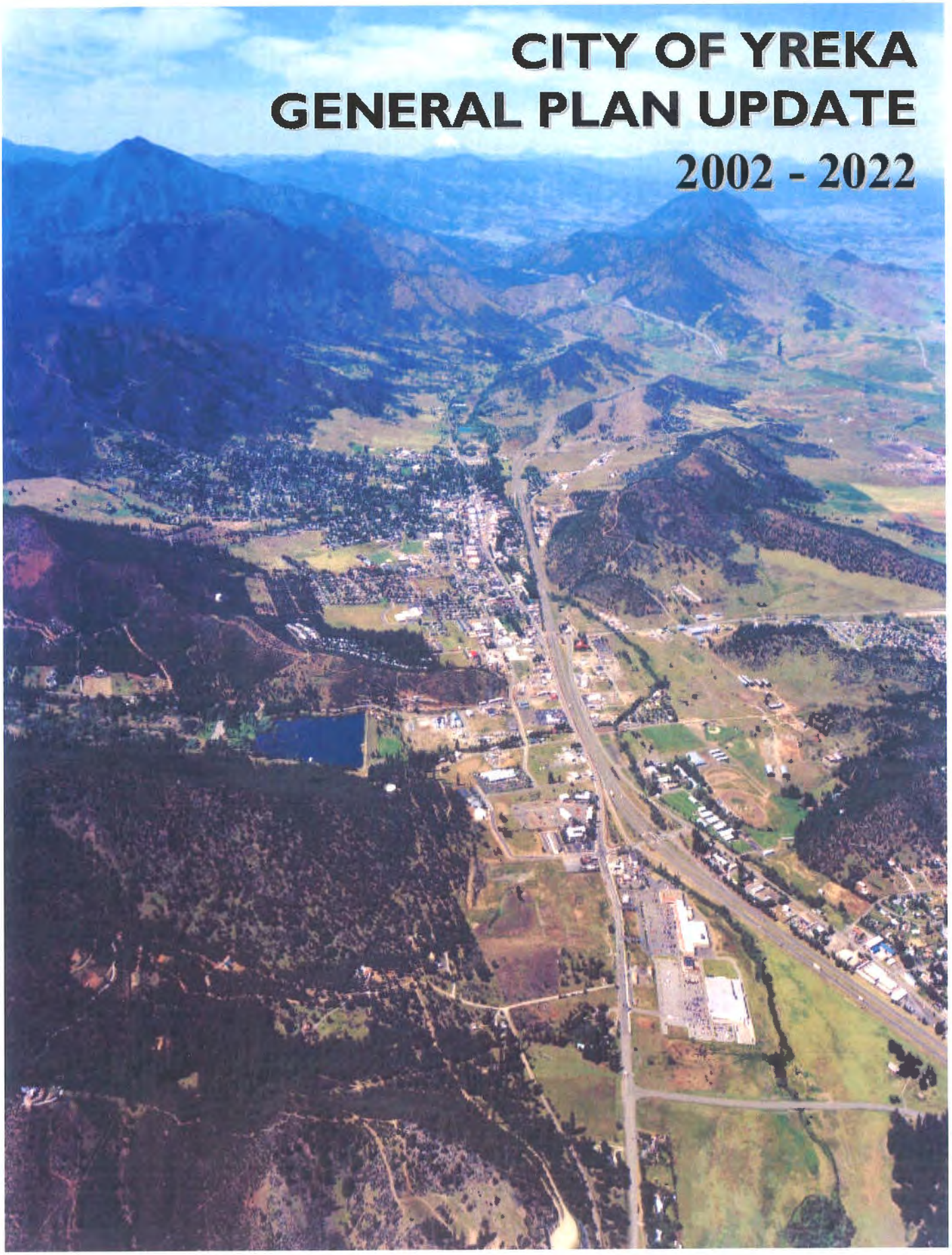
CITY OF YREKA
GENERAL PLAN UPDATE
2002 - 2022



CITY OF YREKA
GENERAL PLAN
2002 - 2022

Adopted December 18, 2003

City of Yreka
701 Fourth Street
Yreka, California 96097

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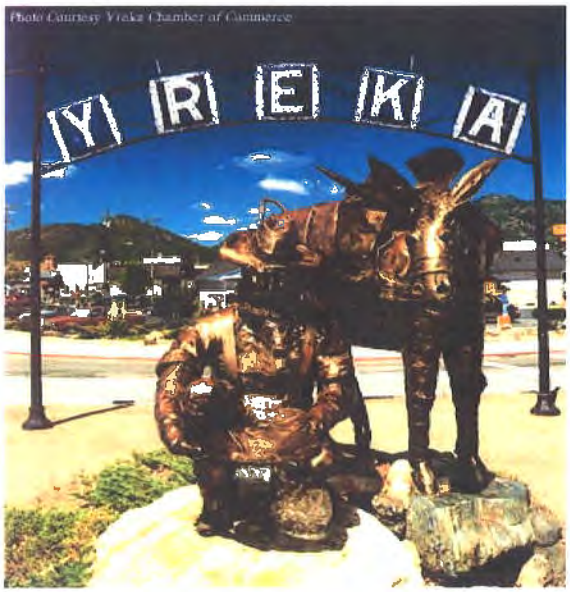
INTRODUCTION

i INTRODUCTION



i. Purpose

Imagine that your role is to both know the expectations of City residents and explain them to people new to the community. How would you begin to organize current issues, or estimate future needs? One method is to divide issues into separate areas and write down basic "goals" with explanations. Once completed, the document would be reviewed by the community as a whole and "adopted" as the plan for the City. The document would be used daily by staff in recommending changes to the City and periodically reviewed. Although greatly simplified, the above explains both what the General Plan is, and how it is used.

The General Plan is referred to often by City officials, and by prospective developers. The document both explains what the community expects from new development, and where the development should occur. Goals in the General Plan help the Council in seeking grants and moving the community forward.

i.1. Physical Description & Location

The City of Yreka is located in Siskiyou County in Northern California, and serves as the County seat. Located approximately 22 miles south of the California-Oregon border in the Shasta Valley, Yreka encompasses approximately 9.97 square miles and is situated along Interstate 5 (see Figure 01). The Bureau of Land Management (BLM) or private land surrounds the City with the Shasta Valley to the east and the Kilgore Hills to the southeast. The population of Siskiyou County is approximately 44,301, with 7,290 residents within the City of Yreka.

Legal Basis & Requirements of the General Plan

California state law requires that every city and county adopt a general plan to guide physical development of the land within the jurisdictions' boundaries. The plan acts as a "constitution" for the City and establishes guidelines for land use and development. Since the general plan affects current and future generations, state law requires that the plan take a "long-term" perspective. Typically, general plans look 10 to 20 years into the future. This plan addresses planning through the year 2022.

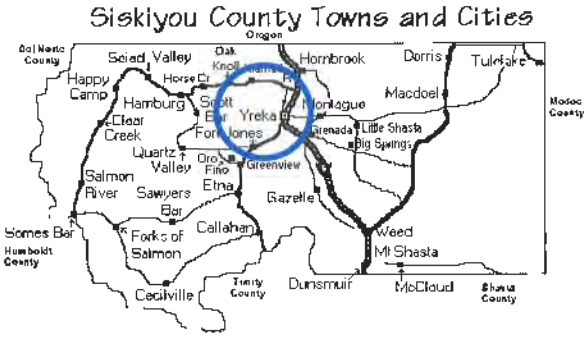


Figure i-1 - City of Yreka Locator Map

The law requires that the plan be comprehensive, and that specific subjects or "elements" be addressed in the plan. The required elements include [65302(a) through (g)]:

- land use
- circulation
- housing
- conservation
- open space
- noise
- safety

State law also allows the local jurisdiction to include additional, or "optional," elements to address specific issues of concern, as well as combining the required and optional elements as deemed appropriate (65303). This General Plan combines the Open Space and Conservation elements into a single element and adds a Public Facilities Element (65301).

i.2. Requirements & Scope of the General Plan

In addition to addressing the mandatory planning topics, the General Plan must be:

Long Range: The general plan is intended to be long-range to avoid incremental planning decisions which may occur over many years and may eventually conflict with each other. This General Plan considers issues that may impact the City throughout the next two decades.

Comprehensive: The plan must coordinate all major components of the community's development, covering the entire incorporated area of the city, as well as any other land that bears relation to the city's planning. In addition, the plan must address the full range of issues associated with the city's physical development.

General: Because it is long-range and comprehensive, the plan must be general in nature. The plan's purpose is to serve as a broad framework for detailed public and private development proposals.

Internally Consistent: All parts of the plan (text, diagrams and figures in all elements) must be fully integrated and not conflict with each other.

i.3. Use of the General Plan

The City of Yreka General Plan is intended to serve as a tool to assist the City Council, Planning Commission, staff and other commissions or committees in formulating and implementing community guidelines and programs.

The General Plan has four main purposes:

1. To enable the Planning Commission and City Council to reach agreement on long-range development policies.
2. To provide a basis for judging whether specific private development proposals and public projects are in harmony with City policies.
3. To allow other public agencies and private developers to design projects that are consistent with City policies, or to seek changes in those policies through the process of amending the General Plan.
4. Provide an agreement among different agencies for development in unincorporated portions of the Planning Area.

i.4. Vertical Consistency

The General Plan provides the basis for all of the City's regulations, policies and programs that relate to issues addressed in the plan. In addition to requiring that the plan be internally consistent, the State requires vertical consistency. This requirement means that the City's zoning and subdivision ordinances, specific plans and redevelopment plans must all be consistent with the General Plan. In addition, all development approvals and public projects must be consistent with the General Plan.

The State's *General Plan Guidelines* provide the following rule for defining consistency:

> "An action, program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment."

This rule clarifies that consistency does not require all subsequent City actions to be specifically anticipated by the general plan. Because the Plan is both broad and long-range, there are many circumstances where future City actions will be addressed only briefly in the Plan and refined by subsequent action.

Due to the complexity of the General Plan, and the need for flexibility, interpretations of the goals, objectives and programs may result in the appearance of conflicts. The City Council is the interpreter of the General Plan.

i.5. Background Report

A summary of existing conditions was prepared to help form the goals and programs of this General Plan. Published as a separate document, the background report provides a wealth of information on the City, its facilities and needs. The background report is also considered the existing conditions section of the General Plan Environmental Impact Report.

i.6. Special Studies

The General Plan recommends preparation of special or subsequent studies necessary to fully implement the General Plan. Until adopted by the City, the City's existing policies shall prevail.

i.7. Timing

It is expected that the City may undertake the actions set forth within the General Plan at any time in the next twenty years. The City will undertake each program as it deems necessary, and provided both staff and financial resources exist to complete each program. Suggested timing is included in appropriate programs but may be modified to meet resources and ability of the City.

i.8. Consistency Between The General Plan & Zoning Code

The Zoning Ordinance is an important tool for implementing the General Plan. Requirements for consistency between the General Plan and zoning can be broken down into three aspects:

Uses and Standards

The general plan's land use classifications are not as specific as zoning ordinance classifications. For example, the General Plan has three different categories for residential use, while the zoning ordinance is likely to have more. Multiple zoning districts may be consistent with a single general plan designation, as long as the densities and unit types allowed in each zoning district are also permitted in the relevant general plan designation.

