maintaining the roadway system. LOS standards will not be used in CEQA analysis.

Safety Element

The Safety Element establishes policies and programs to protect the community from risks associated with natural and human-caused disasters and hazards, including fire, flooding and earthquakes. As required by recent state law, the Safety Element must now additionally address the effects of climate change, including more frequent extreme heat and wildfires, and prolonged drought. The proposed amendments to the Safety Element of the City's General Plan are intended to bring the element into compliance with the following state laws (See **Attachment B – Draft Safety Element Amendments** for the full proposed text amendments in underline and strikeout as they would read in final form).

Assembly Bill 2140 – Integration of Local Hazard Mitigation Plan

AB 2140 authorizes a city, county, or a city and county to adopt a federally specified Local Hazard Mitigation Plan (LHMP) along with its Safety Element Update. Incorporation of the local hazard mitigation plan in the safety element makes the jurisdiction eligible to be considered for part or all of its local share costs on eligible Public Assistance funding to be provided by the state through the California Disaster Assistance Act (CDAA). The local hazard mitigation plan must be approved by FEMA and the Office of Emergency Services to qualify jurisdictions for federal financial assistance.

Staff proposes to amend to Safety Element to include language about the previously adopted LHMP that would allow the City to be eligible for Public Assistance funding in case of an emergency.

Senate Bill 1241 – State Responsibility Areas and Very High Fire Severity Zones

SB 1241 revises the safety element requirements for state responsibility areas and very high fire hazard severity zones and require review and update of the safety element, upon the next revision of the housing element on or after January 1, 2014, as necessary to address the risk of fire in state responsibility areas and very high fire hazard severity zones.

Staff proposes to amend the Safety Element to include information regarding California Department of Forestry and Fire Protection (CAL FIRE) mapped fire hazard severity zones to ensure compliance with SB 1241.

Assembly Bill 747 – Evacuation Routes

AB 747 requires all cities and counties to identify evacuation routes in the safety elements of their general plans beginning January 1, 2022. The bill requires evaluation of evacuations route capacity, safety, and viability under a range of emergency scenarios.

Staff proposes to amend the Safety Element to include information that identifies evacuation routes in order to comply with AB 747.

Senate Bill 99 – Residential Emergency Evacuation Routes

SB 99 requires all cities and counties, upon the next revision of the housing element on or after January 1, 2020, to update the safety element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

Staff proposes to amend the Safety Element to include information regarding residential developments in hazard areas that do not have at least two emergency evacuation routes to ensure compliance with SB 99.

Senate Bill 379 – Climate Change Adaptation

SB 379 requires all cities and counties to include climate adaptation and resiliency strategies in the safety elements of their general plans upon the next revision beginning January 1, 2017. The bill requires the climate adaptation update to include a set of goals, policies, and objectives for their communities based on the vulnerability assessment, as well as implementation measures, including the conservation and implementation of natural infrastructure that may be used in adaptation projects.

Staff proposes to amend the Safety Element to include climate adaptation and resiliency strategies to ensure compliance with SB 379.

Senate Bill 1000 –Environmental Justice

SB 1000, signed into law in 2016, requires cities to identify “environmental justice” or “disadvantaged communities” within their jurisdiction as part of the general plan process. This law

has several purposes, including to facilitate transparency and public engagement in local governments' planning and decision-making processes, reduce harmful pollutants and associated health risks in environmental justice communities, and promote equitable access to health-inducing benefits, such as healthy food options, housing, public facilities, and recreation.

Per SB 1000, the California Environmental Protection Agency (EPA) uses CalEnviroScreen, a mapping tool to identify disadvantaged communities throughout the State. CalEnviroScreen uses a variety of statewide indicators to characterize pollution burden (the average of exposures and environmental effects) and population characteristics (the average of sensitive populations and socioeconomic factors). The model scores each of the indicators using percentiles and combines the scores to determine a CalEnviroScreen score for a given census tract relative to others in the state. While CalEnviroScreen does not identify Orland or any communities within the City as areas with significant environmental equity concerns, it is nevertheless important that the City continually consider the effects of planning and land use decisions on the lives of residents and ensure that no area or population is disproportionately affected. For this reason, staff proposes to amend the Safety Element to include a section on Environmental Justice.

Review Criteria:

The City's General Plan may be amended pursuant to the California Government Code Section 65358.

General Plan Amendment Findings:

1. The proposed amendment is in the public interest.
2. The proposed amendment is consistent and compatible with the rest of the General Plan.
3. The potential effects of the proposed amendment have been evaluated and have been determined not to be detrimental to the public health, safety, or welfare.
4. The proposed amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act.

Environmental Determination:

Staff recommends that the City Council determine that the proposed annexation to be categorically exempt pursuant to CEQA Guidelines Section 15061(b)(3) - the "Common Sense Exemption" as it can be seen with certainty that there is no possibility that the General Plan Amendment would have a significant effect on the environment, and therefore the project is not subject to CEQA. A Notice of Exemption was prepared for this project and has been included with this staff report as **Attachment C** - Notice of Exemption.

Recommendation:

The Planning Commission recommends that the City Council approve the General Plan Amendment, as contained herein, through adoption of City Council Resolution #2021-XX (**Attachment D**). The Planning Commission also recommends that the City Council approve the adoption of the Notice of Exemption (**Attachment C**) prepared for the proposed action.

If the City Council determines that it intends to recommend matter for approval, the following motion is offered for Council consideration:

Sample Motion:

I move that the City Council of the City of Orland adopt City Council Resolution #2021-28 hereby determining that the proposed action is exempt from further review pursuant to the requirements of the Public Resources Code and approving General Plan Amendment #2021-01, as presented herein.

ATTACHMENTS:

- **Attachment A – Draft Circulation Element Amendments**
- **Attachment B – Draft Safety Element Amendments**
- **Attachment C – Notice of Exemption (CEQA)**
- **Attachment D – General Plan Amendment – Resolution 2021-28**

To: ■ Office of Planning and Research
PO Box 3044, 1400 Tenth Street, Room 212
Sacramento, CA 95812-3044

■ County Clerk
County of Glenn
526 West Sycamore Street
Willows, CA 95988

From: (Public Agency) City of Orland
815 Fourth Street
Orland, CA 95963
(Address)

Project Title: GPA#2021-01

Project Location - Specific: N/A

Project Location – City: Orland **Project Location – County:** Glenn

Description of Project: The proposed project is an amendment to the City's General Plan *Circulation* and *Safety* Elements. The amendments consist of minor text and map amendments that will bring the elements into compliance with recent State legislation.

Name of Public Agency Approving Project:

City of Orland

Name of Person or Agency Carrying Out Project:

City of Orland

Exempt Status: (check one)

- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☒ Categorical Exemption. State type and section number: §15061(b)(3) "General Rule"
☐ Statutory Exemptions. State code number:

Reasons why project is exempt: The proposed General Plan Amendment is exempt from the California Environmental Quality Act under the "General Rule" CEQA exemption pursuant to CEQA Guidelines Section 15061(b)(3), which provides that, where it can be seen with certainty that there is no possibility that a project may have a significant effect on the environment, the project is not subject to CEQA. The proposed General Plan Amendment consists of minor text amendments and will not have a significant impact on the environment and therefore is exempt from the provisions of CEQA.

Lead Agency

Contact Person: Scott Friend, AICP Area Code/Telephone/Extension: (530) 894-3469 ext. 13214

Signature: _____ Date: _____ Title: City Planner

- ☒ Signed by Lead Agency
☐ Signed by Applicant

Date received for filing at OPR: _____

**CITY OF ORLAND
CITY COUNCIL RESOLUTION 2021-28**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ORLAND APPROVING
GENERAL PLAN AMENDMENT #2021-01 AMENDING BOTH THE CIRCULATION AND
SAFETY ELEMENTS OF THE ADOPTED GENERAL PLAN TO ADDRESS STATE
REQUIRED LEGISLATIVE CHANGES.**

WHEREAS, State law requires cities and counties to prepare and adopt a General Plan to guide the future development of a city and or county; and

WHEREAS, all General Plans are required to contain a Circulation and Safety Element which is required to be updated periodically; and,

WHEREAS, City staff proposes to amend the City's General Plan Circulation and Safety Elements to bring them into compliance with recent State legislation; and

WHEREAS, the Planning Commission of the City of Orland held a duly noticed public hearing to accept public comments and to review and consider the proposed project at their regular meeting occurring on November 18, 2021; and

WHEREAS, the Planning Commission approved a motion to recommend approval of the proposed action via a vote of 5-0 following the conduct of the Public Hearing and after deliberating on the matter; and

WHEREAS, the City Council held a duly noticed public hearing to accept public comments and to review and consider the application on December 21, 2021; and

WHEREAS, the proposed General Plan Amendment action is consistent with State law requirements and would not impede or hinder the implementation of the City's General Plan; and

WHEREAS, the City Council has determined the project is categorically exempt from review under the California Environmental Quality Act (CEQA) pursuant to Section §15061(b)(3) of the State CEQA Guidelines; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Orland does hereby approve the following:

1. Adopt the determination of Categorical Exemption for the project pursuant to Section 15061(b)(3) of the State CEQA Guidelines. and,
2. Adopt the findings in the staff report and approve General Plan Amendment #2021-01.

The foregoing Resolution was adopted by the City Council on the 21st day of December 2021 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Dennis Hoffman, Mayor

ATTEST:

Janet Wackerman, City Clerk

3.0 CIRCULATION ELEMENT

CHAPTER

3.0

Circulation Element



Looking north from the South Street interchange

INTRODUCTION

The Circulation Element, a legally required element, is included in this General Plan to address issues related to the movement of people and goods through and around the City of Orland. The purpose of this Element is to provide an overview of the means of transport to, from and within the City of Orland, and to address how these different methods can complement each other to make the City's circulation system work more efficiently and effectively. The Circulation Element addresses a range of circulation issues that affect mobility. Vehicle circulation on streets and highways, vehicle parking, bicycle and pedestrian circulation, and public transit are key issues analyzed in this Element. Other issues analyzed include public transportation, rail services, and air transportation.

The most common means of transportation is the automobile, and much of the circulation within Orland is focused on vehicle traffic. However, bicycles and pedestrians are visible throughout the City, and public transit is increasing in importance as the City grows.

State law recognizes that circulation and land use are closely related and requires that policies contemplated by the Circulation, Land Use, and other elements be related and consistent. The policies should demonstrate a balance between anticipated land

uses and the transportation facilities that serve them. The circulation policies also must be interwoven with other issues dealt with in this General Plan, including community character and design, housing and neighborhoods, recreation, air quality, noise, and safety policy issues.

LEGAL BASIS AND REQUIREMENTS

The legal requirements of the General Plan Circulation Element are defined within Government Code Section 65302(b) as follows:

The General Plan shall include a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan.

The Circulation Element provides a framework to guide transportation planning throughout the City of Orland and its Sphere(s) of Influence. Goals, objectives, policies, and programs provide direction for maintaining and improving Orland's transportation systems. In addition, this Element assesses the current circulation conditions in the area and analyzes improvements to support new development anticipated within the Land Use Element of the General Plan.

Regional Setting

The City is located in northeast Glenn County, approximately 18 miles west of Chico and approximately 100 miles north of Sacramento. The circulation-transportation system is typical of a rural town, with the exception that the western boundary is formed by Interstate 5, and State Route 32 runs east-west through the middle of the City.

Local Setting

The City circulation system consists of a grid pattern street layout with north-south and east-west oriented facilities. The existing roadway system is made up of residential streets, collectors (major and minor), arterials, and freeways. The existing system within the Orland area comprises approximately 27 miles of paved roadway. The majority of the circulation system is maintained by the City of Orland and generally consists of 2-lane roadway facilities with stop sign controls at intersections.

Highway 32, which is designated Walker Street through Orland, generally consists of a 2-lane rural highway with a center turn lane. Walker Street traverses the City's business district and serves as the primary roadway through the commercial corridor of the City. This section of road is the most heavily used thoroughfare for entering and exiting Orland and serves as both a major truck route and a significant road for regional recreational traffic.

ROADWAY NETWORK

Complete Streets

The California Complete Streets Act of 2008 required cities to update the Circulation Element of their General Plan to plan for a balanced, multimodal transportation network that meets the needs of all users of roadways. Complete Streets are roadways designed and operated to enable all users safe and convenient travel via all modes of transportation. Roadways developed using the principles of Complete Streets are designed to accommodate vehicles, transit, bicycles, and pedestrians using design that may include sidewalks or paths, on-or off-street bicycle facilities. The idea is that providing a balanced, multimodal transportation network will serve to reduce greenhouse gas emissions, make the most efficient use of transportation infrastructure, and improve public health by encouraging physical activity via shifting short trips in an automobile to biking, walking, and the use of public transit. The Complete Streets Act seeks to ensure that all residents, regardless of mode of travel, are provided an opportunity to use the City's circulation network.

The Complete Streets Act does not, however, dictate a specific street design or mandate that all streets accommodate all modes of travel in the same manner. A key factor in creating a successful multimodal transportation network is making sure the planning objectives, policies, and standards reflect the rural, suburban, and/or urban context of a community within the planning area. Therefore, the City's Complete Streets policies recognize the need to maintain design flexibility to allow for modified design standards in certain areas of the City that are consistent with the character of the neighborhood but still facilitate access by all users.

Roadway and Classifications

The existing roadway system in the Orland area comprises local streets, collectors (major and minor), arterials, and freeways.

Local

Local streets provide direct access to adjacent properties and are not intended to serve through traffic. Local streets provide access to Collector streets and generally carry low traffic volumes at low speeds. The right-of-way requirement for Local streets is 60 feet in width, with 40 feet of paved surface width between curbs, unless otherwise determined by the City Engineer.

Collector

Collector streets provide a linkage between Local streets and Arterial streets. Collector streets serve a variety of functions, providing access to individual properties and also allowing movement to and from Local streets. The right-of-way requirement for Major Collector streets is 84 feet in width, with paved surface between curbs 64 feet in width.

Chapter 3.0

On Minor Collector streets, the right-of-way requirement is 60 feet, with a 40-foot curb-to-curb width. In industrial areas, a 64-foot right-of-way is required with a 44-foot curb-to-curb width. All right-of-way requirements are subject to being adjusted if determined necessary by the City Engineer.

Arterial

Arterial streets connect with Collector streets and some Local streets. Arterials carry the greatest traffic volumes and are primarily intended to provide mobility through the community. The right-of-way requirement for Arterial streets is 110 feet in width, with paved surface of 68 feet in width between curbs.

ROADWAY SYSTEM

The City has two state highways within its jurisdiction, and these are classified as arterials.

- Interstate 5 is a north-south oriented 4-lane freeway bisecting the western portion of the Planning Area. I-5 currently carries approximately 23,500 average daily vehicles (ADT) through Orland. Within the Planning Area, I-5 includes interchanges at County Road 16 (South Street) and at State Route (SR) 32/Newville Road.
- State Route 32 is generally a 2-lane rural highway, linking I-5 in Orland to the west to the Lassen National Forest east of the City of Chico. Between I-5 and SR 99, SR 32 is a major route for trucks and serves a significant amount of recreational traffic.
- SR 32 is the major access route to the commercial area of the City. The highway provides four travel lanes from the northbound ramp intersection at I-5 to Sixth Street. East of Sixth Street, SR 32 becomes a 2-lane facility which traverses the City of Orland business district and is designated as Walker Street from Sixth Street to the eastern city limits.
- In 2006, the SR 32/Sixth Street intersection underwent a major realignment to prevent trucks in the process of turning from mounting curbs at the corners, which frequently would cause them to swing into the lanes of oncoming traffic. While SR 32 originally traversed a one-block offset via two right-angle turns at the Sixth Street intersection, the realignment utilized a pair of curves to bring the highway into perpendicular intersection with Sixth Street. Additionally, existing traffic signals were upgraded and new signals were installed. The realignment allowed for a smoother flow of traffic and now allows large trucks to make turns without encroaching into lanes of oncoming traffic.

Other Arterials within Orland serve to connect the City to commercial and residential areas within the City and to agricultural areas within the county.

