

## CITY COUNCIL

Chris Dobbs, Mayor  
Bruce T. Roundy, Vice-Mayor  
Jeffrey A. Tolley  
John McDermott  
Mathew Romano

## CITY OFFICIALS

Jennifer Schmitke  
City Clerk

Leticia Espinosa  
City Treasurer

# CITY OF ORLAND

INCORPORATED 1909

815 Fourth Street  
ORLAND, CALIFORNIA 95963  
Telephone (530) 865-1600  
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## CITY MANAGER

Peter R. Carr

**Meeting Place: Carnegie Center  
912 Third Street  
Orland CA 95963**

## AGENDA

### REGULAR MEETING, ORLAND PLANNING COMMISSION

Thursday, June 15, 2023 at 5:30 P.M.

Public comments are welcomed and encouraged in advance of the meeting by emailing the City Clerk at [itschmitke@cityoforland.com](mailto:itschmitke@cityoforland.com) or by phone at (530) 865-1610 by 4:00 p.m. on the day of the meeting.

The public is encouraged to participate in the meeting via Zoom or can participate at Carnegie Center.

ZOOM Link: [www.zoom.us](https://www.zoom.us)

WEBINAR ID# 823 5651 4248

ZOOM Telephone - Please call: 1 (669) 900-9128

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ROLL CALL
4. ORAL AND WRITTEN COMMUNICATIONS

#### Citizen Comments:

Members of the public wishing to address the Commission on any item(s) not on the agenda, may do so at this time when recognized by the Chairperson; however, no formal action or discussion will be taken unless placed on a future agenda. The public is advised to limit discussion to one presentation per individual. While not required, please state your name and address for the record. **(Public Comments will be limited to three minutes).**

## 5. CONSENT CALENDAR

Approval of Prior Minutes: April 20, 2023 (p.1)

## 6. ITEMS FOR DISCUSSION

Streetscapes Presentation (Discussion/Direction) – Michelle Romano, Commissioner (p.2)

**7. STAFF REPORT**

**8. COMMISSIONER REPORTS**

**9. FUTURE AGENDA ITEMS**

**10. ADJOURN**

CERTIFICATION: Pursuant to Government Code Section 54954.2(a), the agenda for this meeting was properly posted on June 7, 2023.

A complete agenda packet is available for public inspection during normal business hours at City Hall, 815 Fourth Street, Orland, CA.

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 at (530) 865-1610 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.

**PLANNING COMMISSION MINUTES**  
**April 20, 2023**

**1. Call to Order** – The meeting was called to order by Chairperson Stephen Nordbye at 5:30 PM.

**2. Pledge of Allegiance**

**3. Roll Call:**

Commissioner's present –	Chairperson Stephen Nordbye, Vice Chairperson Wade Elliott Commissioners Sharon Lazorko, Michelle Romano, and Vern Montague
Commissioner's absent -	None
Councilmember present -	Councilmember McDermott
Staff present-	City Planner Scott Friend and City Clerk Jennifer Schmitke

**4. ORAL AND WRITTEN COMMUNICATIONS**

**Citizen Comments**

Steve Butler, Precision Surveying, and applicant representative for the proposed Penbrook Tentative Subdivision Map project, presented a letter on behalf of Lakeport Parkside, LLC (Penbrook Subdivision) proposing a text change to the City's Circulation Element and requesting that the matter be placed on the next Planning Commission meeting agenda for discussion/action.

City Planner Scott Friend shared that item can only be added to next month's agenda as a discussion/direction item due to State requirements for such action and due to mandatory timeframes contained in State statutes.

Chairperson Nordbye stated the item would be added to the next agenda.

**5. CONSENT CALENDAR**

Approval of Prior Minutes: March 16, 2023

**ACTION:** Commissioner Lazorko moved, seconded by Commissioner Romano to approve consent calendar as presented. Motion carried unanimously by a voice vote, 5-0.

**6. PUBLIC HEARING**

**Conditional Use Permit: CUP 2023-01 – Harvest Baptist Church Temporary Tent Structure (1202 Railroad Avenue)**

City Planner Scott Friend presented a request to approve a Conditional Use Permit (CUP) to permit the erection of a temporary event tent structure to act as an interim sanctuary for the Harvest Baptist Church on an existing parcel identified as 1202 Railroad Avenue. Mr. Friend stated that the parcel is currently developed with existing Sanctuary and Parsonage, the parcel is designated *Light Industrial/Commercial (I-L/C)* on the General Plan land use map and located in the *M-L (Limited Industrial)* zoning district.