SPATIAL CORRELATION

The Zoning Map should reflect the general pattern of land use depicted on the Land Use Diagram. However, the two need not be identical. Boundaries of land use classifications depicted on the Land Use Diagram are generalized; zoning boundaries may be more precise and parcel specific.

General Plan designations need not have immediate consistency with zoning.

TIMING

State law allows a "reasonable time" for reconciling any inconsistencies between the Zoning Ordinance and the general plan. The City anticipates that all zoning and general plan inconsistencies will be addressed within the five (5) years following adoption of the General Plan.

i.9. General Plan Elements

Each General Plan element contains: a brief discussion of the legal requirements; goals, objectives, policies and implementation programs to address required topics; and, narrative text as necessary to provide understanding of the issues addressed. The following terms apply within this General Plan:

GOAL:
An achievement toward which an effort is directed. The Goal states an ideal resolution of the issue under consideration.

OBJECTIVE:
A specific statement in the form of text or diagram that helps clarify and define the goal statement.

PROGRAM:
Programs are specific actions that are readily quantifiable and help move toward attainment of the goal.

Each goal is numbered to allow easy reference when using the General Plan. The numbering system does not imply a ranking or priority of the goal(s) and program(s).

While the topics that must be addressed within the general plan are clearly specified by State law, the organization of discussions is determined by each jurisdiction based upon the particular local conditions and issues of significance.

Following are descriptions of the sections of the Yreka General Plan and discussions of the topics, which are addressed within each section. In total, these sections address the most significant issues facing the City of Yreka and satisfy the legal requirements of the general plan as defined by state law.

INTRODUCTION

This introduction provides a brief overview of the City of Yreka and its physical setting. The requirements and structure of General Plans are reviewed and a description of the format of this General Plan is provided.

LAND USE

The Land Use element provides guidance for the physical form of the community. A land use diagram identifies the existing and proposed land uses within the City. The land use diagram is supported by descriptions of allowed uses and development densities for each land use designation. Additionally, the land use diagram identifies those areas where the City anticipates growth in the future, with the intent of avoiding incompatible land use changes by neighboring agencies and jurisdictions.

CIRCULATION

The Circulation element provides a framework to guide

transportation planning throughout the City and its planning area. The Circulation Element is coordinated and consistent with portions of the Land Use, Community Design Enhancement, Public Services and Facilities, and Safety Elements, which address topics directly related to circulation and transportation. Discussion topics include roadway network, road improvement standards guidelines, road maintenance, pedestrian and bicycle circulation, railroad, and public transit.

HOUSING

The Housing element is presently being revised to coincide with release of detailed economic information from the 2000 census and the statutory requirement to update the General Plan by June 30, 2003. [Govt. Cd. §65588(e)(5)] This Housing element is presently being reviewed by the California Department of Housing and Community Development.

OPEN SPACE & CONSERVATION

Typically a broad ranging element, many Open Space and Conservation topics are addressed within other sections of the General Plan. This section addresses managed resource production (agriculture and mineral extraction), biological resources, air quality and water resources. A description of natural resources within the vicinity of the City is provided.

NOISE

The Noise element was prepared in 1998 and adopted by the City. The element was not revised as part of this general plan update.

PUBLIC HEALTH AND SAFETY

Issues discussed within the Public Health and Safety element include emergency preparedness, flood hazard, fire and police protection, geologic hazards, hazardous materials and waste management, and rail service related hazards.

PUBLIC FACILITIES

This element describes public services within the planning area.

i.10. General Plan Implementation

The City of Yreka must meet a broad range of challenges and obligations with limited financial resources. Many of the programs described within this General Plan address situations that have evolved over a number of years and will not be easily resolved.

Since financial limitations are the primary constraint in addressing many of the issues that face the City, it is imperative that the City seek economically feasible strategies for implementing General Plan programs. Such strategies will include seeking funding assistance through state and federal grant programs. Some issues will be more easily resolved by working in conjunction with other local agencies to achieve mutual goals.

i.11. General Plan Amendments

State law provides for up to four amendments to the general plan each year. An amendment may include several "changes" to the general plan. The City of Yreka may process general plan amendments every four (4) months, and may keep in reserve one (1) amendment to be used in case of a special project or need. Amendments to the General Plan require compliance with the Government Code and environmental laws before they can proceed.

CHAPTER 1

LAND USE

1. LAND USE

1.1. Introduction

LEGAL BASIS & REQUIREMENTS

California Government Code §65302(a) requires that the general plan include:

> "A land use element which designates the proposed general distribution and general location and extent of all uses of the land including land for housing, business, industry, open space, including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas."

The General Plan is also required to maintain consistency between individual elements.

1.2. Land Use Setting

The City of Yreka is developed along the Interstate 5 corridor stretching for nearly five (5) miles north and south and two (2) miles east and west. Approximately 20 miles south of the California/Oregon border, Yreka is located in northern Siskiyou County. (See Figure 0-1 in Introduction) The City limits contain approximately ten (10) square miles, comprised of a variety of land uses. The largest of these is residential, which occupies approximately 26 percent of the land within the City limits. (See Table 1-1)

Table 1-1 – Existing Land Use

Land Use	Acreage
Residential	3,600
Commercial	405
Industrial	1,037
Open Space	923
Roads & Highway	419
Total	6,384

Source: *Yreka GIS Project*

PLANNING BOUNDARIES

In addition to the City Limits, there are several boundaries that affect the City. As shown on Figure 1-1, the City has a Sphere of Influence, which is established by the Local Agency Formation Commission (LAFCO), and a Water Service Boundary, established by the State Water Resources Control Board. Various boundaries are established to define the level of authority of the local agency. These boundaries are used to define the "Planning Area" for the City within which a specific set of goals, objectives and programs will apply. These boundary lines are seen as areas within which the City has the most influence. Activities outside of these boundaries will impact the City, but are typically beyond the ability of the City to control.

Within the city limits the city is the primary land use authority and is responsible for the review and approval of land use proposals. The General Plan plays a pivotal role in this process by establishing guidelines for the Planning Commission and City Council to use in reviewing all land use actions.

The existing Sphere of Influence includes surrounding lands where the City may expand in the future and is as approved by LAFCO. Review and approval of land use proposals in the sphere rests with Siskiyou County. County decision makers will typically consider the General Plan of the City when reviewing development proposals within the Sphere of Influence.

The City receives its water from the Fall Creek Water Project, which is administered by the State Water Resources Control Board. With few exceptions, the City cannot use water from the Fall Creek Project outside of the established service area. Amendments to the service area can be made, and will be needed to accommodate future expansion of the City.

This plan includes a future Sphere of Influence designed to make efficient use of existing utilities and provide a more logical service area. This future Sphere of Influence may eventually constitute the City limits.

For purposes of the General Plan, the City established a Planning Area that is depicted in Figure 1-1. The area is slightly larger than the Sphere of Influence and includes territory that will likely never be in the City Limits, but does have an affect on the City. The determination of the planning area boundary was based on visible ridge line(s) surrounding the community. Because of the importance of the view from the City, the General Plan requires the establishment of procedures for hillside development. Since much of the area is outside of the City, the City will need to coordinate hillside standards and ridge top protection with Siskiyou County.

1.3. Population & Demographics

Because residential land use comprises a significant portion of a city's total land area, changes in population are typically used to estimate future land need. Over the past five (5) years, the City of Yreka has seen a gradual decline in the total population. This trend is also reflected in county-wide figures. Historically, the City had between one and two percent average annual growth. The decline in population can be attributed to the reduction in area logging, and the closure of several industries in Yreka. The City believes that this downward trend has slowed, and that the City will begin to experience a gradual growth over the next twenty years.

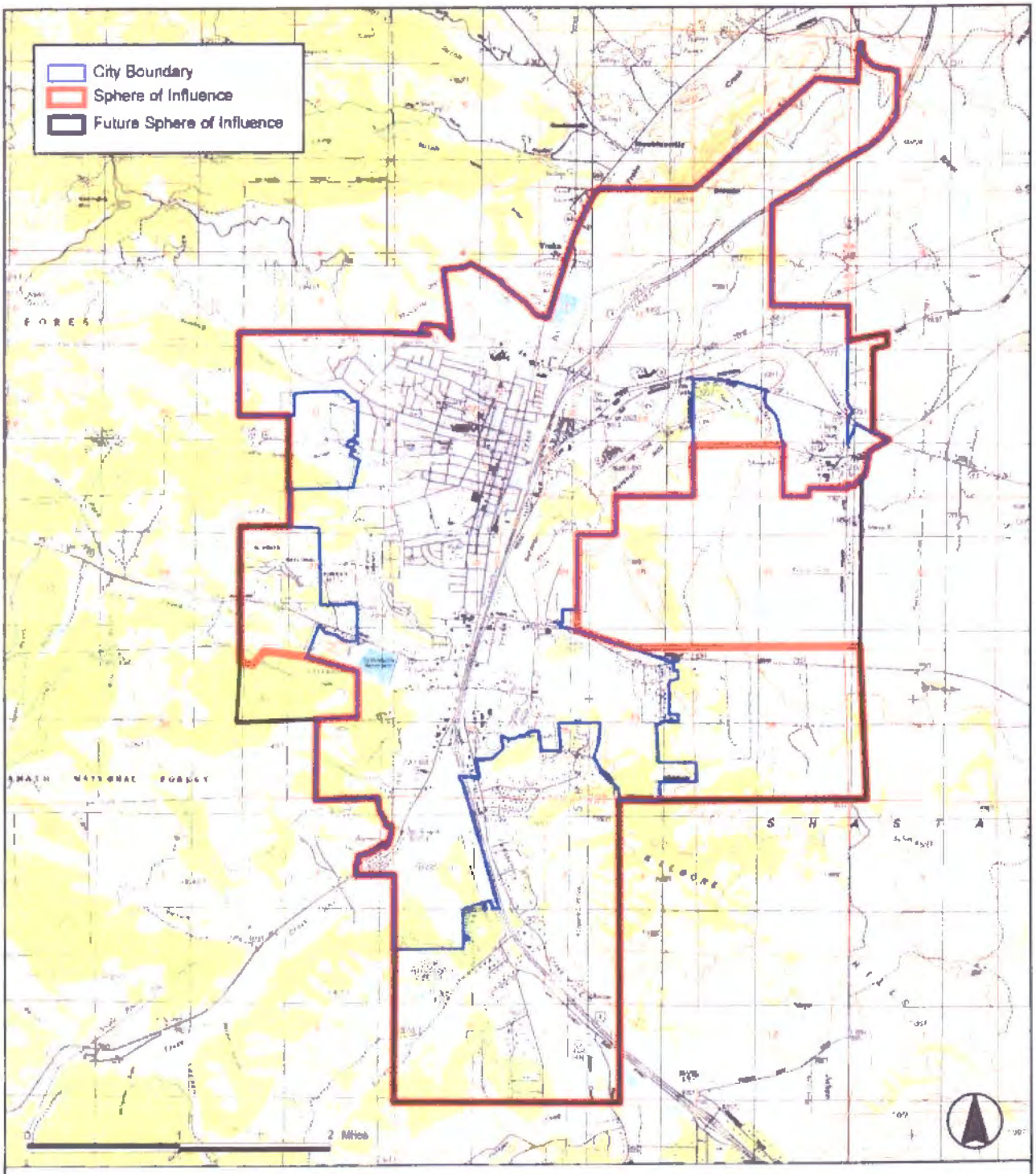


Figure 1-1
Legal Boundaries

PMC

PROJECTED POPULATION

For planning purposes, the City's growth rate has been assumed to average between one and two percent per year. Since the general plan goals and programs are not based on population, the estimated population growth is only used as a gauge for land need within the City and not a series of goals.