- Sixth Street, or County Road 99, is the north-south arterial in Orland and provides access to commercial and industrial land uses, as well as to some residential

uses.

- South Street runs east-west and connects Sixth Street to I-5. South Street provides access from I-5 to commercial and residential areas in Orland and to agricultural areas surrounding Orland.

Interstate 5, SR 32, South Street and Sixth Street comprise the City's Arterial system. The California Department of Transportation (Caltrans) maintains all but South and Sixth streets of the City's Arterial system. Right-of-way widths and sign requirements are determined by Caltrans on Interstate 5 and SR 32. Access from Arterials to adjoining properties is limited to 300-foot intervals for safety and traffic efficiency. Curbside parking should be prohibited, where feasible.

Major Collector streets in Orland provide circulation between Arterial streets and major activity centers. Curbside parking should be prohibited wherever feasible on Major Collectors. The following streets comprise the City's Major Collector system:

- South Street (Sixth Street to Papst Avenue)
- Road 200 (Papst Avenue to Road N)
- Road 18 (Cortina Drive to Road 200)
- Cortina Drive (Newport Street to Road 18)
- Papst Avenue/County Road M (SR 32 to County Road 18)
- Road HH (Road 16 to Road 12)
- Road N (SR 32 to Road 200)
- Newville Road
- Road 16 (west of I-5)

Minor Collectors feed traffic from local streets to Major Collectors or Arterials. The following streets comprise the City's Minor Collector system:

- Date Street and extension (Olive Street to Sixth; Sixth to Road N)
- Bryant Street (Papst Avenue to Road MM)
- Tehama Street (SR 32 to East Street)
- Road 17 (East Street to Road MM)
- Hillsan Street (Papst Avenue to Road N)
- Railroad Avenue (Yolo Street to County Road 18)

- Yolo Street (Railroad Avenue to East Street)
- Fourth Street (Yolo Street to SR 32)
- Cortina Dr/Porter Ln (Newport Avenue to Walker Street)
- East Street (Road 18 to Roosevelt; Roosevelt to Date Street)
- Papst Avenue (SR 32 to Date Street)
- Road M1/2 (Bryant Street to Date Street)
- Road MM (County Road 18 to Route 200; Road 200 to Date Street)
- Road N (SR 32 to Date Street)
- Eighth Street (South Street to Date Street)

Locations and designations of City streets are shown on **Figure 3-1**, Circulation Diagram. It should be noted that many of the Arterial-Collector streets in Orland have evolved from heavy use as opposed to formal development standards. Because of this, some streets may be designated Collectors, but not have all of the improvements required for new Collectors such as right-of-way width, travel way paving, and limited access. Therefore, the Goals, Policies, and Programs section of the Circulation Element addresses measures to bring these facilities into conformance with the functional classifications where feasible.

The remainder of the City streets are classified as Local and are the most predominant way of travel for most of the City. Local streets connect single-family homes and other uses to the Arterial-Collector network. Additionally, alleys provide rear access to parcels in several areas of the City. Alleys are not required by the City to adhere to the 60-foot right-of-way requirements for Local streets, as discussed previously.

LEVEL OF SERVICE (LOS)

Level of Service (LOS) is a measure of traffic service along a road or at an intersection. LOS ratings range from A through F, with LOS A, B, and C indicating traffic can move relatively freely. LOS D describes conditions where delay is more noticeable and average travel speeds are reduced. LOS E indicates significant delays and reduced speeds. LOS F is characterized by traffic flows at very low speeds (stop and go) and long delays (more than one minute). **Table 3-1**, below, provides detailed descriptions of LOS categories.

**TABLE 3-1
LEVEL OF SERVICE DEFINITIONS**

LOS	Description
A	Represents free flow. Excellent level of comfort, convenience, and freedom to maneuver.
B	Stable flow, but the presence of other road users in the traffic stream causes noticeable reductions of comfort, convenience, and freedom to maneuver.
C	Stable flow, but marks the beginning of the range of flow in which operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	Represents high density, but stable flow. Users experience restriction in speed and freedom to maneuver, with reduced levels of comfort and convenience.
E	Represents operating conditions at or near the capacity level. Freedom to maneuver is difficult, with users experiencing frustration and poor comfort and convenience. Unstable operations are frequent, where small increases in the traffic flow can cause breakdown conditions.
F	Represents forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the volume that can traverse that point. Roadways store long queues behind such locations, with traffic advancing in stop and go "waves."

In addition to traffic volume, level of service may be affected by a variety of "friction" factors. These may include large amounts of on-street parking, driveways or access points to the roadway, truck volumes, pedestrian activity and lack of left turn lanes. The presence of these factors may significantly reduce available roadway capacity, resulting in lower level of service operations.

Existing Roadway Levels of Service

For this General Plan Update, daily traffic volumes on area roads have been acquired and compared to generalized capacity thresholds to assess the quality of traffic operations. These thresholds are based on "typical" non-peak and peak-hour parameters and can be helpful for planning purposes to suggest the daily volume of traffic that might yield various peak-hour Levels of Service. The daily volume thresholds utilized by the City of Orland are presented in **Table 3-2**. It should be noted that the capacity of urban roadway segments is generally governed by the operation of adjacent intersections and that auxiliary lanes at these intersections can have a

significant effect on street segment and intersection capacity. Daily traffic volumes on the State Highway system have been obtained from Caltrans' Publication *2000 Traffic Volumes on California State Highways*.

Vehicle Miles Traveled (VMT)

In 2013, the State of California passed Senate Bill 743 (SB 743), which altered how transportation impacts from new development are measured under the California Environmental Quality Act (CEQA). In California, any project requiring discretionary approval triggers the CEQA review process. Traditionally, transportation impacts under

CEQA have been assessed in terms of Level of Service (LOS), a measure of automobile delays along a roadway. SB 743 shifts from LOS as the primary measure of CEQA transportation impacts and replaces it with vehicle-miles traveled (VMT). VMT is the measure of the miles driven by vehicles within a specific area over a specific time period. Using VMT in place of LOS to measure transportation impacts is intended to promote the reduction of greenhouse gas emissions through reduced vehicle trips traveled, while encouraging development of multimodal transportation networks and a diversity of land uses.

VMT reductions can be achieved through a diverse land use mix that includes both employment and service uses located in proximity to each other, allowing residents to meet daily needs within a short distance from their homes. This reduces trip lengths and encourages use of alternative transportation modes such as walking, bicycle, and transit.

The Governor's Office of Planning and Research (OPR) provides guidance on implementation of the VMT metric, and in acknowledgement of the unique characteristics, implementation challenges, and the limited application of VMT mitigation measures, provides additional flexibility in rural non-Metropolitan Planning Organization areas, such as the City of Orland. Land use context is important in determining the potential range of effectiveness associated with VMT reduction strategies. Rural areas have fewer options for effective VMT reduction strategies compared to more dense urban areas due to auto-dependent land use patterns and limited transit availability. However, clustered small towns and small-town main streets may have substantial VMT benefits compared to isolated rural development. Examples could include focusing new development around the existing town center and diversifying new development types to mix land uses and reduce trip lengths.

For the CEQA analysis to be meaningful, there must be a threshold against which project impacts are evaluated. The OPR recommends that new land use projects demonstrate a 15-percent reduction in VMT compared to the current VMT baseline. Analysis conducted by Fehr & Peers based on the OPR recommendation concluded that a rural-suburban area, such as Orland, would struggle to achieve this level of reduction. Adopting OPR's recommended threshold would mean individual land use projects would need to achieve VMT levels that are 15 percent below baseline conditions, which exceeds the maximum mitigation reduction of 10 percent for a suburban area based on research and guidance from the California Air Pollution Control Officers Association 2010 report *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA 2010) and is likely to be even more challenging in a rural area such as Orland. While the OPR 15-percent VMT reduction may be aspirational, adopting this level in Orland would result in the need to adopt a statement of overriding considerations with an Environmental Impact Report (EIR).

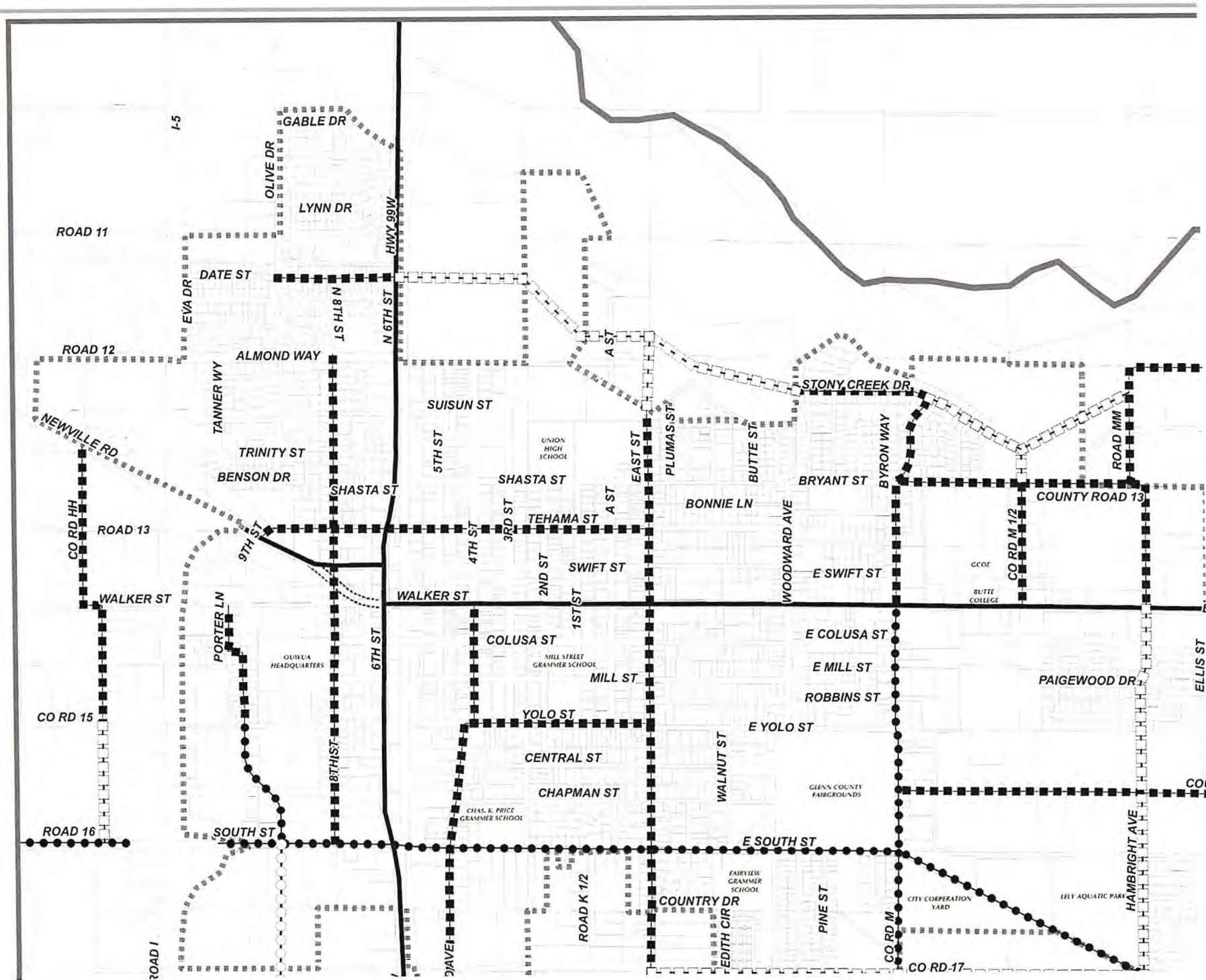
Suburban and rural areas outside Metropolitan Planning Organizations (MPOs), such as Orland, may adopt their own jurisdiction-specific thresholds due to limited options for realistic VMT mitigation. Adopting VMT thresholds specific to Orland will allow for locally based determination of what constitutes an environmental impact and allow for realistic project-specific mitigation.

In addition to adopting a threshold of significant, the OPR recommends cities adopt screening criteria to identify areas where less detailed environmental review can be sufficient. Instead of performing a complete VMT impact analysis for these projects, a partial analysis is used to assess whether the less than significant presumption is supported. Per the Technical Advisory, screening is generally intended for smaller, less complex projects or for projects supportive of SB 743 goals such as affordable housing projects located near high quality transit stations. If a project meets any of the screening criteria listed in Policy 3.12.A., it may be presumed to cause a less-than significant VMT impact without further study. This presumption is not a "safe harbor" but is subject to other substantial evidence verifying the presumption. All projects should be consistent with the General Plan as well as the Glenn County Regional Transportation Plan (RTP).

Although LOS can no longer be used to determine significant impacts under CEQA, SB 743 does not prevent local agencies from applying LOS standards when planning, designing, operating, and maintaining the roadway system. The City recognizes the continued importance of LOS to understand the local effects of land use development on the transportation network, therefore, LOS standards have been maintained as part of this General Plan.

Chapter 3.0

This page intentionally left blank.



Chapter 3.0

This page intentionally left blank.

TABLE 3-2
EVALUATION CRITERIA FOR TWO-WAY URBAN ROADWAYS DAILY LEVEL OF SERVICE

Facility Type	Number of Lanes	Range of Daily Traffic Volumes for Each Level of Service					
		LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
Local	2	0 - 2,700	2,701 - 3,150	3,151 - 3,600	3,601 - 4,050	4,051 - 4,500	4,500 +
Minor Collector	2	0 - 4,800	4,801 - 5,600	5,601 - 6,400	6,401 - 7,200	7,201 - 8,000	8,000 +
Major Collector	2	0 - 7,620	7,621 - 8,890	8,891 - 10,160	10,161 - 11,430	11,431 - 12,700	12,700 +
Arterial	2	0 - 9,000	9,001 - 10,500	10,501 - 12,000	12,001 - 13,500	13,501 - 15,000	15,000 +
Arterial	4	0 - 18,000	18,001 - 21,000	21,001 - 24,000	24,001 - 27,000	27,001 - 30,000	30,000 +

On City streets, daily traffic volume counts were conducted by kdAnderson in December 2007. As shown in **Table 3-3**, the majority of the roadway system in Orland is currently categorized by LOS A operations. The only exception is Highway 32/Walker Street. Although Highway 32/Walker Street east of Papst Avenue currently experiences satisfactory LOS B operations based upon daily volume thresholds, increasing traffic within the City has resulted in a LOS D on the section of Walker between Sixth Street and Papst Avenue. While LOS D exceeds the threshold for Arterial streets within Orland, it should be noted that Walker Street/Highway 32 is a State Route. According to the Department of Transportation, the acceptable level of service on State Routes is an LOS D. This section of Walker Street/Highway 32 is therefore consistent with LOS standards.