Mr. Friend explained that the parcel is currently owned by the Harvest Baptist Church, due to the small size of the building they are requesting the use of a temporary tent structure that would be 40'X60' in size to accommodate the growing number of patrons for large attendance weekends and events.

Mr. Friend shared with the Commission an amendment to the staff report where condition #26 was changed to reflect that the duration of time in which the proposed tent structure is permitted to be erected onsite shall be a max of 180 days from date of approval of the Conditional Use Permit, instead of 12 months as noted in the project Conditions of Approval.

Isaac Davis, Harvest Baptist Church Pastor shared that it is his goal is to build a whole new church but until then the church plans on upgrading the sanctuary and the temporary tent will allow for services to still take place will upgrades are happening. Mr. Davis stated the use of the tent is usually around Easter Sunday and that 180 days would work for his growing congregation.

Chairperson Nordbye asked if the Commission would use wording that states the tent can be up for 180 calendar days. Mr. Friend asked City Building Official Wyatt Paxton, who confirmed that is the way he would phrase the text.

Commissioners asked questions to City Staff and Mr. Davis about their needs and about the CUP. Mr. Davis noted that he appreciated the Commissions help and consideration for his needs.

Chairperson Nordbye opened the Public Hearing at 5:48 PM.

With no comments, Chairperson Nordbye closed the Public Hearing at 5:48 PM.

**ACTION:** Vice Chairperson Elliott moved, seconded by Chairperson Nordbye that the Planning Commission approve the project (CUP 2023-01) and determine that the proposed action is exempt from further review pursuant to Section 15311 of the Public Resources Code and approve Planning Commission Resolution PC 2023-01, approving Conditional Use Permit 2023-01 as recommended in the staff report and amending Condition of Approval number 26 to identify that the use permit will be granted with the restriction of not to exceed 180 days in one calendar year and would continue with the land moving forward. Motion carried, 5-0 by a voice vote.

## 7. ITEMS FOR DISCUSSION

Mr. Friend brought to Commission a discussion about Streetscapes and Roundabouts.

Mr. Friend referred to "Streetscapes" as the natural and built fabric of the street and defined it as the design quality of the street and its visual effect.

1: The appearance or view of a street

2: A work of art depicting a view of a street

Mr. Friend spoke about Streetscape design guidelines, explained typical Streetscape objectives, and described Streetscape public art, utilities, and roadway reconfiguration.

Mr. Friend gave examples and showed pictures of nearby communities with a Streetscape plan. Mr. Friend shared the City's vision for the Walker Street Streetscape Improvement Master Plan describing the concept and the goals for the project.

Commission members discussed concerns they have with the Walker Street Streetscape project and asked questions about funding. The Commission was in consensus that they would like to see a recommendation from staff to move forward with the Streetscape project, upgrading and updating downtown to make it ready for Caltrans to begin the project.

Mr. Friend described “Roundabouts”, also known as a rotary or traffic circle, is a type of circulation intersection or junction in which road traffic is permitted to flow in one direction around a central island, and priority is typically given to traffic already in the junction.

Mr. Friend spoke about opportunities for roundabouts in Orland, explained pros and cons and showed pictures of different types of roundabouts.

The Commission shared concerns they have with roundabouts and asked questions about where they would be useful within the City.

## **8. STAFF REPORT**

Mr. Friend thanked the Commissioners that were able to attend the Planning Commissioner training in Oroville.

Mr. Friend shared that the City Council held a public hearing at the April 18<sup>th</sup> meeting for the multi-tenant sign zoning code amendment and that was approved unanimously by the City Council and will be put on the May 2<sup>nd</sup> agenda for final review and approval.

Mr. Friend reminded Commissioners that when they want to discuss a matter with fellow Commissioners Staff need 72 hours before the meeting to review the item and add it to the agenda to be discussed unless it is an emergency item.