Using a twenty year planning period for the General Plan, the City of Yreka could expect a population in 2022 of between 8,400 and 10,250. In order to support the increase of 1,500 to 3,300 new residents, the City will need to provide adequate room for housing, jobs and recreation.

PROJECTED LAND USE DEMANDS

With the population as estimated, the City would be expected to need between 250 and 500 acres of land available for development within the planning period. This would include sufficient land to ensure fair market prices. The Land Use Diagram shown in Figure 1-2 totals more land than may be needed within the planning period of twenty years, however not all of the land may be suitable for development.

1.4. Land Use Designations

The City of Yreka is comprised of different industries, businesses, home types, governmental and private offices, schools, parks, etc. For planning purposes, similar activities are grouped into land use designations. By establishing a set of development expectations for each land use designation, the City serves two purposes. First, by grouping similar land uses together, the City can plan for, and provide, sewer, water and other utilities more efficiently. Second, property owners know and understand what the City expects, and where growth is expected. State Law requires that the City establish the characteristics of each land use designation defined in the Land Use Element.

The characteristic of each land use designation is expressed as a maximum "density" or "intensity" such as the total number of homes per acre of land, or the largest building commercial footprint that can be built on a parcel size. These factors are further refined in the City's zoning ordinance which is used to regulate activities within each land use. Generally, the land use designations provide more flexibility than the corresponding zoning districts. Because the land use designation is more flexible than specific zone districts, several zone districts can be created within a single land use designation. For example, the Low Density Residential land use designation can include Residential Agriculture, R-1, Single Family Residential, and possibly some forms of R-2, Medium Density Residential. Also, with specialized Planned Unit Development zoning, a project-specific zone can be written within a Low Density Residential land use designation that allows different development types such as townhouses, condominiums, etc., using the broad density and intensity limitations of the land use designation.

The City of Yreka has established eight (8) land use designations that are shown on the Land Use Map (Figure 1-2) and described in Table 1-2 and Table 1-3.

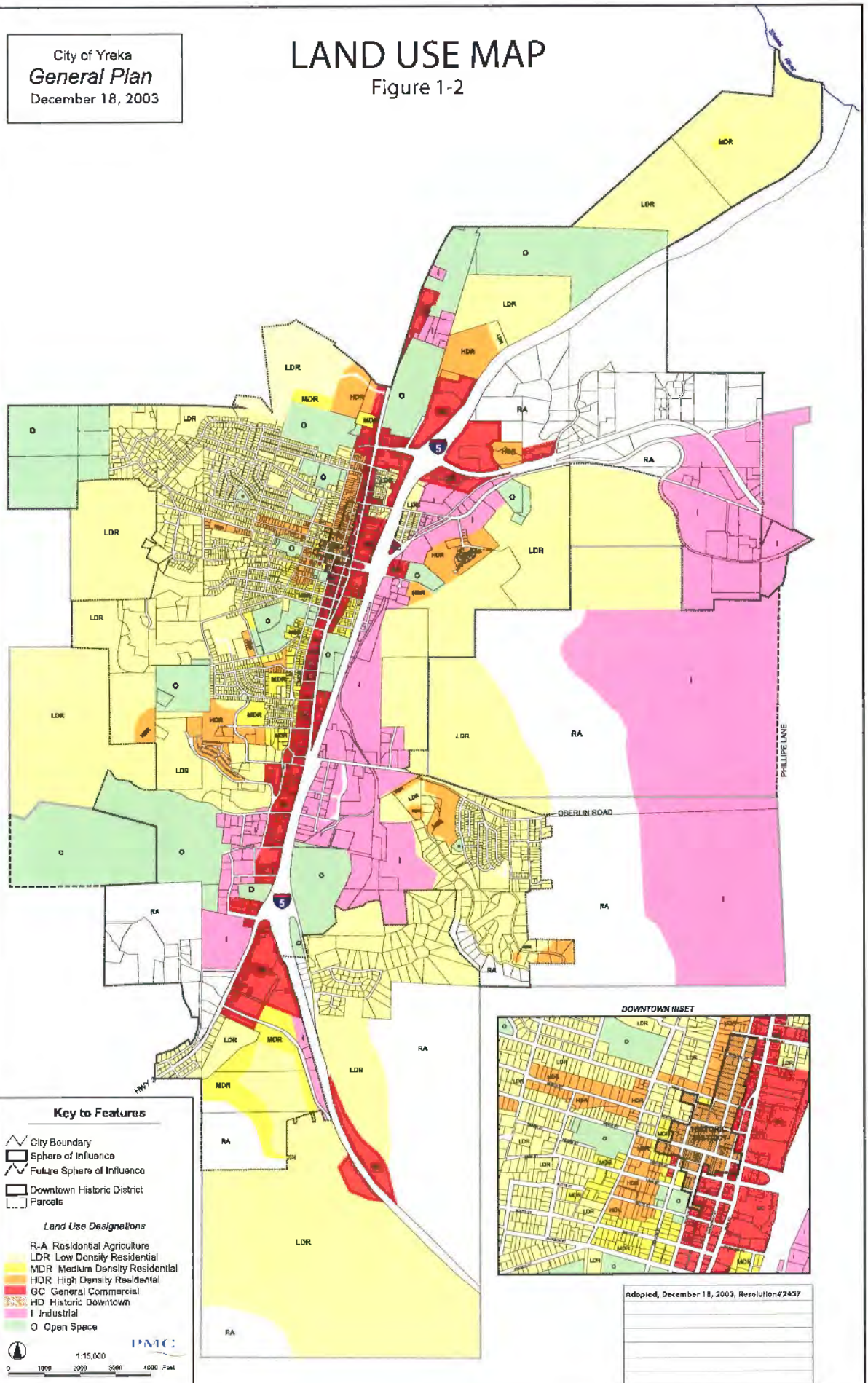
DENSITY & INTENSITY

General Plan law requires that the City establish a standard of population density and building intensity for each land use. Table 1-6 includes these standards as an estimate of persons per unit, units per acre and percent area of a parcel of land that the building can cover. The figure of three persons per housing unit is an estimate provided by the State Department of Finance, and is modified to reflect fewer persons per unit in duplex and apartment development.

City of Yreka
General Plan
December 18, 2003

LAND USE MAP

Figure 1-2



Percentage of building coverage represents the amount of land that the building itself can cover. Residential development typically has a smaller building footprint relative to the size of the lot to allow for front, side and rear yards. Commercial development, particularly in the downtown area, can approach total lot coverage, with minimal or no yard or setbacks.

Floor Area Ratio

The ratio of total building square footage to land area is considered the Floor Area Ratio (FAR). This FAR is used to evaluate parking and service needs for commercial development – typically office and retail. A 10,000 square foot building on a 10,000 square foot lot is considered to have a FAR of 1.0. A 20,000 square foot building on the same lot would have a FAR of 2.0. The FAR differs from lot coverage in that a multi-story structure could meet the coverage restrictions yet provide more building square footage then "lot area". By limiting the FAR, the City can prevent buildings that appear too large for the given parcel or surrounding neighborhood.

Zoning Consistency

The land use designations provide a broad description of the development expectations within the City. To implement these designations, and to provide more guidance for property owners, Table 1-4 represents the probable zone district for each designation. Zoning is a legislative act and can be amended within the parameters established by the land use designation. This is what happens when the City establishes a Planned Unit Development Zone District for a specific project or changes one zone type for another such as R-2 for R-1.

Determining Unit Yield

Several factors come into play when a landowner wants to calculate the maximum number of residential units that can be developed. In its undeveloped state, the property is usually described as gross acreage. Once the area required for streets and other public uses are removed, the remaining land is referred to as net acreage. The maximum units described in Table 1-6 represent the maximum number of units that can be developed on gross acreage. The actual number of units is likely to be less due to the need for parking, setbacks, minimum lot sizes and other design criteria established in the zoning ordinance and subsequent documents. When calculating the maximum number of units, the city only considers whole units. As a result, a 20,000 square foot high-density residential designated parcel could support 6.88 housing units at ~15 per acre. Since there are only six whole units, only six could be developed on the parcel. The applicable zone district may also reduce the number of dwelling units allowed per parcel.

General Plan Buildout Calculation

Using assumptions in the land use designations (Table 1-5 and Table 1-6) involving units and persons per acre, and non-residential building coverage, it is possible to calculate the total "buildout" of the General Plan Land Use Diagram. The buildout calculation is a theoretical maximum and is rarely if ever realized. By planning public facilities using these figures, the City can ensure that adequate capacity exists to serve the planning area.

Table 1-2 - Residential Land Use Designations

	Land Use Designation	Persons/Unit Units/Acre	Intensity	Description of Typical Uses
RA	Residential Agriculture	~ 3 per unit ~ 2 per acre	40%	Large lot single family residential, either by design or by incorporation of previously developed county areas. Limited agricultural use due to higher residential density than conventional agriculture.
LDR	Low Density Residential	~ 3 per unit ~ 6 per acre	40%	Single-family development, found throughout much of the City. This designation could also allow single family attached, townhouses, etc., with special zoning and design considerations.
MDR	Medium Density Residential	~ 2 per unit ~ 10 per acre	50%	Usually used for duplexes, tri- and fourplex development, as well as smaller apartment buildings. This designation could also support garden apartments, townhouses.
HDR	High Density Residential	~ 2 per unit ~ 15 per acre	60%	Conventional apartment or condominium development for larger numbers of units within a single project.