TABLE 3-3
EXISTING ROADWAY VOLUMES AND OPERATING LEVELS OF SERVICE

Roadway and Count Location		Functional Classification	Lanes	Volume		Levels of Service
				Daily	Peak Hour	
1	Almond Way, between Sixth Street & Eighth Street	Local	2	1,025	113	A
2	Monterey Street, between Fifth Street & Sixth Street	Local	2	1,425	195	A
3	Shasta Street, between Mellane Circle & Woodward Ave	Local	2	658	69	A
4	Fifth Street, north of Walker Street (SR 32)	Local	2	756	85	A
5	Fifth Street, south of Walker Street (SR 32)	Local	2	1,427	148	A
6	Fourth Street, north of Walker Street	Local	2	1,210	163	A

Chapter 3.0

	(SR 32)					
7	Third Street, north of Walker Street (SR 32)	Local	2	1,079	145	A
8	Third Street, south of Walker Street (SR 32)	Local	2	1,240	143	A
9	Second Street, north of Walker Street (SR 32)	Local	2	474	72	A
10	Second Street, south of Walker Street (SR 32)	Local	2	725	154	A
11	A Street, north of Walker Street (SR 32)	Local	2	209	22	A
12	A Street, south of Walker Street (SR 32)	Local	2	406	53	A
13	Woodward Avenue, north of Walker Street (SR 32)	Local	2	1,951	185	A
14	County Road M-1/2, north of Walker Street (SR 32)	Local	2	963	131	A
15	Yolo Street, west of Papst Avenue	Local	2	1,045	128	A
16	Newville Road (SR 32), west of County Road HH	Major Collector	2	5,018	46	A
17	County Road 16, west of County Road HH	Major Collector	2	1,160	109	A
18	Cortina Drive, north of South Street	Major Collector	2	723	67	A
19	South Street, west of Papst Avenue	Major Collector	2	2,010	241	A
20	Papst Avenue, south of South Street	Major Collector	2	1,284	140	A
21	South Street (County Rd 200), west of County Road N	Major Collector	2	981	115	A
22	County Road N, north of South Street (County Road 200)	Major Collector	2	206	38	A
23	Tehama Street, between Fifth Street & Sixth Street	Minor Collector	2	1,562	186	A
24	County Road HH, south of Newville Road (SR 32)	Minor Collector	2	945	90	A
25	Tehama Street, northeast of Swift Street (SR 32)	Minor Collector	2	1,602	150	A
26	Fourth Street, south of Walker Street (SR 32)	Minor Collector	2	2,141	214	A
27	East Street, north of Walker Street (SR 32)	Minor Collector	2	2,482	331	A
28	East Street, south of Walker Street (SR 32)	Minor Collector	2	3,072	363	A
29	Fourth Street, between Mill Street &	Minor	2	1,350	182	A

	Yolo Street	Collector				
30	Eight Street, north of South Street	Minor Collector	2	1,039	97	A
31	Railroad Avenue, north of South Street	Minor Collector	2	1,983	226	A
32	East Street, north of South Street	Minor Collector	2	2,311	310	A
33	Sixth Street, between Trinity Street & Shasta Street	Arterial	2	6,369	579	A
34	Sixth Street, north of South Street	Arterial	2	5,372	496	A
35	Sixth Street, south of South Street	Arterial	2	4,612	423	A
36	SR 32 (Newville Road), east of I-5	Arterial	4	6,200	470	A
37	SR 32 (Walker Street), east of Sixth Street	Arterial	2	12,800	1,000	D
38	SR 32 (Walker Street), east of Papst Avenue	Arterial	2	9,200	700	B
39	SR 32 (Walker Street), east of County Road N	Arterial	2	9,400	900	B

Truck Routes

Trucks shall be routed through the City for safety and to minimize their impact on residential areas. Local deliveries are allowed on all streets; however, through truck traffic will be restricted to streets on the designated truck routes.

The following streets comprise the designated truck routes in the City.

- State Route 32/Walker Street
- Sixth Street (County Road 99)
- South Street (I-5 to the eastern boundary of Railroad Avenue)
- Railroad Avenue (South Street to County Road 18)
- Papst Avenue (SR 32 to South Street)
- County Road 200 (Papst Avenue to County Road N)
- Road 20 (proposed)

PUBLIC TRANSPORTATION

Rail

The City of Orland is served by railroad lines which are owned by the Union Pacific Railroad and leased/operated by the California Northern Railroad, which provides freight hauling service. The line runs north-south between Sixth and Fifth Streets. Passenger rail service provided by Amtrak runs the Sacramento-Dunsmuir line; the nearest passenger stop is in Chico. The line generally operates two trips per day.

Rail-served industrial activities, within and adjacent to the rail line, contribute to the City's economic base. Freight-rail service plays an important role in the transportation of heavy or bulk materials produced locally and shipped to regional markets. Rail spurs serving these activities have historically represented an important asset to the City of Orland and Glenn County.

Bus Service/Taxi Service

Public transportation bus service is provided to the City of Orland through Glenn Ride, a program of Glenn Transit Service. Glenn Transit Service was established by a Joint Powers Agreement in 1987 between the County and the cities of Willows and Orland. The governing board of Glenn Transit Service is the Regional Transit Committee comprising two representatives each from the three agencies. Glenn Ride is a fixed-route bus system with seven round trips every weekday and three round trips on Saturday from Willows to Chico. There are currently 14 bus stops in Orland.

School buses are operated by the Orland Unified School District. The District currently operates approximately 15 buses.

There are currently two taxi services operating within the City of Orland – one private and one subsidized by Glenn County.

Bicycle and Pedestrian Facilities

Current City standards require sidewalks along all improved streets except in the industrial areas. The City of Orland is currently planning for a pedestrian facility to include a multi-use path along Stony Creek. Additionally, the City has planned to provide multi-use trails within the rights-of-way of undergrounded canals, which could be utilized as pedestrian or bicycle pathways.

The City of Orland currently does not have many designated bicycle facilities. The City utilizes wide rights-of-way which can accommodate bicycle traffic in most areas, and bike racks are available at all schools and parks. The General Plan promotes the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities.

Airport Facilities

There are two publicly owned airports in Glenn County: Haigh Field, located near Orland, and the Willows-Glenn Airport. Haigh Field, located southeast of the City off County Road P, has a 5,160-foot paved and "pilot-controlled" lighted runway, 50 feet

wide. Its length qualifies it as a "Basic Transport" facility, suitable for use by general aviation users and capable of handling small or light business jets. There is sufficient land area for expanding service and facilities to meet the City's needs and also those of the region.

Limited regional commercial carrier service is available at the City of Chico Municipal Airport where international and national connections can be made through San Francisco International Airport. However, the nearest major regional and international service is provided by Sacramento International Airport.

Air Quality and Health Issues

Air pollution is a major regional issue that has been firmly linked to transportation—cars cause more than half of all air pollution in California. Strict emission-control standards have improved auto emissions since the 1960s, but air quality will be worse in the future because people are driving more. The California Clean Air Act was passed in 1988 to address this issue. The act established strict new air quality standards and gave air quality districts new powers to achieve them. The Conservation Element of this General Plan discusses air quality issues in more detail.

The impacts of automobile use on air quality will continue to shape regional, state, and federal transportation policies. Air quality issues will also shape local transportation policies, as efforts to reduce emissions from motor vehicles are emphasized more. Local air quality could be potentially affected by increased traffic in the Orland area. Increased traffic would contribute more exhaust emissions that would adversely affect air quality. Traffic congestion would exacerbate the problem, particularly as it would increase localized emissions of carbon monoxide.

Given the emphasis on improving air quality, the City should consider programs that encourage lesser use of gasoline-powered vehicles. As an example, the City could consider parking areas with electrical outlets for electric cars. Another alternative is the encouragement of ridesharing programs, using incentives. Still another is encouragement of the use of public transportation and other modes of transportation.

Traffic Calming

In areas where vehicle speeds are excessive, it is common practice to install traffic-calming intersection and roadway features to slow vehicles. In addition to the more traditional stop signs and speed bumps, traffic-calming techniques include roundabouts and street narrowing. City staff is in the process of evaluating alternative traffic calming techniques, which may be required in new development projects.

3.1 GOALS, POLICIES, AND PROGRAMS

GOAL 3.1: PLAN FOR, PROVIDE AND MAINTAIN A CIRCULATION SYSTEM THAT PERMITS THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS THROUGHOUT THE CITY AND ORLAND PLANNING AREA.

Policy 3.1.A: The City shall develop and maintain a network of roads that is compatible with the general land use patterns of the City.

Policy 3.1.B: The City shall develop a vehicular circulation system that is safe and sensitive to adjoining land uses.

Program 3.1.B.1: The circulation system shall be designed to minimize excessive noise impacts on sensitive land uses. New development shall mitigate noise impacts in accordance with the requirements of the Noise Element.

Policy 3.1.C: The City shall develop an efficient, economical public transportation system that meets the mobility needs of City residents.

Policy 3.1.D: The City shall discourage through-traffic on local streets in residential areas.

Program 3.1.D.1: Should it be determined that a Local street is carrying an unacceptable level of through traffic, the City may implement appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic diversion devices, and/or any other means deemed to be acceptable.

Program 3.1.D.2: Residential subdivisions shall be designed to encourage access from Local to Collector streets and to discourage use of Local streets as a bypass to Arterial streets.

Policy 3.1.E: The City shall consider additional landscape design requirements for new projects along the entryways into the City. Maintenance of these areas may be included in assessment district(s).

GOAL 3.2: ESTABLISH A SYSTEM OF SAFE AND EFFICIENT LOCAL, COLLECTOR, AND ARTERIAL ROADS TO REDUCE TRAVEL TIME AND IMPROVE TRAFFIC SAFETY THAT IS CONSISTENT WITH THE LAND USE PATTERNS OF THE CITY.

Policy 3.2.A: Locations of Major Collector street intersections with Arterial streets shall be fixed by the Circulation Plan map. Roadway dedications and development design shall implement the Circulation Plan. Location of Major Collector alignments in newly developing areas shall be logical and efficient, and established early in the development process to aid in the consistent design of subdivisions. No development will be allowed to be constructed which would conflict with future planned streets or setbacks.

Program 3.2.A.1: Encourage property owners in newly developing areas to prepare Master Plans or Specific Plans that identify future major street alignments. The City will participate in the design of street alignments in advance of development to ensure consistent and logical design of the circulation system.

Program 3.2.A.2: Continue to work with Glenn County to coordinate new street alignments and improvements.

Program 3.2.A.3: The City may pursue the reservation of right-of-way and define specific development standards and requirements through the preparation and adoption of Roadway Plan Lines.

Policy 3.2.B: The City shall coordinate planning and development of the circulation system with development approvals throughout the City and Planning Area. All proposed land divisions shall be legally accessible by an improved public street.

Program 3.2.B.1: The City's functional street classification system shall include Arterial streets, Major and Minor Collector streets, and Local streets.

Program 3.2.B.2: Prepare and adopt Standard Plans and Specifications for all streets and roads including the following guidelines and standards:

- 1) Major Collector streets shall be built at an approximate separation of one-half mile, typically leading to connections with an Arterial street(s). Because of existing right-of-way limitations, Major Collector streets may connect with Minor Collector streets when acceptable traffic volumes warrant such a connection.*
- 2) Minor Collector streets may be on less than one-half mile separation and may be an extension of a Major Collector street or may be an existing street that connects one part of the City with another.*
- 3) Minor Collector streets shall be utilized in new development areas to carry higher volume local traffic to Major Collector or Arterial streets.*
- 4) The City shall prepare and adopt access standards for Arterial and Collector streets, which generally conform to the following guidelines:*

Arterial Street Standards

- a. Driveway access to major activity centers should be located no closer than 200 feet to the intersection of a Major Collector or Arterial street.*
- b. The distance between commercial or industrial driveways on Arterial streets should not be less than 300 feet.*
- c. Existing points of ingress and egress shall be consolidated whenever possible. Driveway consolidation for new development shall be encouraged through access agreements along Arterial streets.*

- d. *Where there is no adopted design for median breaks on an Arterial street, there should be not less than 1,000 feet between median breaks (excluding left turn provisions). Median breaks should be consistent with the standards for driveways (not less than 300 feet from an adjacent intersection of an Arterial street).*
- e. *Separation of Minor Collector street entry points should not be less than 500 feet on Arterial streets and Major Collector streets.*
- f. *Single-family residential driveways are prohibited on new Arterial streets and shall be discouraged on existing Arterial streets.*

Collector Street Standards

- a. *Driveway access to major activity centers should be located no closer than 200 feet to the adjacent intersection of a Major Collector or Arterial street.*
 - b. *The distance between commercial or industrial driveways on Collector streets should not be less than 200 feet.*
 - c. *Raised concrete medians may be provided where left turn control is needed, and painted medians may be used at two-way left turn pockets where appropriate. Where concrete medians are provided, median breaks should be spaced not less than 300 feet apart.*
- 6) *Residential development shall not have direct access to and shall be oriented away (side-on or rear-on) from Arterial and Major Collector streets, and properly buffered so that the traffic carrying capacity on the street will be preserved and the residential environment protected from the potentially adverse characteristics of the street.*
- 7) *Where possible, Arterial and Major and Minor Collector streets shall form 4-leg, right-angle intersections; jogs, offset and skewed intersections of streets in near proximity shall be avoided.*

Policy 3.2.C: All streets, roads and easements within the City and Orland Planning Area shall be offered for dedication to the City and all improvements and rights-of-way shall be developed to City standards.

Program 3.2.C.1: Ultimate right-of-way shall be dedicated and/or developed to the appropriate width when a zone change to a greater density or intensity, division of property, or new development or major remodeling occurs.

Policy 3.2.D: On developed streets, where the existing right-of-way does not meet the current standards, the City will adopt programs to acquire the ultimate right-of-way where practical and determined to be necessary or desirable.

Funding mechanisms may include the use of traffic impact fee moneys.

Program 3.2.D.1: Include the acquisition of right-of-way and the construction or reconstruction of streets in its Capital Improvement Program. The City reserves the right to reduce the ultimate right-of-way to avoid existing development for the construction of a travelway that generally meets the street classification standards, by reducing the area provided for landscaping, utilities, parking and other non-travel use.

Program 3.2.D.2: Additional right-of-way on the east side of Papst Avenue, 400 feet south of Bryant Street, and at Papst and Highway 32, will be acquired for City standard road widths. At Papst and Yolo streets, right-of-way will be acquired and intersection will be realigned to improve the north/south curve.

Policy 3.2.E: New development shall be required to mitigate traffic impacts associated with the project.

Program 3.2.E.1: Traffic studies of affected streets may be required as part of the environmental assessment of proposed projects to assure citywide traffic service levels are maintained.

Program 3.2.E.2: Traffic studies shall include level-of-service forecasts to account for individual and cumulative major land use changes in the City. Level-of-service forecasts shall be used to identify deficient roadways and update street improvement plans and priorities.

Policy 3.2.F: The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed Arterial streets when a zone change to a greater density or intensity, division of property, or new development or a major remodeling occurs. The use of common driveways may be required as a condition for obtaining an encroachment onto a City dedicated road.

Policy 3.2.G: Locations of truck routes shall be fixed as designated on the Truck Route Map. The City shall maintain and enforce designated truck routes.

Program 3.2.G.1: Periodically review the list of streets designated as truck routes, and provide public notification of any changes to the truck route system.

Policy 3.2.H: To help ensure that adequate and safe travelways can be developed through existing developed areas of the City, right-of-way standards for each classification may be modified.

Policy 3.2.I: To ensure emergency access and response, new developments in the City and Planning Area will require circulation improvements that provide a second means of access for police, fire and medical vehicles.

Program 3.2.I.1: The City and County will coordinate street naming and addressing to assure prompt and efficient emergency response.

Policy 3.2.J: The City shall work with commercial and industrial uses to improve access to road and rail service to facilitate economic development activities.

Policy 3.2.K: Proposed streets may vary from the location shown on the Circulation Plan provided that they intersect with existing streets and the following circumstances and situations exist:

- a) There must be circumstances surrounding the applicant's situation, limited to the physical conditions of the property, which are unique in that other property in the area does not have the same conditions. The unique circumstances must cause hardship to the property owner to justify the authorization to deviate from the planned road location.
- b) A deviation from this requirement shall not be granted if it will adversely affect the interests of the public or the interests of other residents and property owners within the vicinity of the premises in question.
- c) A deviation may be authorized when it is also considered as being consistent with the objectives of the General Plan.
- d) The mere existence of a peculiar situation which will result in unnecessary hardship to the applicant does not necessarily require the granting of a deviation.
- e) The granting of a deviation must not constitute the granting of a "special privilege" inconsistent with the limitations on other nearby properties.

Policy 3.2.L: Each parcel that is developed within the Planning Area shall provide for street connections to adjacent parcels within the Planning Area.

GOAL 3.3: FORMULATE AND ADOPT CIRCULATION DESIGN AND IMPROVEMENT STANDARDS THAT REQUIRE A LEVEL OF SERVICE CONSISTENT WITH THE DEMANDS GENERATED BY PROPOSED DEVELOPMENT, PUBLIC SAFETY, AND THE EFFICIENT USE OF PUBLIC AND PRIVATE RESOURCES AND WHICH ARE UNIFORMLY APPLIED IN THE ORLAND PLANNING AREA.