## **9. COMMISSIONERS REPORTS**

- Chairperson Nordbye nothing to report.
- Vice Chairperson Elliott nothing to report.
- Commissioner Romano attended Planning Commissioner training in Oroville.
- Commissioner Montague attended the Planning Commissioner training in Oroville.
- Commissioner Lazorko attended the Planning Commissioner training in Oroville.

## **10. FUTURE AGENDA ITEMS**

Mr. Friend shared that Commissioner Romano has a presentation on streetscapes and roundabouts that she would like to add to the next agenda.

## **11. ADJOURNMENT – 6:48 PM**

Respectfully submitted,

Jennifer Schmitke, City Clerk

Stephen Nordbye, Chairperson





1

## Fire and Police

European vs.  
American  
Ladder Truck



- Asking for 12' wide lanes.
- Outriggers extend 8' beyond width of truck – needing 25' clearance.
- Design Streets for ease of maneuverability of fire trucks and emergency vehicles.
- Need appropriate turning radius for a 40' long ladder truck & width to accommodate 9' wide truck with 1' side mirrors.
- Discourage dead end streets and cul-de-sacs. Encourage through-streets and connecting streets in all new developments.
- Alleys okay if wide enough and extend through with good turning radius upon exit and are kept clean of junk.
- Okay with trees as long as they aren't close to travel lanes where they can damage truck.

2



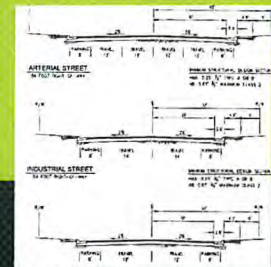
# Public Works



- Top 2 uses of time and money: water and sewer.
- Roads are 3<sup>rd</sup> in priority. Road funds were taken for bus transportation and has never been redeemed, hence the lack of road repairs.
- Concern with trees: no arborist on staff and problem with roots pulling up sidewalks, curbs, roads. Maintenance to water, spray, prune.
- Concern with complete street integration: Time/labor needed for road improvement and striping, even given new thermoplastic striping equipment.
- Conundrum: We could stripe now on roads in disrepair or wait 4-5 years for roads to be renewed.
- Suggest having individuals or businesses "adopt a street."
- Suggest to create "Volunteer Public Workers" (akin to fire department) to help.
- Suggest having ag students at high school volunteer to maintain tree strips.

3

# City Engineering



- Open to intersection bulb-outs which narrows the distance for a pedestrian to cross traffic. Feels safer for pedestrians.
- Open to tree bulb-outs in between parking as opposed to planting strips.
- Does not prefer protected bike lanes.
- Not in favor of crushed stone surfaces for parking or bike lanes. (Pro – drains in favor of recharging aquifers, cheap, low maintenance, better surface for tree planting. Cons – loose surface does not stay inside area, susceptible to weeds).
- Willing to narrow travel lane from 12' to 11' with a 2' striped buffer for bike lane.

4



## Local Realtor

Pros to people moving here/buying in Orland:

- Larger Lots
- Lower Prices
- Small-town and small-town feel – people move here to breathe.
- Less traffic

Cons or room for improvement:

- Needs basic clean up of yards, landscape, tree strips.
- Could use uniformity along streets – random houses have no sidewalks/curbs.
- Empty buildings – paint or facelift. Some murals or street art would be nice.
- Use planters/landscape to break up monotony of commercial sidewalks & buildings.

5

## Urban Forests - Pros

- Trees add natural beauty and character to cities and towns.
- Trees attract diverse wildlife.
- Trees can increase property values up to 15 percent.
- Tree shade reduces the heat-island effect (above normal temperatures caused by exposed pavement that absorbs and re-radiates heat of the sun.) and extend the life of the pavement.
- Trees provide psychological benefits, creating feelings of relaxation and well-being and improve overall mental health.
- Trees save energy by lowering air temperatures through shade and reduce wind speeds.
- Trees improve economies by attracting businesses and tourists  
- People linger and shop longer along tree-lined streets.



6



# Urban Forests- Cons

## Cons:

- Over time, roots can pull up sidewalks, curbs and paving. This also causes an ADA issue. This can be reduced by planting the right kind of trees and giving them plenty of space.
- Trees cost money maintain – watering, pruning, fertilizing as well as spring and fall cleanup from blossom/leaf drop.
- Hazards for power lines.
- Can damage large trucks if not pruned properly and regularly.