~ = up to

Table 1-3 – Non-Residential Land Use Designations

	Land Use Designation	FAR Floor Area Ratio	Intensity	Description of Typical Uses
HD	Historic District	2.0	100%	A combination of commercial and residential uses located within the historic core of the City. These uses have a set of development criteria designed to help encourage the preservation and enhancement of the historic structures and uses. More pedestrian than vehicle oriented, development in this area of the City is often on smaller lots.
GC	General Commercial	.70	70%	Typically this designation will have larger commercial buildings located on parcels that can accommodate parking. While some of the uses will support the Historic District, they are typically stand-alone and oriented more toward vehicles than pedestrians.
I	Industrial	1.5	60%	Lumber mills, asphalt plants, manufacturers of product designed predominantly for sale off site.
O	Open Space	<.10	<10%	Parks, streams, floodway or flood plain, biological preserves, and other areas of the community ill-suited for development.

Table 1-4 – General Plan Designation & Zone District Consistency

	Land Use Designation		Possible Zone District
RA	Residential Agriculture, < 3	R-A	Residential Agriculture
		R-1	Single Family Residential
LDR	Low Density Residential, < 6	R-1	Single Family Residential
		R-2	Medium Density Residential
MDR	Medium Density Residential, < 10	R-1	Single Family Residential
		R-2	Medium Density Residential
		RPO	Residential/Professional Office
HDR	High Density Residential, < 15	R-1	Single Family Residential
		R-2	Medium Density Residential
		R-3	High Density Residential
		RPO	Residential/Professional Office
HD	Historic District	R-1	Single Family Residential
		R-2	Medium Density Residential
		RPO	Residential Professional Office
		CPO	Commercial Professional Office
		C-1	Commercial Neighborhood
		C-2	Commercial Downtown
GC	General Commercial	C-1	Commercial Neighborhood
		C-2	Commercial Downtown
		CH	Commercial Highway
		CPO	Commercial Professional Office
I	Industrial	M-1	Light Industrial
		M-2	Heavy Industrial
O	Open Space	RSC	Recreation, School & Open Space

Table 1-5 – Developed/Undeveloped Land for the Total General Planning Area

General Plan Designation	Acres	Developed	Underdeveloped[1]
RA, Residential Agriculture	2,367	101	2,266
LDR, Low Density Residential	4,433	389	4,044
MDR, Medium Density Residential	182	72	110
HDR, High Density Residential	290	167	123
HD, Historic District	17	16	1
GC, General Commercial	453	202	251
I, Industrial	2,208	377	1,831
O, Open Space	923	298	625
Roads and Highways[2]	513	513	0
TOTAL	**11,386**	**2,135**	**9,251**

[1] Area outside the City was considered underdeveloped. Parcels greater than five (5) acres were considered underdeveloped if containing only one house or otherwise not completely developed.

[2] Parcel coverage contains empty space that includes roads, alleys and Highway 5.

Table 1- 6 - Buildout for the Total General Planning Area

General Plan Designation	Total Acres	Units/ Acre	Total Units	Persons/ Unit	Estimated Population[1]
RA, Residential Agriculture	2,367	2	4,734	3	14,202
LDR, Low Density Residential	4,433	4	17,732	3	53,196
MDR, Medium Density Residential	182	10	1,820	2	3,640
HDR, High Density Residential	290	15	4,350	2	8,700
TOTAL	11,386		28,636		79,738

[1] Area outside the City was considered underdeveloped. Parcels greater than five (5) acres were considered underdeveloped if containing only one house or otherwise not completely developed.

Table 1-7 – Developed/Undeveloped Land for the Area Within the City Limits

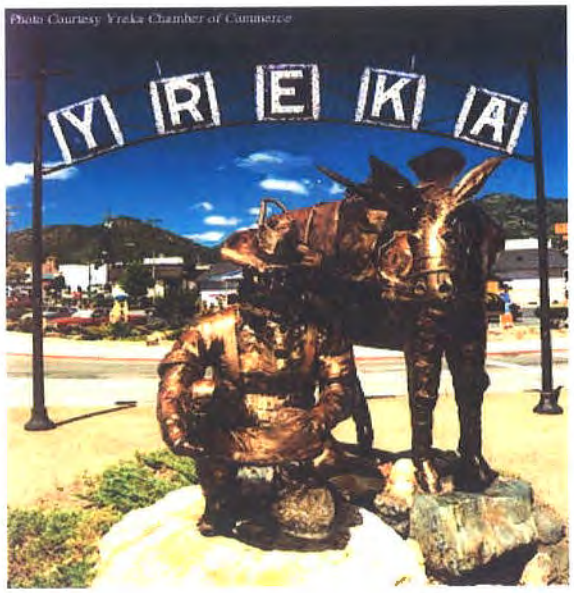
General Plan Designation	Acres	Developed	Underdeveloped
RA, Residential Agriculture	846	100	746
LDR, Low Density Residential	2,265	713	1,552
MDR, Medium Density Residential	182	72	110
HDR, High Density Residential	290	167	123
HD, Historic District	17	16	1
GC, General Commercial	405	201	204
I, Industrial	1,037	363	674
O, Open Space	923	298	625
Roads and Highways[1]	419	441	0
TOTAL	**6,406**	**2,371**	**4,035**

[1] Parcel coverage contains empty space that includes roads, alleys and Highway 5

Table 1-8 – Buildout for the Area Within the City Limits

General Plan Designation	Total Acres	Units/ Acre	Total Units	Persons/ Unit	Estimated Population[1]
RA, Residential Agriculture	846	2	1,692	3	5,076
LDR, Low Density Residential	2,265	4	9,060	3	27,180
MDR, Medium Density Residential	182	10	1,820	2	3,640
HDR, High Density Residential	290	15	4,350	2	8,700
TOTAL	3,583		16,922		44,596

[1] Area outside the City was considered underdeveloped. Parcels greater than five (5) acres were considered underdeveloped if containing only one house or otherwise not completely developed.



Gateway to Yreka's Historic District

HISTORIC DISTRICT

Development in Yreka's Historic District is influenced by a community desire to keep as much history as possible intact. While development will occur over time, it is the intent of the City that new construction will be consistent with the historic features currently in existence. This Land Use Element establishes a specific land use designation for the Historic District, which will be implemented through special zone districts. As shown in Figure I-3, the Historic District is compact, and is the heart of the commercial center of the City. The City believes that the viability of the downtown as a commercial center is dependant upon keeping the ambiance of the Historic District.

NEW DEVELOPMENT

The Historic District has guidelines that address the form and scope of new development, however the City will need to develop project design expectations for all new development outside of the historic district. The design expectations will be clearly written, and will allow flexibility on the part of the developer while still forwarding City goals. Special emphasis will be placed on street presentation, landscaping and building form. Often, inexpensive improvements to the site plan and streetscape can make a dramatic change in how the project is viewed by the public.

BUILDING FORM & SIZE

A building that is too large for the parcel, or out of character for the surrounding buildings, is an eyesore for the community, and may negatively affect property values. The City must often balance the needs of the property owner, with the expectations of the surrounding landowners in permitting new buildings. The design guidelines developed as a result of this General Plan will include building form and size guidelines.

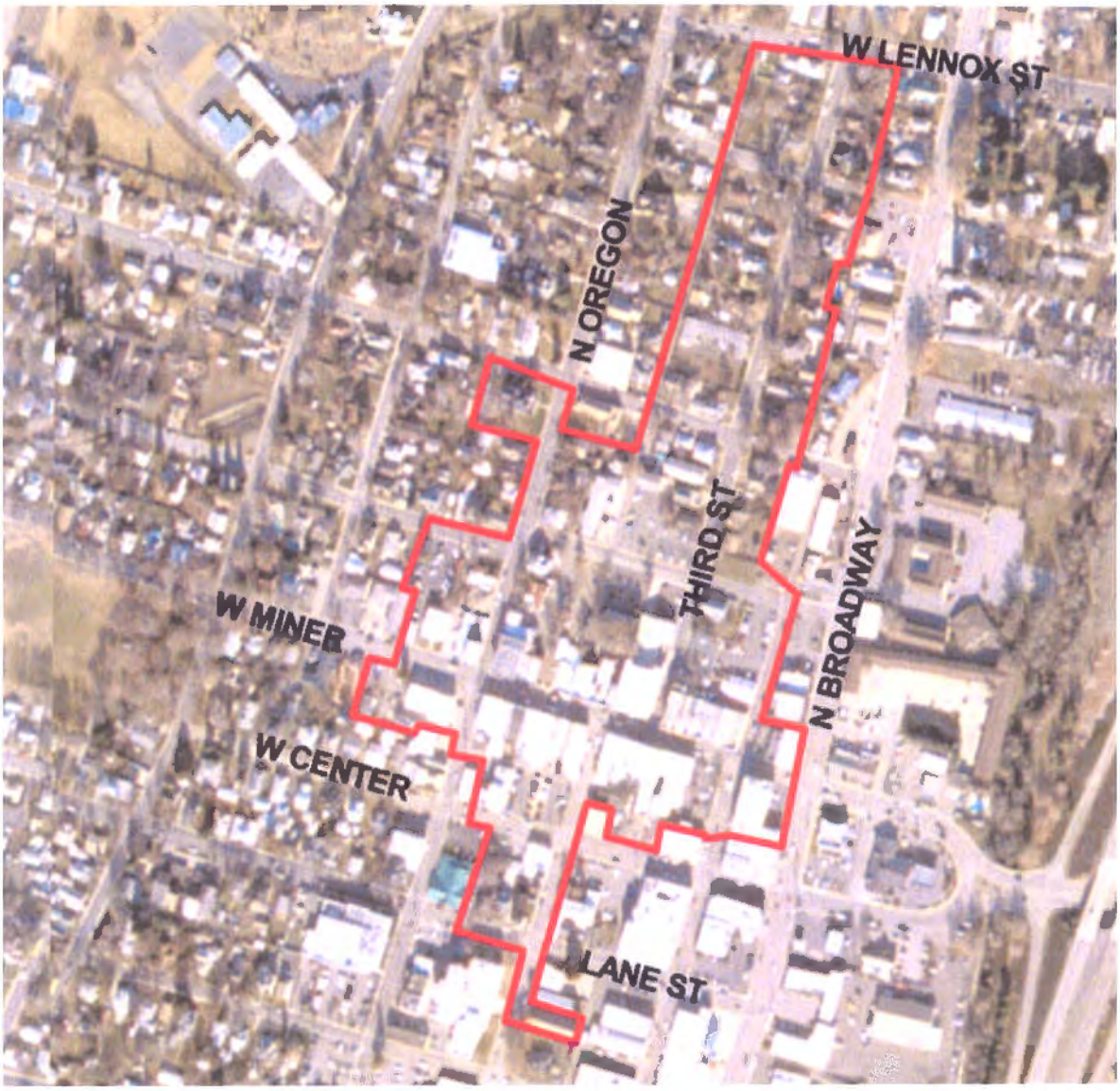
LANDSCAPING

In some areas of the community, buildings are surrounded by lush landscaping adding to both the building and neighborhood value. With the climate of Yreka, shade trees and green space are welcome in summer and provide passive cooling. The design guidelines for new construction will include landscaping ratios, and may include incentives for landscaping to be along the public street.