Policy 3.3.A: The City shall construct street and highway improvements to maintain an overall daily roadway level of service of "C" with an a.m. and p.m. peak-hour roadway and intersection level of service of "D" or better, unless other public health, safety, or welfare factors determine otherwise.

Policy 3.3.B: The City shall establish an inventory of City roads which will determine priorities for meeting circulation and transportation needs. Transportation projects shall be prioritized with emphasis on enhancing safety, reducing traffic congestion, and improving traffic circulation.

Policy 3.3.C: The City shall install traffic control devices at intersections, as needed, for public health and safety and to reduce traffic congestion at key intersections throughout the City.

Program 3.3.C.1: Improve intersections operating at less than p.m. peak-hour level of service "D" conditions by adding appropriate turning lanes to congested approaches, widening intersection approaches, or installing traffic signals:

- *Signalization shall be predicated upon a warrant analysis, public safety and the discretion of the City. Signalization shall be considered at, but not limited to, the following intersections: (a) South and Sixth streets; (b) Date and Sixth streets; (c) Papst and Walker streets; (d) I-5 northbound ramps and SR 32; (e) I-5 southbound ramps and SR 32; and (f) Newville Road and County Road HH.*
- *Realign intersections of Papst and Yolo streets and County Road HH and County Road 14.*
- *Complete road connections at Papst and Road 13 and Rennat and Almond Way.*
- *Refer to Caltrans any request to signalize a State Route located in the City.*

GOAL 3.4: ACHIEVE A COORDINATED REGIONAL AND LOCAL TRANSPORTATION SYSTEM THAT MINIMIZES TRAFFIC CONGESTION AND EFFICIENTLY SERVES USERS.

Policy 3.4.A: Local circulation system improvements shall be consistent with the goals and objectives of the Glenn County Regional Transportation Plan.

Policy 3.4.B: The City shall work with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs to assist in improving State Route interchanges/intersections with local roadways.

Policy 3.4.C: The City shall coordinate local transportation plans with regional plans to ensure eligibility for state and federal funding.

GOAL 3.5: PROVIDE SAFE AND EFFICIENT PARKING AND LOADING FACILITIES FOR ALL NON-RESIDENTIAL LAND USES.

Policy 3.5.A: The City shall encourage shared parking facilities for both private businesses and public agencies.

Program 3.5.A.1: Adjacent parking areas for large commercial and professional developments should be designed to allow interconnection and free flow of traffic between those facilities. Access easements and agreements should be obtained during the development process to ensure future access.

Policy 3.5.B: The City shall reserve on-street parking in commercial areas for short-term users.

Program 3.5.B.1: Parking standards shall be evaluated for new development to ensure that parking requirements are satisfied within walking distance of the commercial area.

Policy 3.5. C: The City shall support the use of the fairgrounds parking lot for car pool parking.

GOAL 3.6: ENCOURAGE TRANSPORTATION ALTERNATIVES TO THE AUTOMOBILE.

Policy 3.6.A: Planning and development of Arterial and Major Collector streets shall include design features that can be used as public transit stops.

Program 3.6.A.1: Arterial and Major Collector streets shall be designed to provide for bus pull-outs and transit stops at locations determined by the City and transit agency to be appropriate.

Policy 3.6.B: The City shall encourage the use of car-pooling, vanpooling and flexible employment hours.

Program 3.6.B.1: New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing and parking management are to be used to the greatest extent practical.

Policy 3.6.C: The City shall coordinate with regional transit planners to determine the feasibility of developing and/or improving commuter bus service.

Policy 3.6.D: The City shall continue to support the continuation of transportation programs provided by social service agencies, particularly those serving persons with disabilities or other limitations. Coordination of other social service transit providers including schools, health services, and others should be recognized in the planning of circulation system.

Policy 3.6.E: The City shall work cooperatively with Glenn County to enhance aviation-related transportation options.

GOAL 3.7: A NON-VEHICULAR CIRCULATION SYSTEM LINKING IMPORTANT PUBLIC PLACES WITHIN THE COMMUNITY.

Policy 3.7.A: The City shall support the concept of an east/west multi-modal circulation link in north Orland.

Policy 3.7.B: The City should utilize canal rights-of-way and drainage facilities for multi-use purposes, to include trails.

Policy 3.7.C: The City shall prioritize the creation of linkages between public places (schools, parks, government buildings) to facilitate the movement of people through the City.

Policy 3.7.D: The City shall prioritize the establishment of a pedestrian crossing of Highway 32 linking residences to parks.

GOAL 3.8: A SAFE SIDEWALK SYSTEM WHICH PROVIDES MAXIMUM OPPORTUNITIES FOR PEDESTRIAN TRAFFIC THROUGHOUT THE CITY.

Policy 3.8.A: Adequate sidewalks shall be planned and constructed in connection with street construction work in the City. Where existing roads may require additional right-of-way to accommodate full improvements including sidewalks, and where it is impractical to acquire sufficient right-of-way, the vehicle travelway will be the first priority.

Policy 3.8.B: Subdivision layouts shall include designs that promote pedestrian circulation in a safe and efficient manner.

Program 3.8.B.1: Implement street standards that include sidewalk or walkways on both sides of streets, where appropriate.

Policy 3.8.C: Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. Where bicycle lanes are proposed, they should be considered a shared facility with vehicular traffic on the street.

Policy 3.8.D: The City shall encourage existing facilities and require future facilities to conform to the American Disabilities Act provisions requiring access for disabled persons.

Policy 3.8.E: The City shall maximize the use of rights-of-way, easements, and utility corridors through the installation of pedestrian and bicycle facilities.

GOAL 3.9: CONTRIBUTE TOWARD IMPROVING THE AIR QUALITY OF THE REGION THROUGH MORE EFFICIENT USE OF PRIVATE VEHICLES AND INCREASED USE OF ALTERNATIVE TRANSPORTATION MODES.

Policy 3.9.A: The City shall maintain and improve, where possible, environmental quality by the design of the circulation system and alternate forms of transportation.

Policy 3.9.B: The City shall support coordination with other cities, the County and planning agencies concerning land use and transportation planning as a means of improving air quality.

Policy 3.9.C: The City shall encourage the development of employment opportunities in Orland to reduce the need to commute to other communities

for employment.

Policy 3.9.D: The City shall support the expansion and improvement of transit systems and ride sharing programs to reduce the number of single-occupant vehicle trips.

Policy 3.9.E: The City shall support the use of alternatively fueled vehicles and fueling stations for public transit vehicles and City and private vehicles.

GOAL 3.10: TO PROVIDE THE HIGHEST LEVEL OF ROADWAY MAINTENANCE FOR CITY RESIDENTS.

Policy 3.10.A: The City shall maintain roadways in a condition that provides for the safety and comfort of roadway users.

GOAL 3.11: A ROADWAY NETWORK OF COMPLETE STREETS THAT PROVIDE ACCESSIBILITY FOR ALL USERS OF ALL AGES AND ABILITIES.

Policy 3.11.A: To the extent feasible, all new street construction and reconstruction shall be designed to achieve complete streets. Designs should accommodate mobility for all users, including bicyclists, pedestrians, transit vehicles, and motorists, appropriate to the function and context of the facility.

Policy 3.11.B: Where funding, right-of-way, and physical conditions allow, strive to retrofit existing streets into more complete streets, prioritizing improvements on roadways providing access to services, schools, parks, civic uses, as well as in the downtown and along mixed-use corridors. Consider all modes and users in decisions made affecting retrofit projects and strive to remove existing barriers to safe and connected travel.

GOAL 3.12: TO MAINTAIN AND REDUCE VEHICLE MILES TRAVELED (VMT) IN ACCORDANCE WITH SB743 AND THE CITY'S ADOPTED POLICY.

Policy 3.12.A: Screening is generally intended for smaller, less complex projects or for projects supportive of SB 743 goals such as affordable housing projects located near high quality transit stations. If a project meets any of the following criteria, it may be presumed to cause a less-than significant VMT impact without further study. This presumption is not a "safe harbor" but is subject to other substantial evidence verifying the presumption. All projects should be consistent with the General Plan as well as the Glenn County Regional Transportation Plan (RTP).

<u>Screen Type</u>	<u>Screening Criteria</u>
<u>Small Projects</u>	<ul style="list-style-type: none">• <u>Single-family detached housing of 15 units or less; OR</u>• <u>Single-family or multi-family housing of 25 units or less; OR</u>• <u>Office of 10,000 square feet of gross floor area; OR</u>

	<ul style="list-style-type: none"> • <u>Industrial project of 30,000 square feet of gross floor area; OR</u> • <u>Project generating 110 trips a day or less</u>
<u>Local Serving Retail Projects</u>	<u>Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.</u>
<u>Locally Serving Public Facilities</u>	<u>Public facilities that serve the surrounding community or public facilities that are passive use may be presumed to have a less than significant impact absent substantial evidence to the contrary.</u>
<u>Affordable Housing Projects</u>	<u>An affordable housing project may be presumed to have a less than significant impact absent substantial evidence to the contrary.</u>
<u>Transportation Projects</u>	<u>Transportation projects that promote non-automobile transportation</u>
<u>Redevelopment Projects with Greater VMT Efficiency</u>	<u>A redevelopment project may be presumed to have a less than significant impact if the proposed project's total project VMT is less than the existing land use's total VMT.</u>

Policy 3.12.B. Require new land use projects to achieve a 10-percent reduction in daily VMT compared to the 2020 Glenn County Regional Transportation Plan baseline conditions.

- The Baseline Daily VMT in 2020 was 25.00. Recommended threshold is 10% below baseline at 22.5.

Policy 3.12.C: Periodically update VMT baselines and thresholds of significance, as established in the City's VMT Policy, for evaluating transportation impacts under CEQA pursuant to SB 743.

Policy 3.12.D. Require implementation of CEQA project related VMT mitigation measures when warranted and monitor reductions in VMT from new development.

Policy 3.12.E. Promote the development of regional VMT mitigation in order to simplify the CEQA process and enhance the effectiveness of VMT reduction strategies.

4.0 SAFETY ELEMENT

CHAPTER

4.0

Safety Element



Railroad crossing in northern Orland

INTRODUCTION

The Safety Element, a legally required element, is included in this General Plan to address the safety services performed by the City of Orland related to public safety, such as fire protection and crime prevention. The City also endeavors to plan for hazards such as flooding, earthquakes, and other potentially dangerous situations. It seeks to provide education in disaster preparedness, including public outreach, to enable residents to help themselves during a disaster. The Safety Element addresses safety concerns of the community and sets forth the goals and policies essential in addressing these concerns.

LEGAL BASIS AND REQUIREMENTS

California State law (Government Code Section 65302(g)) requires that a safety element be included within the general plan for:

[T]he protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslide and

landslides; subsidence and other geologic hazards known to the legislative body; flooding; wildland and urban fires.

In addition to these concerns, this Element also addresses the issues of hazardous waste management, and emergency response preparedness, and climate change.

RELATIONSHIP TO OTHER PLANS

MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN

The Glenn County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) identifies and profiles hazard conditions, analyzes risk to people and facilities, and outlines mitigation actions to reduce or eliminate hazard risks in Glenn County and the incorporated cities of Orland and Willows. The MJHMP was developed in accordance with the Disaster Mitigation Act of 2000 and followed the Federal Emergency Management Agency's Local Hazard Mitigation Plan guidance. The Plan was approved by the City Council on January 7, 2019 and the Federal Emergency Management Agency (FEMA) (conditionally) approved the Plan on January 17, 2018. The Plan provides guidance and insight into the hazards that exist in the City of Orland and suggests possible mitigation projects. This Plan should be consulted when addressing known hazards to ensure the general health and safety of the City of Orland's residents. The Safety Element goals, policies and programs of this General Plan support and are consistent with the most recent Glenn County MJHMP.

COMMUNITY WILDFIRE PROTECTION PLAN

The Glenn County Community Wildfire Protection Plan (CWPP) was developed as a means of describing current fire related conditions within Glenn County, identifying public and private assets at risk from wildfire, and assessing currently in-place infrastructure developed in order to protect those assets. The CWPP provides detailed and specific information and policies related to wildfire, while the Safety Element is an all-encompassing document to address general safety concerns throughout the City of Orland. The Tehama-Glenn County Fire Safe Alliance has the responsibility for coordinating updates to the CWPP.

4.1 EMERGENCY PREPAREDNESS

STANDARDIZED EMERGENCY MANAGEMENT SYSTEM

As a result of the 1991 East Bay Hills Fire in Oakland, Senate Bill 1841 was introduced by Senator Petris, passed by the California legislature, and made effective January 1, 1993. The legislation established the Standardized Emergency Management System (SEMS). The intent of the law is to improve the coordination of state and local emergency response in California. The law is found in Section 8607 of the Government Code, and the regulations governing SEMS became effective September 2, 1994.

The law directed the State of California Office of Emergency Services (OES), in coordination with other state agencies and interested local emergency management agencies, to establish, implement and maintain SEMS by December 1, 1996.

The law stipulates that all state agencies must use SEMS in responding to emergencies involving multiple jurisdictions or multiple agencies. Local governments must use SEMS in responding to emergencies involving multiple jurisdictions of multiple agencies in order to be eligible for state funding or response-related personnel costs. Participation in SEMS is also required to assure reimbursement of expenses resulting from a State-declared emergency. SEMS is the standard throughout the State of California.

EVACUATION ROUTES

Standard evacuation routes have not been designated within Glenn County or the City of Orland. It is likely that Caltrans facilities such as State Route 32 and Interstate 5 would be used to evacuate the community in an emergency. Major county roads such as Sixth Street (County Road 99) and South Street are also suited to evacuation depending on the location of the emergency. These routes are all identified as Arterials in the Circulation Element of the City of Orland General Plan.

California Government Code Section 65302(g)(5) requires that the Safety Element indicate residential properties located in defined hazard areas that have limited roadway access. No residential areas in defined hazard areas within the City are currently identified as having only one point of access. Policy 3.2.1 ensures new subdivisions within the City and Planning Area provide at least two routes of access for police, fire and medical vehicles.

GOALS, POLICIES, AND PROGRAMS

GOAL 4.1: ENSURE THAT THE CITY OF ORLAND AND INVOLVED LOCAL AGENCIES ARE ABLE TO EFFECTIVELY RESPOND TO EMERGENCY SITUATIONS THAT MAY THREATEN THE PEOPLE AND PROPERTY OF ORLAND.

Policy 4.1.A: The City shall work toward cultivating and maintaining a relationship with other agencies that improve the City's ability to serve and protect the citizens of Orland.

Policy 4.1.B: The City shall continue participation in emergency preparedness planning with Glenn County.

Program 4.1.B.1: Review procedures for local implementation of the County Emergency Operations Plan (EOP) and help to educate the community on the need for emergency preparedness.

Program 4.1.B.2: Pursue adoption of the State of California Standardized Emergency Management System (SEMS).

4.2 FLOOD HAZARD

Areas adjacent to Stony Creek and Hambright Creek are subject to flooding during heavy rainfall. Severe flooding is prevented in the Planning Area by flood control dams on Stony Creek and the Sacramento River. A designated floodway has been mapped and adopted by the State Reclamation Board for Stony Creek. The State has jurisdiction

within this designated floodway and supersedes local control.

Flood hazard areas within the Planning Area have been mapped by the Federal Emergency Management Agency (FEMA) on Flood Insurance Rate Maps (FIRM). However, these maps are designed for use in determining flood insurance needs and do not necessarily show all areas subject to flooding. As discussed in further detail within the Background Report, localized flooding is due, in part, to Orland's storm drainage system operating at capacity.

According to the 1996 FEMA Flood Insurance Rate Map, which was the most current information available, most of the area in the northwest portion of the City and along the northern edge of the Planning Area is in either Flood Zone A or Flood Zone X, which means the area may be subject to flooding. Areas located directly adjacent to Stony Creek and Hambright Creek are within Flood Zone A, which is defined as area within the 100-Year Floodway. Areas located to the north and south of Stony and Hambright creeks, but not immediately adjacent to them, are generally designated as being within Flood Zone X, which is area within the 500-Year Floodway ([Figure 4-1](#)).