Stony Creek Drive



Shasta Street at High School and Park

7

# Bulb-outs

- Reduces the distance a pedestrian must cross moving traffic.
- Is a traffic calming measure to reduce speeds of vehicles going through intersections.
- For cost effectiveness, they can be painted, giving the effect without the high cost of curbing. This also gives emergency vehicles and delivery trucks a way to meet their turning radii.
- When budget allows, curbing could be done with a roll curb to allow for trucks.
- Bulb-out tree wells can define parking spaces without taking away street width for trees to provide shade for bikers and pedestrians.



8



# Rain Gardens for Bulb-outs

- Water-harvesting rain gardens placed in streets double as traffic-control, beautify neighborhoods, make walking and bicycling safer, naturally filter contaminants, and freely irrigate associated plantings that grow to shade and cool neighborhoods in summer.
- Street trees grow bigger and healthier with water-harvesting installations since they get more water and nutrients.



9

## Rain Garden Installations

- Water-harvesting rain gardens can be installed in current tree strips by boring holes into curb to drain rainstorm runoff into collection gardens.
- Converting current tree strips into rain gardens can be done through community outreach to provide volunteer service.
- They can either have above grade curbing with drainage slots or curbing below grade.



10



# Bike Lanes - Outside

## Pros:

- You can stripe a 2' buffer between bike lane and vehicle lane which allows for a reduction in lane width to 10' or 11'. This slows traffic significantly which reduces number of crashes and severity of accidents. The 2' buffer also allows for needed width for emergency vehicles.

## Cons:

- Safety of cyclist – sandwiches cyclist between traffic and parked cars. Parking vehicles will cross in and out of bike lane and drivers getting in and out of car will open doors into bike lane. The "Door Zone".
- Puts cyclist away from vegetation and shade, making it less desirable to cycle.



11

# Protected Bike Lanes - Pros

- Physically isolated from vehicle traffic, which can be both hazardous and intimidating to cyclists, especially children biking to school.
- They encourage and reinforce bicycling as transportation, as well as e-bikes, e-scooters and e-skateboards.
- Correctly constructed, they exclude or discourage improper uses of bike lanes (double parking, loading zones, etc.)
- They allow bicyclists to not have to worry about the "door zone," where a car door may be opened into the bicycle path.



12



## Protected Bike Lanes - Cons

- If bollards/landscape are not installed, vehicles may still park along curb, in bike lane.
- If bollards/landscape is installed, the cost is more than just painting stripes.
- Parked vehicles would be adjacent to moving traffic, giving no buffer for exiting or entering parked vehicle.
- Connections, intersections, driveways, and other interactions with the road network require careful design attention, lest they become conflict points or visibility hazards.
- They may require separate, specific maintenance equipment to clear leaves, litter and debris.



13

## Complete Streets and Public Safety

- Encourage desirable walkability – create streetscapes where people feel safe to walk and bike, designing to the scale of people.
- Windows vs. Walls – Encourage developments to face streets, discouraging side or backs of buildings, walls and fences along sidewalks. More windows decreases crime and increases sociality, which increases mental health and emotional well being.
- Interconnectivity between developments gives walking and biking an option, reducing the need for vehicular trips, decreasing emissions.
- Narrower traffic lanes and landscape bulb-outs slow down traffic.
- Encourage businesses to provide bike racks.



14

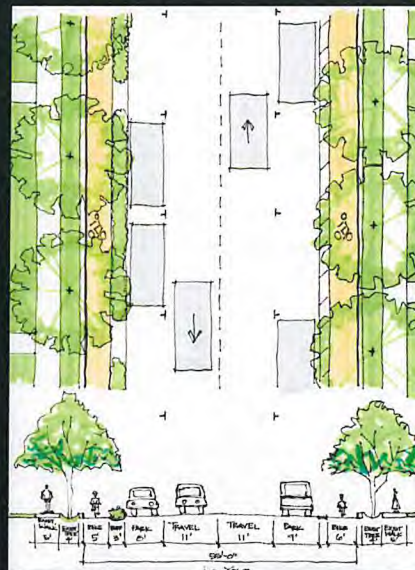




15

## 55' Streets: (i.e. Yolo)

Protected Bike Lanes using  
either buffer strip or  
landscape strip.



16