I.5. Economic Development

Yreka is the County seat and has the largest population concentration in Siskiyou County. Traditionally this has allowed for more industrial and commercial growth, and prosperity. With the closure of lumber-oriented industries, the City has had to diversify its industry base in order to create jobs. The lack of significant growth over the past ten years shows that the City may need to do more to encourage new non-residential growth.

Figure 1-3 - Historic District Boundaries



Unfortunately, Yreka is not unique in this need, and will need to compete with numerous small towns in northern California and Oregon.

A market study commissioned by the City and included in the Background Document for this General Plan estimates the county-wide annual absorption of industrial land at approximately 2.0 acres. Yreka could reasonably claim up to one-half of that annual amount, but the absorption rate is so small that a 5-10 acre development anywhere in the County could consume all of the absorption for several years. The study recommends several ideas for promoting new industrial and commercial growth which have been included in this General Plan.

These include:

- Encourage developers to build speculative (non pre-leased) buildings. Prospects gravitate to existing facilities they can see and touch.
- The City can pre-permit a 10-20,000 square foot generic manufacturing facility or office building that can be built on a number of available parcels. An architect, a prime contractor/builder, and a permit and building inspection team should be pre-arranged. The building should then be marketed as if real. The local team should be offered to prospects. An option for multi-tenant use and future expansion will enhance flexibility.
- Local developers can offer build-to-suits which can then be permitted and built in 90 days or less. A list of willing developers should be kept for promotional purposes. This is a slight advantage over competitors.
- Permit streamlining and a serious marketing commitment by the city is the best strategy. This is not a unique strategy, and will simply maintain Yreka at par with its neighbors.

STATE MARKETING EFFORTS

Yreka does not have the resources to employ a full-time marketing staff to "sell the City" to business prospects. The State of California has several resources that will aid the City in attracting new business, however there are also strategies to improve this effectiveness. These include:

- Verify that Trade and Commerce marketing staff has information on the particulars of each available parcel. Invite staff to visit the city and provide a site tour. Entertain them as if they were an industrial prospect.
- Talk to Trade and Commerce staff on a weekly or monthly basis. Consider supporting their marketing activities with funding and staff assistance whenever the opportunity arises. This includes attending cooperative trade shows in the target industries, or seeing EDC representatives attend. Remind Trade and Commerce staff that Yreka is seeking both its large and smaller prospects.
- Approach local industries that may be out of space in their current locations and may need to expand.
- Approach local real estate brokers with suitable marketing materials, and/or supporting the marketing efforts of local industrial landowners.
- Stress Yreka's location near Highway 5, the labor pool within 50 miles, its midpoint between Redding and Medford, its amazing quality of life, and any cost advantages.
- Support erection of a new speculative building. Failing that, the city should pre-permit a standard manufacturing facility, making sure permit and building inspection processes are fully expedited and the user knows he/she is welcome. A new building should be erectable in 90 days.

GOALS & PROGRAMS

Please refer to the Introduction chapter of the General Plan for the definition and format of Goals, Objectives and Programs. In general, the objective helps to explain the intent of the Goal while the program indicates what action the City contemplates to further the goal.

LAND USE GUIDELINES GOALS & PROGRAMS

Goal LU.1 -- To maintain flexibility in land use designations and zone districts.

Objective: Since there are many different combinations of development styles and types than is practical or possible to list in a single document, it is important that the City's development standards remain flexible. The General Plan establishes broad development "parameters" within which both traditional and innovative projects can be developed.

The objective of this goal is to support both provisions of the zoning ordinance designed to accommodate new development types and to encourage planned unit development projects.

PROGRAM LU.1.A. Following the adoption of the General Plan, the City may amend its zoning code to consider including some of the following design elements: variable residential lot sizes and staggered setbacks, density sharing or reward for superb design, mixed housing and commercial, mixed single family and duplex, etc.

PROGRAM LU.1.B. The City may establish standards that allow for both conventional and non-conventional single-family housing. The standards may include condominiums, attached, semi-detached and similar housing.

Goal LU.2 -- To ensure there is adequate land within the City for future development in a variety of types and styles.

Objective. The availability of land, which can be provided with sewer, water and other urban services, can ensure that land values are reasonable, and that the City can respond to both population and business needs. The objective of this goal is to ensure that the land use inventory is kept current and available, and that the City proactively includes land within its boundaries as needed to support future development.

PROGRAM LU.2.A. Following the adoption of the General Plan, the City shall meet with the Local Agency Formation Commission (LAFCO) to assess future needs of the City.

PROGRAM LU.2.B. The City may initiate changes to the Sphere of Influence, Water Service Boundary, and any other urban service boundary, to affect an orderly growth of the community.

PROGRAM LU.2.C. The City shall periodically review and amend its urban service boundaries.

PROGRAM LU.2.D. The City shall provide a land use designation for all land within its Sphere of Influence, and may provide a designation for lands outside the Sphere of Influence, but that could have an impact on the future development of the City.

Goal LU.3 -- To ensure efficient development and the economical extension of urban services.

Objective. As a community grows there are often small parcels of land that are overlooked or under developed. These parcels can become community eyesores or assets, depending on how the various development codes deal with their unique problems. The objective of this goal is to encourage infill development, and to ensure that the development codes do not set standards that are impractical or unrealistic for these parcels.

PROGRAM LU.3.A. The City shall maintain, and keep current, a list and map of vacant parcels less than five (5) acres in size that are substantially surrounded by development. The City may also include parcels that are partially developed but that could support significant additional development.

PROGRAM LU.3.B. Following the adoption of the General Plan, the City shall review its zoning code to ensure that it allows flexibility when reviewing infill projects.

PROGRAM LU.3.C. Following the adoption of the General Plan, the City shall determine the practicality of establishing streamlined development review procedures for development of infill parcels identified in Program LU.3.A.

PROGRAM LU.3.D. The City shall discourage the extension of services outside of the City limits. Following adoption of the General Plan, the City shall establish procedures for the review of such requests. Typical findings for extending services may be based on jobs, public health and safety, etc.

Goal LU.4 -- To protect established neighborhoods, and enhance the sense of community that is the City of Yreka.

Objective: A City is comprised of small neighborhoods that can be easily changed by a single development. In historically significant areas it is important that new development complement the existing architecture and uses. In some cases, dissimilar styles can be linked by similar land or streetscaping and unique signs. The objective of this goal is to support the City's continuing effort to ensure that new development does not detract from historic character, and that the community as a whole is tied together through design.

PROGRAM LU.4.A. The City shall continue to support its Historic District Landmarks Commission.

PROGRAM LU.4.B. As permitted by available resources, the City shall encourage programs to protect, restore and enhance neighborhoods and historic structures.

PROGRAM LU.4.C. The City shall review new projects to determine if the final design is compatible with the surrounding neighborhood.

PROGRAM LU.4.D. Following the adoption of the General Plan, the City shall review its residential and non-residential development standards to ensure that they are clear and understandable.

PROGRAM LU.4.E. Amend the Zoning Ordinance to create the buffer zone concept, using a specific zone designation for such use, or add setback provisions which would apply when sensitive uses (residential, schools, parks, churches, etc.) are proposed adjacent to agricultural and timber processing activities.

PROGRAM LU.4.F. During all project reviews, significant trees and rock outcroppings should be protected to extent practical.

Goal LU.5 -- To protect established neighborhoods and enhance the quality of life in Yreka.

Established neighborhood in Yreka

Objective: The phrase "quality of life" is difficult to define in objective terms. For the purposes of the General Plan, quality of life is used to describe those factors in Yreka that the City can influence. These include, parks and open space, attractive neighborhoods, public services, etc. Often the quality of life is an intangible, such as how a person "feels" about the community. The objective of this goal is to allow the City to respond to community requests for assistance, apply for grants, and work to ensure that important areas of the City are managed for the future.

PROGRAM LU.5.A. The City shall work to establish trails and open space areas linking residential, school and commercial areas of the City.

PROGRAM LU.5.B. The City may support grant applications for community projects that renovate or restore commercial and residential structures throughout the City.

PROGRAM LU.5.C. The City may sponsor events designed to increase the sense of community.

PROGRAM LU.5.D. When reviewing requests for new development, the City shall require dedication of appropriate rights of way or easements as needed to further the goals of the General Plan.

PROGRAM LU.5.E. The City may establish a program to allow density transfers, or other incentives, for landowners to dedicate open space easements.

PROGRAM LU.5.F. The City shall work with the Elementary and High School Districts to ensure that future needs of the Districts are addressed in the Land Use Element. These can include placement of new schools, support structures, trails, bus stops and other means to ensure safe routes to school.

PROGRAM LU.5.G. The City may require buffers between dissimilar land uses, and between open space, sensitive environmental areas, sensitive biological resources, adjacent to streams and wetlands or agriculture and urban development. Buffers may include solid barriers, additional setbacks, redesign, or other means to either protect the resource indefinitely, or to protect it in the short-term until the appropriate time for development.

PROGRAM LU.5.H. Following adoption of the General Plan, the City shall review its program to remove blight and sub-standard buildings. The review shall investigate methods of improving property using grants, low-interest loans and similar programs.

Goal LU.6 – To protect the unique views from Yreka of the surrounding mountains.

View of Yreka and surrounding ridges

Objective: The ridgelines surrounding the community help define Yreka and have been used in this General Plan to help define the planning area for the City. These high points in the landscape are often desired as home sites for the incredible views they can provide of the City and general area. Unfortunately, development without consideration of the long-term view can degrade views from both the hilltops and the City. The objective of this goal is to help guide hillside development, and protect the integrity of the ridge tops. Because most of the ridgelines are outside of the City, the City will need to work with Siskiyou County to help establish hillside development standards.

PROGRAM LU.6.A. Following adoption of the General Plan, the City shall prepare hillside development standards that:

- Protects the visual integrity of ridge tops within the planning area.
- Advises on appropriate location(s) for homes on the hillside.
- Establishes grading and drainage standards for hillside projects.
- Establishes fire-safe zones and appropriate building materials.
- Advises on the appropriate colors, roof shapes and landscaping.
- Provides recommendation on appropriate road design for both drainage and aesthetics.