It should also be noted that Flood Zone X overlaps small portions of the northwest corner of Orland's city limits. Other than this portion, the remainder of Orland is not subject to flood events, according to the 1996 FEMA Flood Insurance Rate Map. See the Background Report for additional information.

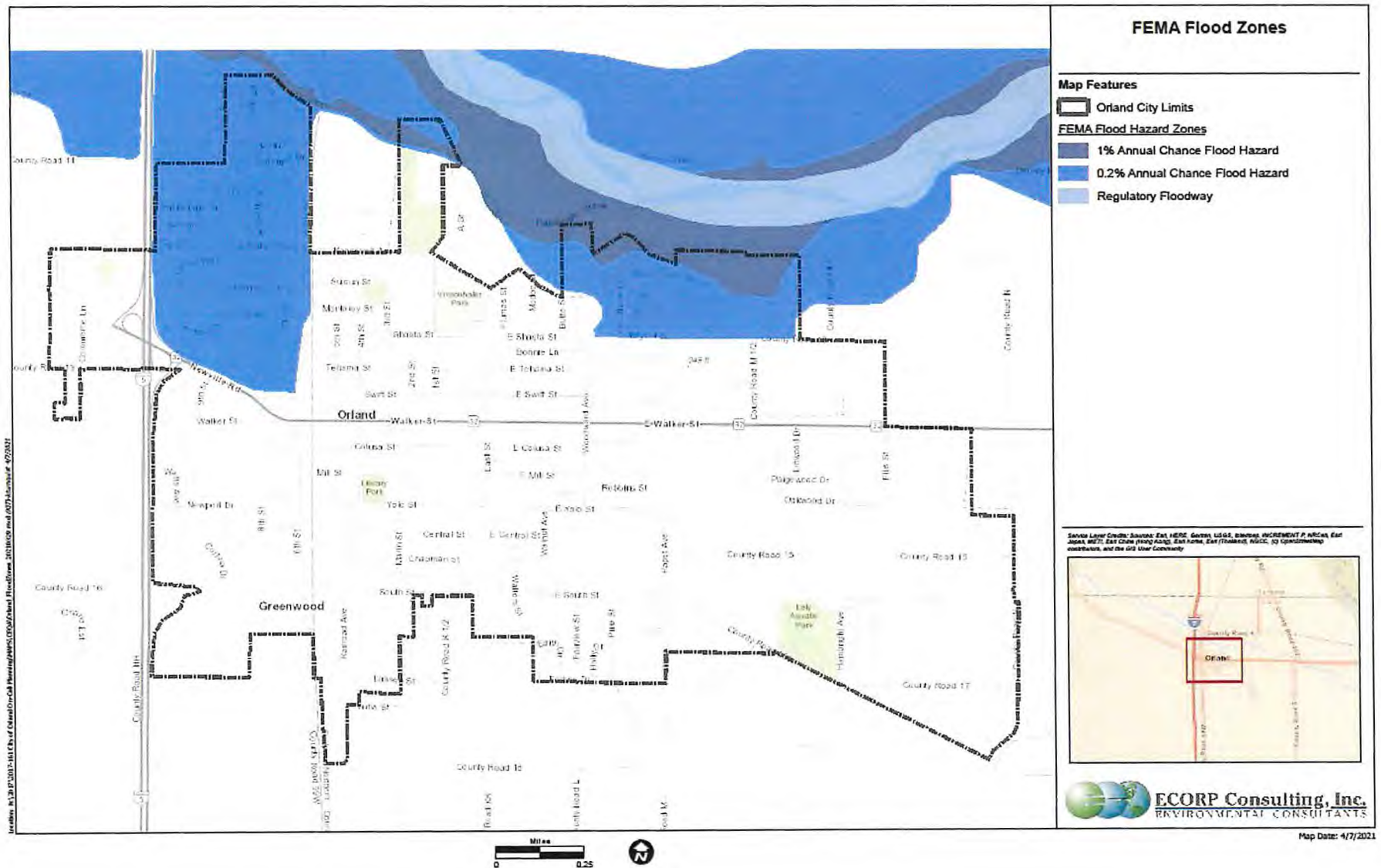
Local Flooding

As mentioned previously, a very small portion of northwest Orland is located within the 100-year flood zone as defined by FEMA. There is also significant area in the north portions of the Planning Area that are in either the 100- or 500-year flood zone. Localized flooding occurs in and around Orland during storms of less than 100-year proportions.

In extremely wet years, the capacity at the Lely Aquatic Park may be exceeded and stormwater flows onto County Road 200, then southeasterly along County Road 200. Although flood hazard areas within the Planning Area have been mapped by FEMA on Flood Insurance Rate Maps, these maps are designed for use in determining flood insurance needs and do not necessarily show all areas subject to flooding, such as agricultural areas which have flooding potential due to irrigation water delivery systems and agricultural practices. As discussed in more detail in the Public Facilities and Services section of the Orland Background Report, localized flooding is due, in part, to Orland's storm drainage system operating at capacity. In addition to operating at capacity, localized flooding can also be attributed to obstructions or blockages in the system often caused by illegal dumping. According to the City Engineer, the City's storm drainage system is adequate and is not reflected as being substandard or deficient.

Localized flooding can also occur as an unintended result of flood irrigation of adjacent agricultural land. The amount of flooding varies depending on the difference in road and field elevations but can be a temporary hazard to traffic.

**FIGURE 4-1
FLOOD ZONES**



Chapter 4.0

This page is intentionally left blank.

Regional Flooding

The primary regional flooding threat for the City of Orland is the potential failure of Black Butte Dam located northwest of the City.

Flood Protection

Flood management is handled by multiple government entities at the Federal, State and local level. Federal flood management is provided by the U.S. Army Corps of Engineers and Federal Emergency Management Agency (FEMA). At the State level the Department of Water Resources and Office of Emergency Services provides flood assistance. At the local level the Glenn County Public Works Agency manages special districts responsible for flood control and the City of Orland Public Works Department handles public services including storm water management.

Dam Inundation

The California Office of Emergency Services (OES) has developed and approved dam failure inundation maps for areas below California's dams. These maps are intended to be used by state and local officials for the development and approval of dam failure emergency procedures. The maps are also used to provide information needed to make natural hazard disclosure statements. Files are maintained on the OES home page. The inundation maps maintained on file by OES are prepared for emergency planning purposes only and may not be drawn at a sufficient scale or level of detail to identify specific parcels of land. More information on these maps is available in the Background Report.

Black Butte Reservoir is fed by Upper Stony Creek and has a capacity of approximately 137,000 acre-feet of water. However, it is uncommon for the actual facility to reach capacity and the reservoir levels are typically lower than capacity during most of each year.

As shown in **Figure 4-12**, the entire Planning Area is subject to flooding should the Black Butte Dam fail. The U.S. Army Corps of Engineers Inundation Map shows a three-hour contour line just east of the City which advises that inundation is expected to occur within three hours of dam failure.

This page is intentionally left blank.

GOALS, POLICIES, AND PROGRAMS

GOAL 4.2: MINIMIZE THE RISK OF PERSONAL INJURY AND PROPERTY DAMAGE RESULTING FROM FLOODING.

Policy 4.2.A: The City shall work to develop and implement flood control strategies for the City of Orland.

Program 4.2.A.1: As necessary, the City may adopt new standards to ensure flood safety in new construction.

Program 4.2.A.2: New development projects shall be designed to avoid increases in peak storm runoff levels.

Program 4.2.A.3: All privately owned storm drainage basins and systems shall have a mechanism to reimburse the City for maintenance costs should the private maintenance fail.

Program 4.2.A.4: For any project that may affect a Caltrans facility, the City shall submit hydrologic/hydraulic study information and drainage plans for buildings, streets, parking, etc., to Caltrans in order that they may adequately evaluate impacts upon the State's rights-of-way and drainage facilities.

Policy 4.2.B: New development shall not be approved in areas which are subject to flooding without prior review and approval of plans for improvements which provide a minimum flood protection level equal to the 100-year occurrence storm event.

Policy 4.2.C: Development of habitable or commercial structures within the 100-year floodplain must be completely mitigated through proper design.

4.3 FIRE PROTECTION

Fire protection services within Orland are provided by the Orland Volunteer Fire Department. The City Department has a mutual aid agreement with the Orland Rural Fire District which is a separate department that provides fire protection services to greater Orland's surrounding, unincorporated county area. Both of these fire protection services are staffed by volunteers.

There are currently ~~40~~ 45 active volunteers in the Orland Volunteer Fire Department. Training, equipment, and other funding is provided by the City's General Fund. The Department provides services in the form of fire emergency response, medical emergency response, and disaster aid. The Department service area is within the Orland city limits.

In 2007, there were approximately 512 fire and emergency calls for service to the Department. Of these calls, 370 were medically related. According to the Chief, the local ambulance district responds to approximately three calls per day, often outside of the city limits. See Section 4.4 below for more information regarding emergency

medical services, and see the Background Report for more information regarding fire protection services.

WILDFIRE PROTECTION RESPONSIBILITY AREAS

Throughout the State of California, different organizations have responsibility for wildfire protection based on location. These responsibility areas are codified under state law into three categories: local responsibility areas (LRAs), state responsibility areas (SRAs), and federal responsibility areas (FRAs).

- Local Responsibility Area (LRA): LRA's are areas protected by local agencies, including city and county fire departments, local fire protection districts, and the California Department of Forestry and Fire Protection (CAL FIRE) when under contract to local governments. All of the land in the City of Orland is LRA.
- State Responsibility Area (SRA): SRA's are generally unincorporated areas that are not federally owned, are undeveloped, and are covered by wildland vegetation or rangeland.
- Federal Responsibility Area (FRA): FRA's are areas that are managed by a federal agency.

FIRE THREAT

Wildfire is an ongoing concern for all communities in California. The combination of California's complex terrain and Mediterranean climate (cold and wet winters/spring and warm and dry summers/fall) supports very productive natural plant communities and contributes to one of the most fire-prone and consequently fire-adapted landscapes in the world. Generally, the fire season extends from early spring through late fall of each year during the hotter, dryer months. Fire conditions arise from a combination of high temperatures, low-moisture content in the air and plant matter, an accumulation of vegetation, and high winds.

Three types of fires have the potential for resulting in major losses in and around the City. These include fire or explosion at one of the local agricultural processing plants, major operational failure of the rail service or interstate that pass-through Orland, and urban conflagration (multiple simultaneous structural fires).

The most likely fire threat in Orland would be a structural fire within a residence or small business. There are no unique or significant fire hazards associated with the rural/urban interface between the City and surrounding open spaces. The threat of wildland fire is considered to be minimal based on land uses surrounding the City.

The City of Orland Background Report provides additional information on state vs. local responsibility areas and provides Fire Threat Maps for the Orland area.

OTHER SIGNIFICANT FIRE HAZARDS

A highly flammable invasive fuel called *Arundo donax*, more commonly known as giant reed, grows along the Lower Stony Creek channel. *Arundo donax* exacerbates

erosion, significantly reduces wildlife habitat, and poses a serious threat of fire to the City and its residents. On an intermittent basis, State Conservation Camp crews contract with the Glenn County Public Works department to conduct hand reductions of Arundo vegetation within the Lower Stony Creek stream channel near Orland as well as areas around state and county bridges that cross the stream channel. Additionally, the City of Orland supports the Glenn County Resource Conservation District (GCRCD) in their efforts to eradicate the Arundo growth within the flood channel of Lower Stony Creek.

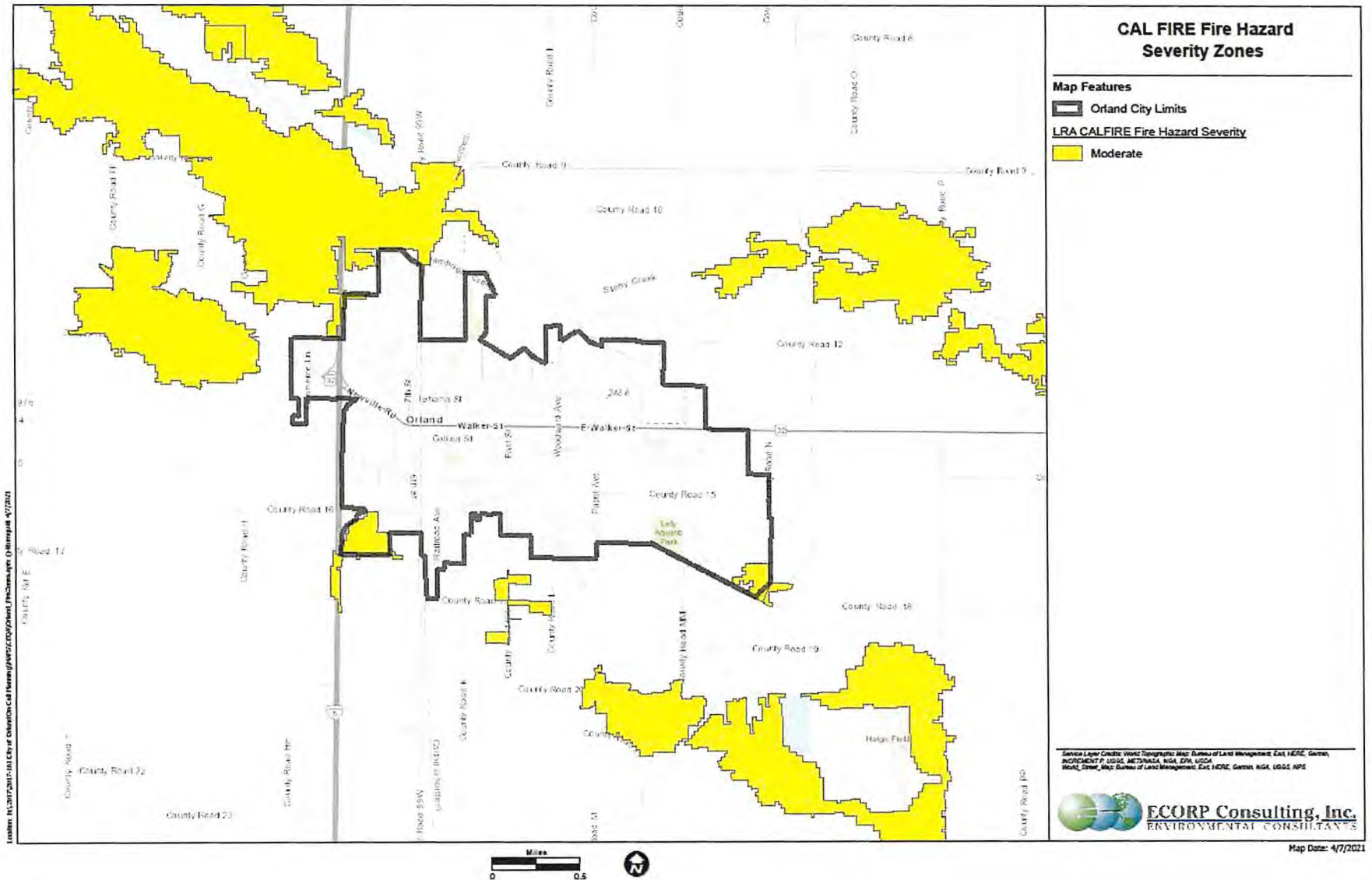
FIRE HAZARD SEVERITY ZONES

The California Department of Forestry and Fire Protection (CAL FIRE) identifies and maps Fire Hazard Severity Zones (FHSZ) based on the severity of the fire hazard expected to prevail there. CAL FIRE ranks fire threat according to the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include little or no fire threat, moderate, high, and very high fire threat. FHSZs do not predict when or where a wildfire will occur, however, they do identify areas where wildfire hazards could be more severe and therefore are of greater concern. FHSZs are meant to help limit wildfire damage to structures through planning, prevention, and mitigation strategies that reduce risk. Figure 4-3 shows the fire hazard severity zones within Orland.