PROGRAM LU.6.B. Review Bureau of Land Management (BLM) and National Forest Service plans on nearby lands and coordinate issues with these agencies.

PROGRAM LU.6.C. Consider views during project review and design, maintaining visual access whenever practical.

PROGRAM LU.6.D. Coordinate development activity on private lands, outside of the City that are part of the Yreka view shed, with Siskiyou County as a function of the interagency review process, with the intent of minimizing impact on the local view shed.

PROGRAM LU.6.E. The City may purchase or require, as dedication during development requests, open space easements for ridgelines and other scenic vistas.

Goal LU.7 – To encourage visitors to the City and enhance the City's presence as a community along Interstate 5.

Objective: The City of Yreka has an interesting history, outstanding examples of architecture, and a number of activities to interest the traveling public. Further, for many of the businesses in the City, tourists comprise a significant portion of their business. The objective of this goal is to ensure that the General Plan reflects the role tourists' play, and to encourage improvements that will draw more visitors.

PROGRAM LU.7.A. The City will consider amending its sign ordinance to permit "public art" with a theme that represents the historic nature of Yreka.

Visitor friendly signage on Miner Street

PROGRAM LU.7.B. The City will designate key intersections as Gateways to the City, and may allow community signage, public art, informational and promotional material, and other amenities to help the traveling public. The following intersections are considered Gateways:

- State Route 3, at both the north and south interchanges with Interstate 5.
- Miner Street interchange with Interstate 5.

PROGRAM LU.7.C. The City may designate other intersections or areas as needed to meet this goal.

PROGRAM LU.7.D. The City will work to update its sign ordinance.

RESIDENTIAL LAND USE GUIDELINES GOALS & PROGRAMS

Goal LU.8 – To create neighborhoods that reflect the high quality of life in Yreka

Objective: The City will need to evaluate several different types of housing as public taste changes, and as economic influences alter housing cost. The Land Use Element allows for a range of housing types from large ranches to apartment units. Regardless of housing size, each collection of units should represent a neighborhood as a part of the City of Yreka. Many of the programs of the General Plan are designed to connect existing development with roads, trails, and consistent landscaping. The objective of this goal is to ensure that new development is also part of the whole, and that "design" is taken into account early in the project consideration process.

PROGRAM LU.8.A. Following the adoption of the General Plan, the City shall develop and adopt subdivision design guidelines. These guidelines may include:

- Hillside development criteria.
- Lot size averaging.
- Landscape and lighting standards.

PROGRAM LU.8.B. Following the adoption of the General Plan, the City shall develop and adopt standards for the construction of multiple family housing. The standards may include:

- Shared open space.
- Buffers to adjacent uses such as single story next to single-family residential, solid fencing between non-residential uses and apartments, parking lot screening, etc.

Program LU.8.C. The City may amend its zoning ordinance to support a minimum square footage per unit, and multiple units per parcel size.

Program LU.8.D. The City may restrict or prohibit residential development next to industrially designated or developed land to avoid conflict. The City may also increase setbacks to avoid conflict as a function of the development approval process.

PROGRAM LU.8.E. The City may allow duplex units on some corner lots in single-family residential areas.

COMMERCIAL LAND USE GUIDELINES GOALS & PROGRAMS

Goal LU.9 – To support the expansion and retention of existing commercial establishments, and to encourage new commercial development in the City.

Objective: Much of the City's discretionary funding, and a considerable amount of employment, come from commercial uses. The City has benefited from Interstate 5, and from being the County seat. The easiest way to increase commercial activity is to support those businesses already in the Community. The objective of this goal is to outline ways for the City to support the business community by streamlining development approval and working to obtain grants for needed infrastructure.

PROGRAM LU.9.A. Following adoption of the General Plan, the City shall prepare and adopt design criteria for non-residential structures. The criteria may be based on the design concepts presented in the General Plan and should:

- Have clearly stated design goals and theme.
- Be objectively measurable.
- Provide a series of design options for the project designer.
- Incorporate incentives for good design.
- Not unnecessarily delay the review process for projects.
- Apply to both new development and exterior remodel.

PROGRAM LU.9.B. When reviewing requests for commercial uses in residential neighborhoods, the City shall ensure that the integrity of the neighborhood is not compromised.

PROGRAM LU.9.C. The City shall promote renewal and retention of businesses within the City.

PROGRAM LU.9.D. The City shall encourage businesses that support the Historic District and the downtown.

INDUSTRIAL LAND USE GUIDELINES GOALS & PROGRAMS

Goal LU.10 – To promote economic growth within the City of Yreka to ensure employment opportunities and goods and services are available within the community.

Objective: The City is in transition from a raw materials economy to a services and manufacturing economy. To help with this transition, the City will encourage the location of primary and support industries so that as much business as possible can be conducted within the City. The objective of this goal is to ensure that adequate area is provided for these businesses and that new growth does not impede the expansion, retention or operation of existing industry.

PROGRAM LU.10.A. Avoid development which results in land use incompatibility. Specifically, avoid locating objectionable land uses within residential neighborhoods and protect areas designated for existing and future industrial uses from encroachment by sensitive uses.

PROGRAM LU.10.B. The City shall periodically review the industrial and commercial land use designations to ensure that there is an adequate mix of parcel sizes, zoning and infrastructure to accommodate new development.

PROGRAM LU.10.C. Following the adoption of the General Plan, the City shall prepare an inventory of available vacant land, including residential and non-residential sites. The inventory shall include information concerning availability of utilities, adjacent roadways, site characteristics and other information useful to potential developers

PROGRAM LU.10.D. The City shall periodically review the vacant land inventory to keep it current. The review may be timed to coincide with the annual review of the General Plan.

PROGRAM LU.10.E. The City shall incorporate design buffers between potentially incompatible land uses and may restrict new uses from compromising existing businesses from operations.

PROGRAM LU.10.F. The City will encourage land uses that do not harm the environment or pose safety hazards to city residents.

PROGRAM LU.10.G. Following the adoption of the General Plan, the City shall prepare a Business Retention and Attraction Plan which:

- Defines incentives the City shall consider to attract desirable businesses to Yreka.
- Identifies staff assignments and responsibilities for attracting new businesses.
- Identifies the specific types of businesses which Yreka shall seek to attract.
- Defines projects which would be appropriate for funding through grant monies.

PROGRAM LU.10.H. When reasonable and possible, the City shall pursue State and Federal funds for activities and infrastructure improvements, which will promote economic growth.

PROGRAM LU.10.I. The City may coordinate economic development efforts with agencies and organizations promoting economic development in Siskiyou County.

YREKA CREEK/TRAIL SYSTEM

By preserving the vegetation along the Yreka Creek and major tributaries, the City can have a positive effect on water quality entering the Creek from urban runoff. Vegetation helps to prevent debris and silt from entering the watercourses. A trail system adjacent to these natural drainages also helps the City to maintain the drainage by allowing access for maintenance personnel. Because this trail system can provide many benefits to the City, it is addressed in several of the general plan elements.

Goal LU.11 - Protect and expand the Trail System along Yreka Creek and its Tributaries.

Yreka Creek

Objective: The community has begun the task of protecting the Yreka Creek and constructing walkways and interpretive areas. This effort should be supported and continued until the creek and tributaries allow for pedestrian access and wetland habitat. The trail system can provide both recreational and transportation benefits by linking commercial uses such as the downtown, to housing and employment centers. The objective of this goal is help continue this community effort by ensuring the areas along the creek and major tributaries are not developed to the extent that future trails are precluded.

PROGRAM LU.11.A. The City may establish setbacks or buffer zones for new development along Yreka Creek and its major tributaries. The area of setback may vary to permit inclusion of significant biological features and planting. Measures to protect plant species should include the evaluation of project sites to determine if habitat for special status plant species is present before commencement of any ground disturbance activities.

PROGRAM LU.11.B. Following the adoption of this General Plan, the City will prepare a trail master plan identifying the tributaries to Yreka Creek and areas suitable for trail construction.

PROGRAM LU.11.C. The City may accept easements from adjacent property owners for eventual trail construction.

PROGRAM LU.11.D. The City may seek grant funding from state, federal and private organizations for development of the trail system.

PROGRAM LU.11.E. The City may establish a fee program for new construction to help fund the construction of the trail system, pay for easements and/or right of way, etc.

PROGRAM LU.11.F. The City may permit development off-sets to help compensate adjacent property owners for the loss of development area due to the increased setback along Yreka Creek or a major tributary.

Goal LU.12 – To protect and preserve the historical resources of the City of Yreka.

Objective: The City has taken significant steps in the past to protect its historic resources through the creation of a historic district. Such action is important since history is an important part of Yreka's character and economy. Preservation of the historic resources within the established historic district occurs through the application of a separate review process and application of standards focused on preserving the architectural style of the late 1800s and early 1900s. It is the objective of this goal to maintain this process

and expand protection to other historic structures and archaeological resources that are located elsewhere in the community outside of the historic district.

PROGRAM LU.12.A. An archaeological record search shall be required on all discretionary projects, on land not previously developed or approved for a parcel map or subdivision. This record shall be supplied by the applicant, to determine if there is the potential for archaeological resources on the project site. If the record search determines there is a high probability of such resources, an on-site investigation shall occur by a professional approved by the City.

PROGRAM LU.12.B. If during the course of disturbance of a project site human remains are discovered, construction shall stop immediately and such find reported to the County Coroner. Work on the site with the potential for disturbing such remains shall not occur until authorized by the Coroner.

PROGRAM LU.12.C. The exterior modification or demolition of any building located outside of the Historic District which was constructed prior to 1910, shall not occur until it has been determined that such modification or demolition will not cause any significant impact to a historic resources.

Goal LU.13 – To keep the General Plan current reflecting changes in public desires, changes in growth trends and applicable legislation.

Objective: It is the purpose of this goal to make certain that significant fluctuations in growth beyond the range of projections of this Plan, do not outpace the City's planned infrastructure, or result in growth impacts not anticipated in this Plan. The programs are designed to monitor growth trends and establish an early warning system, bringing the attention to the City of the possible need to reevaluate the General Plan in advance of the 20 year update program.

PROGRAM LU.13.A. As a means to keep the General Plan as current as possible, it shall be updated any time the estimated population has increased 3.0 percent or greater for two consecutive years. This update would assess the growth trends and update those elements of the General Plan which may no longer be effective due to the increase in growth not expected in the General Plan.

PROGRAM LU.13.B. To maintain a General Plan which has a minimum of ten years of life, an update should occur every ten years, preferably after data has been received from the ten year census. This update would provide for projections, goals and programs to extend the life of the General Plan an additional ten years.

CHAPTER 2
CIRCULATION

2. CIRCULATION

I-5 overpass leading to Main Street

2.1. Introduction

LEGAL BASIS & REQUIREMENTS

The legal requirements of the general plan circulation element are defined in 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 Yreka and its sphere of influence. Goals and programs provide direction for maintaining and improving Yreka'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. Public utilities are addressed in the Public Facilities Element.

OVERVIEW

Interstate 5 is how most visitors and residents enter and leave the City of Yreka. The City has three primary entry points from Interstate 5 that are located at Moonlit Oaks Drive, Miner Street/Center Street and Montague Road. All three interchanges provide access to State Route 3 (SR 3) because Main Street is State Route 3. There are also several other connections to the City from County roads, most notably Oberlin to the east and Westside Road to the south and Greenhorn Road to the west.

REGIONAL SETTING

The City is located in northern Siskiyou County and is served by Interstate 5, State Routes 3 and 263, and A12 (Grenada) to State Highway 97 (See Figure 1.1). Within the City, there are a number of significant roadways, including Main Street, Oregon Street and Miner Street that provide internal circulation and connection to the Siskiyou County Roadway system. Within and around the City are numerous power, telephone and gas lines that provide public utilities.

Yreka is served by a variety of State and County roads with Interstate 5 being the most significant highway affecting the City. Interstate 5, traversing in a north-south direction, bisects a portion of the City and provides access to Yreka at the north, central and south interchanges. Interstate 5 provides easy access to Yreka, the County seat for Siskiyou County, from both the north and south sections of the County. State Route 3, which provides access from Scott Valley to the southwest and from Montague to the east, traverses the full length of Yreka following Main Street and Montague Road. State Route 263 provides access to Yreka from the Klamath River area and ends at its intersection with SR 3 (Main Street) in Yreka. (Table 2-1)

Significant Siskiyou County roads serving the Yreka area are: Old Highway 99 to the south, Oberlin Road to the east and Yreka/Ager Road to the northeast. Other County roads lie within the Planning Area but primarily serve local traffic and carry low volumes of traffic. (Table 2-1)

Siskiyou County Local Transportation Commission (LTL) is in the process of developing a regional transportation plan including a 5 to 20 year highway improvement schedule. Yreka is a member of the Commission and will participate in decisions affecting transportation improvements in the Planning area.

ROAD STANDARDS AND CLASSIFICATIONS

Roads are classified into different types depending on the type and amount of traffic they are designed to accommodate. Large roadways, handling high volumes of traffic need more right of way and larger intersections. The City of Yreka has three main road classifications: Arterial, Collector and Local, with many different variations of these major road types. Table 2-2 defines each road type and includes local, significant local, cul-de-sac and private streets. In many instances the difference between a road classification is subtle, amounting to the physical links that the road provides to other routes, or the types of land use along the road.

Figure 2-1 illustrates the typical right of way widths for each roadway classification. The widths should be considered a "typical" size, with a large range of width possible depending on topography, existing development and intersection needs.

2.2. Roadway Network

ARTERIALS

State Route 3/Main Street serves as the main arterial north/south route through Yreka. In addition Interstate 5 parallels Main Street and provides service to both regional and local traffic. Main Street connects all three of Yreka's I-5 Interchanges, historic downtown, and the commercial areas at both the north and south end of the community. Because of its location and uses located along its length, it carries the heaviest traffic load. The width of this arterial varies from two to four lanes, with a continuous left turn lane on most of its length from Oberlin to Montague Roads.

Oberlin Road carries moderately heavy traffic at a high speed and connects rural Siskiyou County east of Yreka with industrial and housing areas east of I-5. Additionally, the connections between Main Street and I-5 at the central and southern exits (Miner, Center and Moonlit Oaks) should be considered as arterial streets along with SR 263. (Table 2-1)

COLLECTORS

Collector streets include: North and South Oregon Street, Fairlane Road, Foothill Road, Westside Road, West Oberlin Road and Miner Street between Main Street and Gold Street. Tebbe Street between North Main Street and North Oregon Street and 4-H Way connecting South Oregon with South Main Street should also be considered as collectors. All of these collector streets carry a moderately heavy traffic volume, serving large areas with heavy traffic generators such as schools, businesses, offices and industry. (Table 2-1)

Table 2-1 - Existing Roadway Classifications

Arterial	Collector	Significant Local Streets
Main Street	Oregon Street	Jackson Street
State Route #3	Fairlane Road	French Street
State Route #263	Foothill Drive	Moonlit Oaks Avenue
East Oberlin Road	Miner Street (East)	Evergreen Lane
Freeway connections to Main Street	Westside Road	Lane Street
	4-H Way	Miner Street
	Tebbe Way	Yama Street
	W. Oberlin Road	Lennox Street
	Greenhorn Road	Knapp Street
	Phillipe Lane	Shasta Avenue
		Discovery Street
		North Street
		Wetzel Way
		Terrace Drive
		Fairchild Street
		Lawrence Lane
		Fourth Street
		Campus Drive

[1] All streets not listed in Table 2.1 are designated as Local

SIGNIFICANT LOCAL STREETS

Many of Yreka's streets are considered to be significant local streets that are typically the shortest route to an arterial, collector, schools and businesses with few stops required. Traffic on these streets fall well below normal collector standards with volumes, which are expected to be less than 1500 vehicles per day. Typically these streets also have standard residential roadway widths. The east-west roads in this category are: Greenhorn Road, Lawrence Lane, Evergreen Lane, Jackson Street/French Street, Lane Street, Miner Street west of Gold Street, Yama Street, Lennox Street, and Knapp Street. Discovery Street, Fairchild Street and Shasta Avenue have similar vehicular carrying characteristics in a north-south direction. The eventual connection of Discovery to the northeast to North Main Street would also fall into this category, as would potential connections between Campus Drive and SR 3. All other streets not otherwise specified herein are considered to be local streets. (Table 2-1)

INDUSTRIAL

Phillipe Lane, Oberlin Road, Foothill Drive, Fairlane Road, Greenhorn Road and South Oregon Street between Payne Lane and 4-H Way represent roads that carry significant industrial traffic.

COMMERCIAL

Main Street, Miner Street, Broadway Street, South Oregon Street, Moonlit Oaks Avenue, Foothill Drive, Montague Road and Fort Jones Road represent those streets that serve most of Yreka's commercial businesses.

PRIVATE

Developers occasionally request private streets in their projects in order to provide a different width or design matching that of the development.

Unfortunately, despite the best intentions of the developer and homeowners, private roads are seldom maintained properly and typically fall into disrepair. Once owners are faced with the task and high cost of rebuilding a road that may have been built to a lower standard than a public street, they often request that the City "accept the roadway" into the publicly maintained road system.

Roadways must meet vigorous design, testing and construction standards before they can be accepted by the City into the publically maintained road system. Private roads seldom meet these standards. In order to avoid this conflict, the City may require that the travel way and parking areas of private roads be constructed to the same engineering standard as conventional public streets. This still allows flexibility in right of way width, whether there are sidewalks, etc., but protects both the residents and the City from future requests to accept a substandard roadway. Nothing in the General Plan or City codes is designed to restrict or prohibit private streets, only to ensure that design, rather than lower cost of construction, is the goal of the private street.

LEVEL OF SERVICE

The 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 traffic speeds are low. LOS E indicates significant delays and average speeds of one-third the free flow speed or lower. LOS F is characterized by traffic flows at very low speeds (stop and go) and long delays (more than one minute). (Table 2-3)

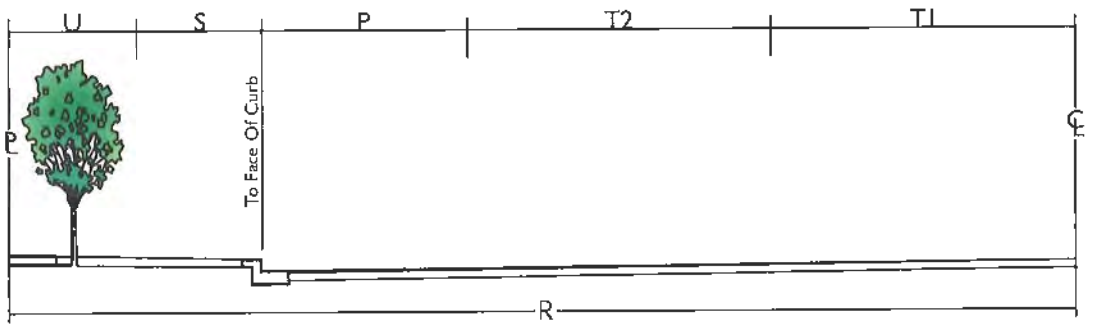
The Level of Service is used to evaluate how busy a street or intersection is, and to establish priorities for improvement. The level of service can also be used to determine whether the estimated traffic from a new project might overwhelm existing improvements. Most communities establish a level of service that reflects some of the impacts of modern life—increased traffic. By establishing a threshold for the Level of Service at "C", the City is ensuring that improvements to the roadways are "reasonable" and affordable.

Table 2-2 - City of Yreka
Road Classifications

Road Type	Definition
Arterial	Arterial streets provide the major travel corridors through Yreka, linking Collector streets with regional roadways. Arterials connect with both Residential Local and Collector streets. Arterials are designed to carry the greatest traffic volumes. Right of Way requirements for Arterials range between 80 and 100 feet with 84 feet being typical.
Collector/ Industrial	Collector streets provide a linkage between Local streets and Arterial streets. Collector streets serve a variety of functions, providing access to residential and non-residential properties and allowing movement to and from Local streets. Collectors carry light to moderate traffic volumes. Right of Way requirements for this type of street range between 60 and 80 feet with 64 feet being typical.
Significant Local Street	Significant local streets are those streets that do not have high enough traffic volumes to be considered a collector, but are typically the shortest route to an arterial, collector, schools or businesses. These streets may have little to distinguish them from other Local Streets except fewer stop signs and controlled intersections. A few north-south streets have these characteristics, but have shorter lengths, making north-south trips in westerly Yreka more time consuming. Right of way for Significant Local Streets is typically 60 feet.
Local	Residential Local streets provide direct access to adjacent properties and are not intended to serve through traffic. Local streets provide access to Collector streets and carry low traffic volumes.
Cul-de-sac	Cul-de-sac streets are popular with homeowners for a variety of reasons, such as privacy and low traffic. With only one way in and out, the number of homes on the cul-de-sac is a safety concern for fire and police should evacuation be necessary. There are a number of design solutions that can address the access and safety issue, these include larger entries, emergency secondary access, design of homes, etc. Because topography and design differs in each project, the City will need review each project individually. The right of way width for a cul-de-sac is typically a 50-foot radius, although the width may be changed to meet safety or access concerns. Maximum length of a cul-de-sac is typically 600 feet.
Private	These roads are not owned or maintained by the City, and are usually part of a large development project. While these roads may be very low volume, in large projects they may be of any size as needed to meet traffic demand. Each road width is reviewed with the specific project requesting the roadway.