PAST FIRE EVENTS

No major fire events have occurred in the City or Orland or the planning area in the past 10 years. However, as noted in Section 4.8.2 Past Occurrences of the Glenn County Multi-Jurisdictional Hazard Mitigation Plan, since 2012, five major wildfire events have occurred in Glenn County. None of these wildfire events took place in or near Orland, though wildfire events are still a major concern throughout the County. Of the region's fire history, the majority of fires in Glenn County occur in the areas of the County located west of I-5 - in and adjacent to Mendocino National Forest and in the areas with larger amounts of vegetation and greater slopes. Additional data on past fire events can be found in Section 6 of the Glenn County Community Wildfire Protection Plan (CWPP).

FIGURE 4-3
FIRE HAZARD SEVERITY ZONES



Chapter 4.0

This page is intentionally left blank.

RESPONSE TIME

Average response time for fire protection and emergency medical services within the City of Orland is 3-5 minutes for arrival at the station, approximately 1 minute to prepare and leave the station, and an additional 2-3 minutes to the actual call site. Target response time for fire protection and emergency medical services are seven (7) minutes or less during daylight hours and at night. In the future, creation of a satellite station(s) could reduce these response times considerably to outlying areas of the City. The placement of an unstaffed satellite equipment facility in the area of the eastern section of the Planning Area could serve the purpose of reducing response times for that area, as well as to the east Orland area.

Response time to an emergency situation is affected by adequate street access for emergency vehicles. Minimum standards for roadway widths and guidelines for ensuring adequate emergency vehicle access are provided within the Circulation Element of this General Plan.

~~A final~~ An important component of rapid emergency response is the clear identification of addresses on homes and businesses. Without clearly recognizable addresses, emergency response may be unnecessarily delayed.

WATER DELIVERY SYSTEM

~~There are over 300 close to 500 hydrants within the city limits. While the City strives to deliver maximum flow through all hydrants in the City, flow depends on multiple varying factors such as pipe size and age. Although all of the 300 hydrants are capable of delivering the maximum flow available (1,500 gallons per minute on average), such availability depends on the water mains that supply the specific hydrants. Therefore, the average flow for hydrants within the City is approximately 700 gallons per minute. The City is responsible for checking all hydrants and conducting proper maintenance to ensure that they are operating properly.~~

Because the City is expanding outward in multiple directions, there is some concern that increased population could add strain to fire protection services in the area. The City currently has plans to construct a new water storage tank with a minimum usable capacity of 1 million gallons. Construction of this facility would address the concerns of water supply dependability, particularly if the tank and its pumps are sized to fire-flow requirements and normal water usage computed at the peak use period (June to August).

For additional discussion and policies related to water supply and wastewater, please see **Section 5.7** and **Section 5.8** of the Open Space, Conservation, and Public Facilities Element.

FIRE STATION STAFFING/EQUIPMENT

The Orland Fire Protection District is an independent special district that provides the funds for the fire protection services to the parcels in the unincorporated area surrounding the City of Orland. The Orland Volunteer Fire Department is the entity that

provides fire protection services to the parcels within the Orland Fire Protection District, which includes unincorporated areas in Glenn County and all parcels within the boundaries of the City of Orland. Orland's Volunteer Fire Department is made up of a 40-45-member volunteer crew, one full time paid chief, and one part time paid office assistant. As mentioned previously, the department is currently staffed by a 40-45-member volunteer crew that operates one Type 6 (150 GPM) chief's truck, one utility pickup, one rescue squad, four engines (one 1,500 GPM, one 1,250 GPM, two 1,000 GPM, and one 500 GPM), one ladder truck (2,000 GPM), and one tank trailer, and three water tenders totaling 11,000 gallons. Additionally, the department has access to Rural District firefighting apparatuses in the event that extra equipment is needed.

The Department currently has an Insurance Service Office (ISO) rating of three (3). The Department has mutual-aid agreements with the City of Willows, Artois and Hamilton City for creek fires and mutual-aid agreements with Willows and Artois for structure fires. Additionally, the City has mutual-aid agreements with CAL FIRE for strike teams and station protection.

GOALS, POLICIES, AND PROGRAMS

GOAL 4.3: PROTECT PEOPLE AND PROPERTY WITHIN THE CITY OF ORLAND AGAINST FIRE-RELATED LOSS AND DAMAGE.

Policy 4.3.A: The City shall maintain current levels of service for fire protection by continuing to require development to provide and/or fund fire protection facilities, operations, and maintenance.

Program 4.3.A.1: Develop and adopt standards for fire suppression facilities, including water supply and distribution system standard, and fire hydrant spacing.

Program 4.3.A.2: Review the need for automatic fire protection sprinklers within new residential and commercial development. If needed, incorporate such requirements within the City Building Code.

Program 4.3.A.3: Require all new development to design public facility improvements to ensure that water volume and hydrant spacing are adequate to support efficient and effective fire suppression.

Program 4.3.A.4: Consider amending existing ordinances or adopting a new ordinance that requires clear and recognizable addresses for all structures within the City of Orland.

Program 4.3.A.5: Enforce the requirements of Public Resources Code Sections 4290 and 4291 on all development projects. This includes, but is not limited to, the following:

- Maintain roofs of structures free of vegetative growth.*
- Remove any portion of trees growing within ten (10) feet of*

chimney/stove pipe outlets.

- *Maintain screens over chimney/stovepipe outlets or other devices that burn any solid or liquid fuel.*

Policy 4.3.B: The City shall continue to support the needs of the Orland Volunteer Fire Department and shall provide assistance as necessary to maintain an efficient and functional fire service operation.

Policy 4.3.C: The City shall strive to improve the City's current Insurance Service Office (ISO) rating of four, for safety and associated economic benefits.

4.4 OTHER EMERGENCY SERVICES

This section discusses emergency services other than fire protection. These services include police protection, emergency medical services, and health services. Section 4.3, Fire Protection, describes existing fire protection services in the City of Orland and includes goals, policies, and programs related to those services.

POLICE PROTECTION

The City of Orland Police Department provides police protection services within the City of Orland. The main station is located at 817 Fourth Street. However, due to the need for increased space, the Police Department is in the process of renovating an existing building located on Fourth Street in downtown Orland. The new building will provide the Police Department nearly double the square footage area of current building. The new police station is scheduled for completion by 2010-2011.

The Police Department office is open from 8 a.m. to 5 p.m. Monday through Friday, except holidays. During weekends and at night, services are provided by the Glenn County Sheriff's Office, which provides patrol and emergency dispatch services to the City.

The Orland Police Department currently has 16 employees, comprising one sworn community service officer, three non-sworn support employees, two sergeants, nine patrol officers, and one chief. The Police Department uses five vehicles for its services. For more information on the Police Department, please see the Orland Background Report.

EMERGENCY MEDICAL SERVICES

The Orland Volunteer Fire Department assumes the first response to all medical emergency calls in the City. In addition to fire emergency services, the Department provides services in the form of medical emergency response and disaster aid. The Department currently has two ambulances, with one staffed 24 hours per day. The majority of the fire department volunteers are either EMT-trained or are trained First Responders. See the Background Report for more information.

HEALTH SERVICES

Orland's role in health services issues is somewhat limited. The City is not directly involved with the establishment, management, or operation of any health care facilities. Nevertheless, Orland is a growing community with an ever-increasing need for health services that is recognized by the City in its planning efforts.

Currently, there is no hospital in the City of Orland. The closest full-service hospital is Enloe Medical Center in Chico, which is located approximately 18 miles to the east. Additionally, the Glenn Medical Center is located 15 miles to the south of Orland in Willows.

~~Del Norte Clinics, Inc.~~ Ampla Health has a branch medical center at 1211 Cortina Drive in Orland. This clinic accepts Medi-Cal as well as private insurance and offers a sliding scale for income-eligible patients. Orland is also served by Enloe Immediate Care Medical located at 1361 Cortina Drive. Additionally, the Glenn County Health Department is a division of the Glenn County Health Services Agency. Located at 242 North Villa in Willows, the Department offers multiple health services as well as numerous health education services.

OUTLOOK

At the current population of ~~7,179~~ 8,527 (California Department of Finance 2021), the Orland Police Department provides approximately ~~1.92~~ officers per 1,000 residents (not including non-sworn support employees). The Chief of Police has stated that the current force-level is able to meet current call demands within the City area. However, it is anticipated that during the life of the 2008–2028 General Plan, the City will need to expand the size of the Police Department staff in order to continue to serve the growing population.

Generally speaking, cities maintain a fire staffing/population ratio similar to police departments. However, because Orland's fire protection services are made up of volunteers, maintenance of a specific ratio may be impractical. While it is the City's goal to respond to fires within five minutes, the nature of a volunteer force precludes this from always occurring. As mentioned above, the placement of an unstaffed satellite equipment facility in the area of the northeastern section of the Planning Area could serve the purpose of reducing response times for that area, as well as to the east Orland area.

There are currently no plans for expansion of EMS or hospital services. As the City's population grows, the need for emergency medical services and medical facilities will likewise increase. The City has a limited role in medical services, as most facilities are operated by private organizations.

GOALS, POLICIES, AND PROGRAMS

GOAL 4.4: PROVIDE POLICE AND EMERGENCY MEDICAL SERVICES IN A WELL-PLANNED, COST-EFFECTIVE, AND PROFESSIONAL MANNER.

Policy 4.4.A: The City shall strive to provide high-quality police services for City residents and businesses with adequate facilities, modern technology and

current training to maximize job performance.

Program 4.4.A.1: The City should continue to emphasize the use of modern technology in providing effective law enforcement for the community and support such technology through the budget. Up-to-date technology assists in the maintenance and improvement of service levels and response times. The City should strive to maintain and improve its stated response time standards for all calls, especially emergency.

Program 4.4.A.2: The City should continue to participate in its mutual aid agreements and coordination between the City's Police Department and other law enforcement agencies.

Program 4.4.A.3: During its annual budget review, the City shall consider the needs of the Orland Police Department and will support those needs with budget revenues, grants, and impact fees. As part of the budget review process, the City shall review impact fee rates to ensure they adequately reflect a fair share of funding by development and other law enforcement service recipients.

Policy 4.4.B: The City shall incorporate police protection considerations into City and community activities.

Program 4.4.B.1: Refer development proposals to the Orland Police Department for review and comment. The review process shall consider the provision of access to lands for emergency services, street access to all structures, and crime prevention programs.

Program 4.4.B.2: Promote ongoing public safety programs, including Neighborhood Watch, Police Explorers, Volunteers in Police Services (VIPS) and other public education and crime prevention efforts.

GOAL 4.5: ENSURE A RANGE OF HEALTH CARE SERVICES ARE CONVENIENTLY AVAILABLE TO CITY RESIDENTS.

Policy 4.5.A: The City shall assist local health service and care providers in pursuing funding opportunities, both public and private, for the planning, construction and staffing of health and medical facilities.

Program 4.5.A.1: The City should take the lead role and/or partner with nonprofit organizations in applying for funds that they cannot pursue directly because of their legal status (e.g., Community Development Block Grant program).

4.6 GEOLOGIC HAZARDS

This section addresses seismic and geologic hazards that could result in structural failures and damage to structures in the City of Orland. According to the Glenn County Seismic Safety Element, geologic hazards such as earthquake shaking, landslides, and

volcanic eruption are minimal and are not expected to be a major problem in the planning area. However, the information below provides a preliminary indication of the degree of potential hazard or risk that may exist for various geologic or seismic events within the Planning Area.

SUBSIDENCE

Subsidence occurs at great depths below the surface when subsurface pressure is reduced by the withdrawal of fluids (i.e., groundwater, natural gas). A vacuum may be created that gradually causes sinking of the ground. The primary cause of subsidence in the Planning Area would be from overdrafting of groundwater. Currently, no area of serious overdraft has been identified in the Planning Area. Additionally, there have been no reports of subsidence.

EROSION

Erosion may be expected in the Planning Area where protective vegetation is removed by construction, fire, or cultivation. Factors that contribute to erosion include topography, rainfall, and soil type. Because the Orland Planning Area is relatively flat, there is a low potential for erosion. For a discussion of erosion concerns along Stony Creek, see the Open Space, Conservation, and Public Facilities Element.

EXPANSIVE SOILS

A soil's potential to shrink and swell depends on the amount and types of clay in the soil. Certain clays expand when wet and disproportionately shrink when dry. Highly expansive soils can cause structural damage to foundations and roads and are less suitable for development than non-expansive soils. According to the Glenn County General Plan, the Orland Planning Area has a low to high potential for expansive soils. A map of expansive soils in the General Plan shows the majority of expansive soils west of I-5. Detailed geologic investigations may be necessary for areas with moderate to high shrink-swell potential. Development on expansive soils may require special grading and construction techniques. This type of soil also increases the cost of installing sewer and water lines and affects the design of storm drainage facilities since percolation is slow. This may present specific challenges in developing commercial uses in areas west of I-5. Additional soils information is presented in **Table 4-1**.

TABLE 4-1
SELECTED PHYSICAL AND ENGINEERING PROPERTIES OF SOILS IN THE ORLAND GENERAL PLAN AREA

Soil	Depth (Inches)	USDA Texture	Percentage passing sieve number:				Liquid Limit %	Plasticity Index	Permeability : in./hr.	Shrink-Swell Potential
			4	10	40	200				
Czk: Cortina	0-8	Gravelly fine sandy loam	55-80	50-75	35-60	25-40	20-30	NP-5	2.00-6.00	Low
	8-15	Stratified very gravelly loamy sand to very gravelly loam	30-60	25-55	15-40	5-35	20-30	NP-5	2.00-6.00	Low
	15-60	Stratified very gravelly sand to very gravelly loamy sand	30-60	25-55	15-45	0-10	---	NP	6.00-20.00	Low
Czt:	0-8	Very gravelly sandy loam	30-	25-	15-	5-35	20-30	NP-5	2.00-6.00	Low

Cortina			60	55	50					
	8-32	Stratified very gravelly loamy sand to very gravelly loam	30-60	25-55	15-40	5-35	20-30	NP-5	2.00-6.00	Low
	32-60	Stratified very gravelly sand to very gravelly loamy sand	30-60	25-55	15-45	0-10	---	NP	6.00-20.00	Low
Omr: Orland	0-11	Loam	80-95	75-90	65-85	50-65	25-35	NP-10	0.60-2.00	Low
	11-42	Stratified loam to silt loam	80-95	75-90	65-85	50-65	25-35	NP-10	0.60-2.00	Low
	42-60	Stratified sand to gravel	15-65	10-60	5-40	0-15	---	NP	>20.00	Low
Wg: Wyo	0-11	Loam	80-95	75-90	65-85	50-65	25-35	NP-10	0.60-2.00	Low
	11-42	Loam, very fine sandy loam	80-95	75-90	65-85	50-65	25-35	NP-10	0.60-2.00	Low
	42-60	Sand and Gravel	30-55	25-50	20-30	0-5	---	NP	>20.00	Low
Wh: Wyo	0-11	Gravelly loam	65-90	55-75	50-75	35-50	25-35	5-10	0.60-2.00	Low
	11-30	Gravelly loam	65-90	55-75	50-75	35-50	25-35	5-10	0.60-2.00	Low
	30-60	Sand and Gravel	50-85	40-80	30-50	5-10	---	NP	6.00-20.00	Low
Wn: Wyo	0-11	Silt loam	100	100	85-100	60-85	25-35	5-10	0.60-2.00	Low
	11-60	Silt loam, silty clay and gravel	95-100	100	85-100	70-85	25-40	5-20	0.60-2.00	Low

SEISMIC HAZARDS

Geologic hazards such as earthquake shaking, landslides, and volcanic eruption are minimal and are not expected to be a major problem in the Planning Area. The information below provides a preliminary indication of the degree of potential hazard or risk that may exist for various geologic or seismic events in the Planning Area.

SEISMIC RISK

Fault Rupture

The Alquist-Priolo Special Studies Zone Act (APSSZ) represents the current State-mandated approach to preventing development in active fault zones. The Special Studies Zones are delineated and defined by the State Geologists and within the assigned zones, cities and counties must establish special procedures for reviewing applications for new building permits. There are no designated APSSZ within the Planning Area, nor are there any known or inferred active faults. Thus, the potential for ground rupture within Orland is considered very low. During the past 100 years, Glenn County has experienced only minor earthquakes within its boundaries and secondary impacts from earthquakes centered out of the area.

The closest fault to Orland is located approximately 10 miles to the west near Black Butte Reservoir. This fault trends northwest-southeast and can be considered potentially active. Several other faults are located farther west in the Coastal Ranges, as well as to

the east in the Sierra Nevada. Although the Planning Area is not prone to seismic hazards, potential geologic hazards can be substantially eliminated through action of the City and County such as California building code enforcement. For building code purposes, the City of Orland is in Seismic Zone "D."

As shown in Figure 4-4, the Corning Fault runs through Orland. This fault is a Quaternary fault, or one that has been recognized at the surface and which have evidence of movement in the past 1.6 million years, or during the Quaternary Period.

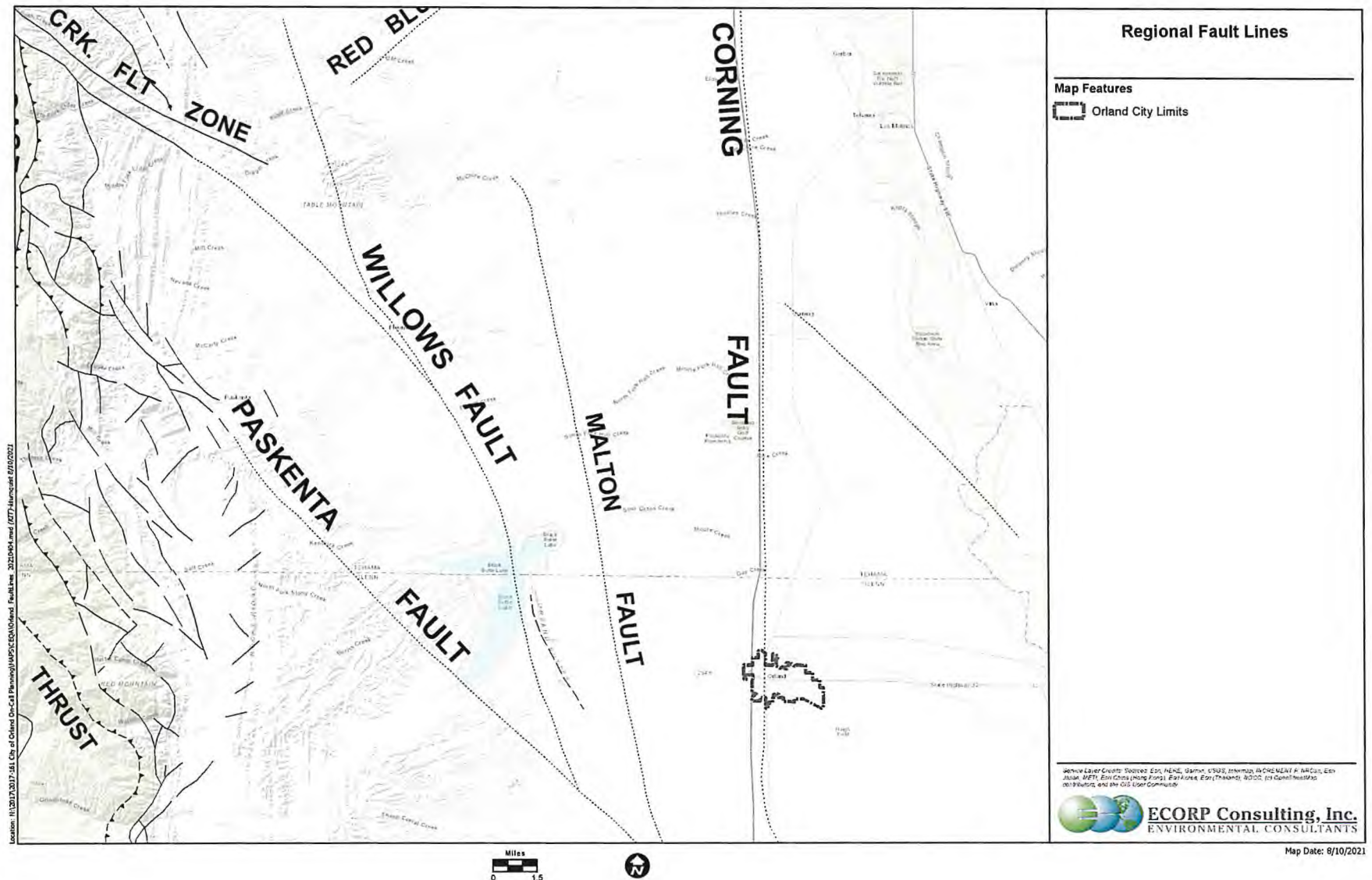
Ground Shaking

Development within the Orland Planning Area may be exposed to violent shaking from periodic earthquakes or faults in the region. The major cause of structural damage from earthquakes is the result of ground shaking and liquefaction. However, because nearby faults have not been active, the likelihood of an earthquake originating from them is considered low, and the likelihood of structural damage as a result of ground shaking is also considered low.

Liquefaction

Liquefaction can occur when strong ground shaking causes the densification of soils, with a resultant local or regional settlement of the ground surface. Settlement is typically associated with high intensities of ground shaking, a shallow water table, and the presence of loose alluvial deposits on sandy soils. High intensity ground shaking is unlikely in the Planning Area as discussed above. However, area conditions (shallow groundwater and sandy alluvial soils) do favor settlement if a strong seismic event occurred in the area. Detailed soils engineering evaluations are appropriate to further evaluate the liquefaction potential for individual projects.

FIGURE 4-4
FAULT LINES



Chapter 4.0

This page is intentionally left blank.

GOALS, POLICIES, AND PROGRAMS

GOAL 4.6: MINIMIZE THE THREAT OF PERSONAL INJURY AND PROPERTY DAMAGE DUE TO SEISMIC AND GEOLOGIC HAZARDS.

Policy 4.6.A: The City shall consider the potential for expansive soils and earthquake-related hazards when reviewing applications for developments.

Program 4.6.A.1: The City may require that a soils report, prepared by a licensed soils engineer, be required for all projects within areas of identified soils limitations. Soils reports shall evaluate shrink-swell and liquefaction potential of sites and recommend measures to minimize unstable soil hazards.

Program 4.6.A.2: Public buildings and areas designed for assembly will be constructed to meet seismic safety standards.

Program 4.6.A.3: Work with owners of existing buildings to encourage structural improvements to meet current seismic standards.

Program 4.6.A.4: Consider funding options to assist property owners with costs related to seismic safety structural improvements.

Policy 4.6.B: The City shall work with landowners and interested parties to address seismic safety concerns for older and historic buildings within the downtown area.

Program 4.6.B.1: Explore options to amend existing development codes where feasible to facilitate the reuse and redevelopment of existing structures within the downtown area relative to seismic safety standards.

Policy 4.6.C: The City shall require applications for projects that extract groundwater, oil, or gas to include a report evaluating the potential for resulting subsidence. Reports shall discuss appropriate mitigation measures to reduce the potential for subsidence.

4.7 CLIMATE CHANGE HAZARDS

CLIMATE CHANGE

In 2015, California adopted Senate Bill (SB) 379, which amended Section 65302(g) of the California Government Code to require General Plan Safety Element's to address climate adaptation and resiliency strategies applicable to the local planning area.

Climate change refers to prolonged changes in temperature, precipitation, and wind patterns attributed to increased concentrations of greenhouse gases (EPA 2017). While some levels of these gases are necessary to maintain a comfortable temperature on Earth, an increased concentration of these gases traps additional heat, impacting Earth's

climate system in several ways. These effects can lead to an increase in frequency and intensity of climate change hazards such as flooding, severe weather, wildfires, landslides, and drought conditions, among others (EPA 2017). Impacts from climate change already occurring in California, include loss of the Sierra snowpack, severe drought periods, sea level rise, more frequent and intense wildfires, and heat waves (OEHHA 2018).

STATE LEGISLATION ON CLIMATE CHANGE

Since 2005, the State of California has responded to growing concerns over the effects of climate change and has been a leader in adopting important policies, guidelines, and regulations to address climate change, including the key initiatives below.

Executive Order S-3-05: In 2005, Governor Arnold Schwarzenegger issued EO S-3-05, which established the following greenhouse gas (GHG) emission reduction targets for the state:

- By 2010, reduce GHG emissions to 2000 levels,
- By 2020, reduce GHG emissions to 1990 levels, and
- By 2050, reduce GHG emissions to 80% below 1990 levels.

This order directed the California EPA; the Business, Transportation, and Housing Agency; the California Air Resources Board (CARB); the California Energy Commission; and the Public Utilities Commission to work together to develop a Climate Action Plan and report back on progress on meeting the statewide targets.

Assembly Bill 32: In 2006, California adopted AB 32, the Global Warming Solutions Act. SB 32 required the California Air Resources Board to develop a Scoping Plan to outline how the state will reduce statewide GHG emissions to 1990 levels by the year 2020.

Senate Bill 375: In 2008, California adopted SB 375, the Sustainable Communities and Climate Protection Act. The bill builds on AB 32 by setting regional GHG emissions targets and calls for regional planning agencies to prepare a "sustainable communities' strategy" (SCS) as an integral part of its regional transportation plan.

LOCAL CLIMATE CHANGE IMPACTS

How climate change affects a specific community depends on its location, natural resources, built environment, and, most importantly, the varying degrees to which community members can respond and adapt to its impacts. The following section describes climate change impacts that may affect Orland in the future, and the populations that will be most vulnerable to them. The hazards discussed in this section are based on projections provided by Cal-Adapt, the California Fourth Climate Change Assessment, the Federal Emergency Management Agency (FEMA), and scholarly research.

In climate research, emission scenarios are used to provide plausible descriptions of how the future climate may change with respect to a range of variables including socio-economic change, technological change, energy and land use, and emissions of

greenhouse gases and air pollutants (van Vuuren et al., 2011). The goal of working with scenarios is not to predict the future, but to better understand uncertainties and alternative futures, in order to consider how to plan for a wide range of possible futures. Over time, a variety of approaches to climate modelling scenarios have been used. In order to avoid inconsistencies between climate modelling groups, researchers use the same type of scenario when they are conducting studies. Currently, climate scientists use emissions scenarios based on the concept of Representative Concentration Pathways, or RCPs. A Representative Concentration Pathway (RCP) is a greenhouse gas concentration trajectory adopted by the Intergovernmental Panel on Climate Change (IPCC). The pathways describe different climate futures, all of which are considered possible depending on the volume of greenhouse gases (GHG) emitted in the years to come. For each category of emissions, an RCP contains a set of starting values and the estimated emissions up to the year 2100, based on assumptions about economic activity, energy sources, population growth and other socio-economic factors (Bjørnæs, 2015). Also included in the data is historic, real-world information.

The emission scenarios identified in this General Plan span from a low-end scenario that requires significant emissions reductions resulting in zero global emissions by 2080 (RCP 2.5) to a high-end, "business-as-usual," fossil-fuel-intensive emissions scenario (RCP 8.5). RCP 4.5 is described by the IPCC as an intermediate scenario. Emissions in RCP 4.5 peak around 2040, then decline (IPCC, 2014). In RCP 8.5, emissions continue to rise throughout the 21st century (IPCC, 2014).

Rising Temperature

Annual average temperatures in Orland are projected to increase steadily. Orland's historical average annual maximum temperature, based on data from 1961 to 1990, was 74.9°F (Cal-Adapt, 2017). Under a medium emissions scenario (RCP 4.5), Orland's average annual maximum temperature will rise from 74.9°F to 78.8°F by 2064 and to 79.9°F by 2099 (Cal-Adapt, 2017). Under a high emissions scenario (RCP 8.5), Orland's average annual maximum temperature will rise from the historical average baseline of 74.9°F to 79.6°F by 2064 and to 83.1°F by 2099 (Cal-Adapt, 2017).

Increased average temperatures are expected to lead to secondary climate change impacts, including increases in the frequency, intensity, and duration of extreme heat days and multi-day heat waves in California. Cal-Adapt defines the extreme heat day threshold for Orland as 105°F or higher. Orland has a historical average of four extreme heat days a year. Under a medium emissions scenario (RCP 4.5), Orland is expected to experience 16 extreme heat days annually by 2064 and 23 a year by 2099 (Cal-Adapt, 2017). Under a high-emissions scenario (RCP 8.5), Cal-Adapt predicts that Orland will experience 22 extreme heat days annual by 2064 46 extreme heat days per year by 2099 (Cal-Adapt, 2017).

Increased Precipitation Variability

As described in the North Coast Region Report from the California Fourth Climate Change Assessment, future trends in precipitation are uncertain, with some models suggesting modest increases in annual precipitation while others suggest lower precipitation relative to recent historical conditions (Grantham, 2018). California's climate

varies between wet and dry years. Dry years are also likely to be followed by dry years, increasing the risk of drought. While California does not see the average annual precipitation changing significantly in the next 50-75 years, precipitation will likely be delivered in more intense storms and within a shorter wet season (Grantham, 2018).

On average, the state receives 75 percent of its annual precipitation from November through March, with 50 percent occurring from December through February (OEHHA, CalEPA, 2018). As the winter months have become warmer in recent years, more precipitation has been falling as rain instead of snow over the watersheds that provide a large percentage of the state's water supplies.

The state relies on winter snowpack storing water during the cold months as runoff from melting snowpack in the warmer months supplies the water needed by the state for municipal uses and agriculture (OEHHA, CalEPA, 2018).

Between the period of 1961 to 1990, Orland experienced an average rainfall of approximately 21.3 inches per year (Cal-Adapt, 2017). No clear trend is evident in the amount of yearly precipitation Orland will experience in the future. It is estimated that years with extremely low and extremely high precipitation will become more frequent as the climate continues to warm (Cal-Adapt, 2017).

Drought

A drought occurs when conditions are drier than normal for an extended period of time, making less water available for people and ecosystems. Droughts are a regular occurrence in California; however, scientists expect that climate change will lead to more frequent and more intense droughts statewide (Grantham, 2018). Drought severity depends on numerous factors, including duration, intensity, and geographic extent. The severity of drought can be aggravated by other climatic factors, such as prolonged high winds and low relative humidity. As noted in the Glenn County MJHMP, drought is a regional hazard with no defined boundaries; thus, the drought conditions in Orland are on par with those of the rest of Glenn County.

Severe drought can reduce agricultural production, increase the threat of wildfires, and increase the demand for energy used for cooling. The high annual variability in California's precipitation means that each year could hold the possibility of either record wet or record dry conditions (DWR, 2020). In the absence of the ability to reliably predict seasonal precipitation, Orland must be prepared for the possibility of extreme wet or dry conditions in any year. Actions like conserving water, enhancing water efficiency throughout landscapes, identifying alternative water supplies, and emergency planning for drought conditions can be taken to prepare for future conditions.

VULNERABLE POPULATIONS

Climate change creates significant and evolving challenges to the health and well-being of the entirety of California's population; however, some Californians are particularly vulnerable. There is a broad range of environmental hazards attributed to climate change including heat waves, wildfires and wildfire smoke, air pollution, sea

level rise and inland flooding. Some of the public health risks posed by climate change include risks related to heat, outdoor and indoor air quality, water quality and availability, extreme weather events, flooding, infectious diseases, limitations on health services, and food safety and food security (CRNA, 2014).

Populations considered most vulnerable to climate change impacts are children, pregnant women, older adults, and those with pre-existing conditions (Maizlish et al., 2017). In addition, social and demographic factors and inequities affect individual and community vulnerability to the health impacts of climate change. Individuals with fewer economic resources, limited mobility or access to transportation, lower English language proficiency and education, and uncertain citizenship status are at a greater risk as they have fewer resources to adapt, evacuate, or access information (Maizlish et al., 2017).

Public health adaptation strategies can help to minimize the negative health impacts of climate change. Some of these strategies include providing community education and engagement opportunities, identifying vulnerable segments of the population, and providing public resources such as cooling shelters and emergency response programs (Maizlish et al., 2017).

LOCAL ADAPTATION STRATEGIES

In many instances, responding to climate change does not require large scale changes to municipal operations, but only requires adapting exiting plans and polices to incorporate knowledge about changing levels of risk across key areas such as public health, infrastructure planning and emergency management.

Incorporating this knowledge not only protects our communities from growing risk, but climate adaptation strategies can also increase jobs, improve public health and the overall livability of our communities. Strategies which strengthen resilience in time of emergency also help communities thrive even more during good times.

GOALS, POLICIES, AND PROGRAMS

GOAL 4.7: MINIMIZE THE RISKS TO LIFE, PROPERTY, THE ECONOMY, AND THE ENVIRONMENT RESULTING FROM CLIMATE CHANGE.

Policy 4.7.A: Consider and monitor the effects of climate change in Orland and the associated levels of risk in order to adapt to changing climate conditions and be resilient to negative changes and impacts associated with climate change.

Program 4.7.A.1: Monitor federal, state, and regional plans and programs to stay informed on emerging information, practices, and strategies to address climate change.

Program 4.7.A.2: When updating master plans for infrastructure, including water supply, flood control, and drainage, and critical facilities, review relevant climate change scenarios and ensure that the plans consider the

potential effects of climate change and include measures to provide resilience.

Program 4.7.A.3: Support public education, adaptation, and emergency response services in response to the potential long-term impacts of climate change.

Program 4.7.A.4: Seek to provide the community with information relating to sustainability, climate change, and innovative development strategies.

Program 4.7.A.5: In the event of severe weather conditions such as excessive heat, provide response services including the deployment of emergency services, opening of local cooling shelters, and community notifications.

Program 4.7.A.6: Participate in regional activities and initiatives to help reduce risks and economic impacts of potential disasters related to extreme weather.

Program 4.7.A.7: Ensure resilience to the impacts of global climate change by considering the effects (including but not limited to increasing temperatures, heavier storms and other weather events, increased fire risk) as part of best practices in all aspects of City functions.

Program 4.7.A.8: Where funding allows, work to reinforce critical infrastructure to ensure resilience to the potential negative impacts of climate change.

4.7 4.8 HAZARDOUS MATERIALS AND WASTE MANAGEMENT

The City of Orland relies on the Glenn County Hazardous Waste Management Plan to direct hazardous waste management activities throughout the county and within the City of Orland.

According to OSHA requirements under 29 Code of Federal Regulations (CFR) 1910.120 and the California Code of Regulations Title 8 Section 5192, anyone who may discover or respond to a hazardous materials incident (i.e., fire, law, health, transportation, public works, private industry) must have a minimum of Hazardous Materials First Responder Operational (HMFRO) training. The HMFRO certification should be renewed every year.

TRANSPORT OF HAZARDOUS MATERIALS

The location of Interstate 5 and State Route 32 through the Planning Area raises concerns of accidents with vehicles carrying hazardous materials. Transportation of hazardous materials is strictly regulated by state and federal agencies.

GOALS, POLICIES, AND PROGRAMS

GOAL 4.7: MINIMIZE THE RISK OF PERSONAL INJURY, PROPERTY DAMAGE, AND ENVIRONMENTAL DEGRADATION RESULTING FROM THE USE, TRANSPORT, DISPOSAL, AND RELEASE/DISCHARGE OF HAZARDOUS MATERIALS.

Policy 4.7.A: The City shall continue to work with Glenn County to manage

hazardous waste.

Program 4.7.A.1: Continue to coordinate hazardous waste management programs with the Glenn County Hazardous Waste Management Plan and the Glenn County Emergency Operations Plan.

Program 4.7.A.2: Refer all permits for new projects or major additions to existing uses located on sites identified by the State as having or containing likely hazardous substances or materials to the Glenn County Health Department to ensure compliance with applicable state and local regulations.

Program 4.7.A.3: Any use which uses or manufactures hazardous substances within one-quarter mile of any existing or proposed school shall only be permitted when authorized by a conditional use permit, with ample assurances that the students will not be placed in a hazardous environment.

Policy 4.7.B: The City shall encourage HMFRO training and certification for appropriate public safety personnel.

4.8 RAIL-RELATED HAZARDS

Hazardous materials are also regularly shipped via the rail line and, while unlikely, an incident involving a rail accident within the City could have serious effects. Unfortunately, the City has little control over the types of materials that are shipped via the rail line. With regard to government activities, the content of shipments may be confidential for reasons of security.

While the City has little influence over the types of material transported via the rail line, ensuring that at-grade crossings within the City are operating in a safe and effective manner can reduce the potential for rail incidents.

GOALS, POLICIES, AND PROGRAMS

GOAL 4.8: MINIMIZE THE POTENTIAL FOR HAZARDS RELATED TO RAIL SERVICE IN AND AROUND THE CITY OF ORLAND.

Policy 4.8.1: Rail-related hazards shall be considered prior to approval of new development projects and roadway improvements in the immediate vicinity of the Union Pacific Railroad tracks.

Program 4.8.A.1: Consult with the Union Pacific Railroad Company to determine ways to minimize hazards related to at-grade rail crossings within Orland.

Program 4.8.A.2: Endeavor to monitor the operation of at-grade crossings within the city limits and shall immediately report any problems with gate function to the rail line operator.

4.9 AIRPORT-RELATED HAZARDS

There are two publicly owned airports in Glenn County: Haigh Field, located in Orland, and the Willows-Glenn Airport. Haigh Field is the only airport within the Planning Area. It is located approximately 3 miles southeast of the City of Orland's central business district, and approximately three-quarters of a mile from the City Limits at its nearest distance. Specifically, the airport is located at the southwest corner of County Roads P and 200, south of State Highway 32. The airport covers approximately 300 acres and has one runway which is approximately 5,160 feet long and 50 feet wide. Its length qualifies it as a "Basic Transport" facility, suitable for use by general aviation users and capable of handling small or light business jets. There is sufficient land area for expanding service and facilities to meet the City's needs and also those of the region.

The airport is currently located within the jurisdiction of and is managed by the County of Glenn, but is within the City of Orland Sphere of Influence. It was constructed by the U.S. Army during World War II as an auxiliary training field for the Chico Army Airfield. The facility was turned over to the County for general aviation use after World War II and named in honor of a County Supervisor.

The airport is located approximately 1.5 miles south of SR 32. It is located in an undeveloped, primarily agricultural area, with residential uses scattered on all sides with the highest density located north of the airport. Residences, businesses and other activities located adjacent to or near the airport could be exposed to hazards arising from airport operations. Land use activities located within the flight path of aircraft could be exposed to potential incidents involving aircraft. Nearby buildings could interfere with airport operations as well as be exposed to additional risk.

Comprehensive Airport Land Use Plan

The Glenn County Airport Land Use Commission adopted the Comprehensive Airport Land Use Plan (CLUP) for Orland Haigh Field Airport on February 27, 1991. The CLUP provides the land use compatibility guidelines on which compatibility of land uses with airport operations are determined. It also establishes the planning boundaries around the airport. These boundaries are established for height, noise and safety. Following adoption by the Airport Land Use Commission, a CLUP is transmitted to all jurisdictions affected by the plan.

Under California Government Code Section 65302.3, a local jurisdiction must take action within 180 days to assure that its land use regulations are consistent with CLUP provisions. In addition to the provisions of the adopted Airport Land Use Plan and the provisions of Government Code Section 65302.3, Sections 11010.13(b) and 1102.6a of the California Civil Code establish additional notification requirements for land uses applications occurring within an "Airport Influence Area." An Airport Influence Area is defined as a radius area approximately 2 statute miles beyond an active airport inside of which a formal "Notice of Airport in the Vicinity" is required.

Concerns of airport land use planning, as defined and described in the adopted CLUP, fall into three primary categories: height restrictions, noise compatibility, and safety of persons on the ground. The CLUP evaluates all three categories. Since the Noise

Element discusses airport noise issues, this Safety Element will focus on the first and third categories.

Structure Height

Height restrictions are necessary to ensure that objects will not impair flight safety or decrease the operational capacity of the airport. Federal Aviation Regulation (FAR) Part 77 defines a series of imaginary surfaces surrounding airports. Any object or structure that would penetrate any of these imaginary surfaces is considered by the FAA to be an obstruction to air navigation. Applicants for projects that penetrate certain imaginary surfaces are required to notify the FAA of their intent. The FAA then initiates an aeronautical study to analyze if the project would be a hazard to air navigation. While the FAA can determine that a project would constitute a hazard to air navigation, it cannot prohibit construction. However, California law does prohibit the construction of any structure that would constitute an air navigation hazard as defined in FAR Part 77, unless a permit is issued by the California Department of Transportation, Aeronautics Program.

The CLUP for Haigh Field has adopted the imaginary surfaces defined in FAR Part 77. In general, to determine if a project would constitute a hazard to air navigation, notice is required to be given to the FAA if construction or alteration penetrates these imaginary surfaces or is more than 200 feet in height above the ground level at the project site. Most of the structures within the Orland city limits that are in the vicinity of the airport are single-family residences no higher than two stories. These structures do not penetrate the imaginary surfaces defined in FAR Part 77, and therefore present no hazard to air navigation nor are they exposed to air hazards due to height.

Safety Zones

Areas around airports are exposed to the possibility of aircraft accidents, even with well-maintained aircraft and highly trained pilots. Airport safety areas are established to minimize the number of people exposed to aircraft crash hazards. This is accomplished by placing restrictions on land uses in various designated safety areas.

The CLUP for Haigh Field designates three safety areas: the clear zone, the approach zone, and the overflight zone. The clear zone is near the end of the runway and is the most restrictive of the safety areas. The approach zone is located under the takeoff and landing slopes and is less restrictive. The overflight zone is the area under the air traffic pattern and is the least restrictive of the safety areas. As designated by the Glenn County Airport Land Use Commission, the safety areas are as follows:

- Clear zone – Trapezoidal (fan-shaped) areas which lie on the ground underneath the imaginary runway approach surfaces and include all of the area out to a point where the approach surface reaches 50 feet above the ground level. The clear zone has an inner width of 250 feet, an outer width of 450 feet, and a length of 1,000 feet.
- Approach zone – Beginning at the outer end of the clear zone and centered along the extended runway centerline. County Road 200 at the runway's north end lies within the primary surface which extends 200 feet beyond the runway

end. Power lines 30 feet high along County Road 24 are the critical obstacles within the approach, but are some 30 feet below the approach surface.

- Overflight zone – Generally coincides with the area overflowed by aircraft during normal traffic pattern procedures, but outside of the clear and the approach zones.

According to the land use compatibility guidelines in the CLUP, virtually all land uses are incompatible in the clear zone, except for roadways, open space and natural areas, pastures, and agricultural row crops. None of the land currently within the Orland city limits is located within the clear zone.

The approach zone allows for some commercial and industrial uses, but it prohibits almost all residential uses, except those which meet strict guidelines. Most of the approach zone that is within the Planning Area covers land designated for agricultural uses.

The overflight zone appears to cover part of the Planning Area in the southeast. According to the Land Use Diagram, most of the land within the overflight zone that is within the Planning Area is designated Low Density Residential, which allows for mainly single-family residences. The CLUP indicates that single-family detached residences are a compatible land use in the overflight zone, provided that the density is five acres or more per single-family residence.

GOALS, POLICIES, AND PROGRAMS

GOAL 4.9: ENSURE PUBLIC SAFETY DURING AIRPORT OPERATIONS.

Policy 4.9.A: The City shall require development projects within the overflight zone of the Haigh Field Airport to consider all applicable safety policies, City standards, and land use compatibility guidelines.

Program 4.9.A.1: Refer all development projects within the overflight zone of the Haigh Field Airport to the Glenn County Airport Land Use Commission for its review and comment. As part of the development review process for projects within the overflight zone of the airport, the City should apply airport/land use safety compatibility criteria to site design review to ensure compatibility between the airport operations and proposed land uses.

Program 4.9.A.2: The City should work with the Glenn County Airport Land Use Commission to assist with the updating of the airport's Comprehensive Land Use Plan.

Program 4.9.A.3: Inform applicants whose projects fall within the Airport Influence Area that disclosure statements regarding the presence of an active airport are required.

4.10 HEALTH AND ENVIRONMENTAL JUSTICE

In 2016, Senate Bill (SB) 1000 amended California Government Code Section 65302(h) to include requirements related to incorporating environmental justice into the General Plan. SB 1000 requires local governments to address pollution and other hazards that disproportionately impact low-income communities and communities of color within their jurisdiction as a way to proactively plan for and address environmental concerns when developing and updating components of the General Plan.

"Environmental Justice" is defined by California Government Code (Section 65040.12) as the "fair treatment and meaningful participation of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Environmental justice also aims to ensure the availability of a healthy environment for all people; reducing pollution burdens for populations and communities experiencing adverse effects; promote meaningful participation of populations and communities most impacted through accessible engagement and technical assistance; and consideration of recommendations from populations and communities most impacted by pollution into environmental and land use decisions (California Government Code Section 65040.12). Environmental justice policies seek to minimize the effects of environmental hazards and foster a healthy community for all people.

The concept of environmental justice began as a movement in the 1980s due to the recognition that a disproportionate number of polluting industries, power plants, and waste disposal areas were located near low-income or minority communities. The movement was set in place to ensure fair distribution of environmental burdens among all people regardless of their background.

State Legislation

The first State environmental justice legislation was passed in 1999, when Senate Bill (SB) 115 was signed into law, defining environmental justice in statute and establishing the Governor's Office of Planning and Research (OPR) as the coordinating agency for State environmental justice programs (Gov. Code, § 65040.12). Assembly Bill (AB) 1553 subsequently required OPR to develop guidance for general plans by 2003. Since 2003, the General Plan Guidelines have provided guidance on incorporation of environmental justice considerations for local jurisdictions pursuant to Government Code section 65040.12(c)-(d). With the passage of SB 1000 in 2016, environmental justice is now a mandatory topic that must be addressed in jurisdictions with disadvantaged communities, either through integration into the seven mandatory elements, or as an optional element (Gov. Code, § 65302).

The purpose of addressing the topic of environmental justice in the General Plan is to bring awareness to the concept as well as to help reduce any unique or compounded health risks in identified disadvantaged communities by decreasing pollution exposure, increasing community assets, improving overall health and ensuring that all people have equal ability to participate in, and influence, the decision-making process regarding environmental regulations.

Disadvantaged Communities

Cities and counties are required to address environmental justice concerns of designated disadvantaged communities in the general plan. Disadvantaged communities are those identified by the California Environmental Protection Agency (EPA) as low income and which are disproportionately affected by environmental pollution, stressors, and social vulnerabilities that can lead to negative health effects, exposure, or environmental degradation.

The California EPA assists cities in identifying disadvantaged communities within their jurisdiction through a mapping tool called CalEnviroScreen 3.0. CalEnviroScreen 3.0 uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. CalEnviroScreen ranks communities based on data that are available from state and federal government sources and is an instrumental tool in locating and understanding disadvantaged communities.

Per analysis conducted by the City using CalEnviroScreen 3.0 and local data, there are no designated disadvantaged communities in the Orland Planning Area.

While Orland does not have any areas with significant environmental equity concerns, it is nevertheless important that the City continually consider the effects of planning and land use decisions on the lives of residents and ensure that no area or population is disproportionately affected. For this reason, the City has chosen to include Environmental Justice policies in the General Plan.

GOAL 4.10: TREAT ALL SEGMENTS OF THE COMMUNITY FAIRLY IN THE PROCESS OF CREATING A HEALTHY ENVIRONMENT AND STRIVE TO EQUALLY SHARE THE BENEFITS AND THE BURDENS ASSOCIATED WITH PUBLIC SERVICES, FACILITIES, AMENITIES, AND DECISIONS ACROSS ALL MEMBERS OF THE COMMUNITY.

Policy 4.10.A: The City shall work to reduce potential environmental health risks by promoting public facilities, food access, safe and sanitary homes, physical activity, and civic engagement while reducing pollution exposure and other environmental hazards.

Program 4.10.A.1: The City should consider environmental justice issues as they pertain to the fair and equal distribution of public services, housing, amenities, and environmental quality.

Program 4.10.A.2: Apply environmental protection measures equally among geographic and socioeconomic sectors of the City.

Program 4.10.A.3: The City should encourage all members of the community to meaningfully participate in any civic public decision-making process.