Figure 2.1

City of Yreka
Typical Street Sections



Typical Street Sections

	Distance in Feet						
Designation	R x 2	R	U	S	P	T2	T1
Arterial	84	42	3	7	8	12	12
Collector/Industrial	64	32	3	7	10	12	-
Significant Local Street	60	30	5	5	8	12	-
Local & Cul-de-Sac	50	25	-	5	8	12	-
Private	34	17	-	3	4	10	-

T1 - Travel Lane
T2 - Travel Lane
S - Sidewalk
PL - Property Line
U - Utility/Landscaping Area
R - Street Half Width
CL - Center Line of Right-of-Way

The above are considered typical street sections, and may be modified as needed to meet the needs of the City and the goals of the General Plan. The City may also create new street designations as needed to respond to individual project requests. The right of way may be widened in areas for a number of reasons including turn lanes, median islands, intersection improvements, bus turnouts, etc.

Table 2-3 - LEVEL OF SERVICE [LOS] DEFINITIONS

LOS	Description
A	Represents free flow. Excellent level of comfort, convenience and freedom to maneuver.
B	Represents stable flow, but the presence of other road users in the traffic stream causes noticeable reductions of comfort, convenience, and freedom to maneuver.
C	Represents 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 severe restriction in speed and freedom to maneuver, with reduced levels of comfort and convenience.
E	Represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver is difficult, with users experiencing frustration and poor comfort and convenience. Unstable operations are frequent, where small increases or minor perturbations to the traffic flow can cause breakdown conditions.
F	Represents traffic flows at low speeds (stop and go) and long delays (more than one minute) usually caused by a "downstream" obstruction, such as lane reduction or accident. Traffic may back up into "upstream" intersections.

TRUCK TRANSPORT

The large truck traffic in the region is typically limited to Interstate 5, State Routes, Oberlin Road, Fairlane Road and Phillipe Lane. There are three trucking firms, one large trucking firm located on South Oregon Street and Payne Lane that generates a significant amount of traffic from that location to the south interchange with Interstate 5, a truck company, Peters, on Lucas off Greenhorn Road and Mott Brothers or Mill Road. Greenhorn Road has a lot of truck traffic at times (spring/summer/fall) with hauling of aggregate to asphalt and concrete plants. Additionally, many trucks traveling I-5 pull off the freeway at the south interchange to visit the food service businesses in that area. A truck stop is planned at the north interchange.

Within the City of Yreka truck routes have only been designated by the State on Interstate 5, State Route 3/Main Street and State Route 263. While this permits heavy truck traffic through an area of heavy commercial and tourist activity, it has not been a significant issue for the community.

CIRCULATION GOALS & PROGRAMS

Visually attractive building on Miner Street

Goal CI.1 – Develop and maintain roadways in an orderly and visually attractive manner that enhances the community.

Objective: Roadways are typically constructed in small increments over a period of time. Without careful consideration of the long-term needs of the community, roadways might not connect, or be designed to work with each other. The City must also consider the roadway network and work to make travel within the community as efficient as possible. The objective of this goal is to keep the larger-picture in focus when reviewing new roadways and improving the existing road network.

PROGRAM CI.1.A. The City shall work to enhance the visual appearance of both pedestrian and non-vehicular routes.

PROGRAM CI.1.B. Roadways within new development projects shall be designed to allow for the extension of major and minor collector roads and local streets to adjacent future development projects.

PROGRAM CI.1.C. When practical, parking lot and service drives of adjacent commercial uses shall be designed to connect and allow traffic to travel from one commercial use to an adjacent one without using public streets.

PROGRAM CI.1.D. Regional circulation planning shall be coordinated with Siskiyou County and the California Department of Transportation (Caltrans).

Goal CI.2. – To maintain a functional performance of roadways throughout the community at a Level of Service C or better.

Objective: Using the street level of service as a measurement for assessing traffic helps to balance the subjective perception of a road being busy or "grid locked" with an objective measurement. There are few roadways in Yreka that have Level of Service (LOS) C, although some of the road segments may approach this level during peak times of the day. The objective of this goal is for LOS C to be the City minimum standard, and the design criteria for roadway improvements. Because funding improvements often takes time, the level of service may drop below LOS C while the City is arranging financing. A temporary drop in service is acceptable if a long-term solution is underway.

PROGRAM CI.2.A. Following adoption of this General Plan, the City shall prepare, adopt and apply design standards for all classifications of roadways within the City.

PROGRAM CI.2.B. Following adoption of the General Plan, the City shall prepare a capital improvement program that identifies both roadways to be improved, and new roadways to be constructed.

PROGRAM CI.2.C. The City shall periodically review traffic volumes to ensure that adequate levels of service are maintained.

PROGRAM CI.2.D. Following adoption of the General Plan, the City shall adopt procedures to evaluate new projects and their potential impact on traffic.

2.3. Roadway Improvement Standards

Figure 2-1 represents the roadway designations and rights of way expected for newly created roads and improved roadways in Yreka. The rights of way are shown as a range, because existing impediments, such as buildings, trees, slope, etc., can result in a need to alter the right of way width. Usually, there is an additional five to ten feet beyond the "road" that is used for utilities, landscaping, lights, fire hydrants and similar improvements. By allowing the right of way to be "flexible", the City can best determine the amount of dedication required during new development, and the extent of construction for existing road improvements.

BACKGROUND

Development standards are necessary to ensure roadway improvements within existing and future development meet the various needs of the community. These standards provide for community character, sense of place and contribute to the functionality of the circulation system. General road layout, drainage facilities, sidewalks and parking provisions are important aspects of roadway design. Additionally, mechanisms are required to ensure that new development projects provide for required road improvements, both on-site and off-site.

STREET LAYOUT DESIGN

Much of the City's existing street system follows a modified grid approach, with a more irregular system resulting where terrain dictates the need for a curvilinear system to reduce street grades and slopes by following the natural contours. While the City's traditional grid system allows for through movement and good connection between neighborhoods, the addition of a through north-south "significant local street" in the western section of Yreka would improve traffic movement in that area. Figure 2-2 - Conceptual Street Layout depicts how the existing grid street pattern can be extended to new development.

PARKING

Adequate vehicle parking is required to support existing and future development within the City. The placement and type of parking must accommodate the needs of businesses who view parking as a marketing tool; pedestrians who can view parking as a barrier when it blocks walking paths; motorists who want to park as close to their destination as possible; and, residents who desire both on and off street parking.

Within all types of land uses, on-site parking is required to provide for the majority of the parking demand created by the use. Specific parking requirements are established by City Ordinances.

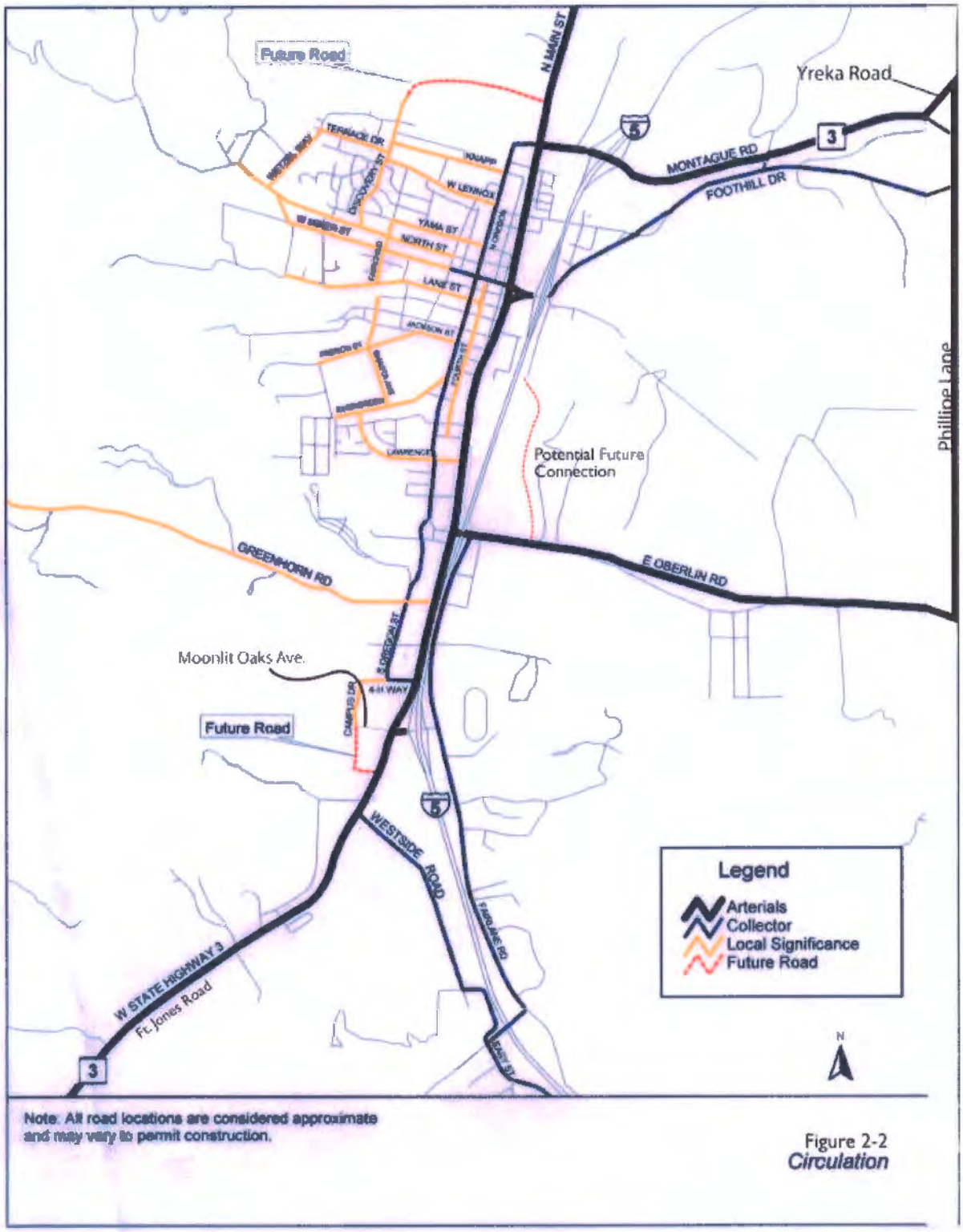


Figure 2-2
Circulation

ROADWAY IMPROVEMENT GOALS & PROGRAMS

Goal CI.3. - Accomplishment of on-going maintenance of roadways in an efficient and cost effective manner.

Objective: The roadway system is an essential component of the City infrastructure. All roads have a useful life that can be lengthened by appropriate maintenance, or shortened by a variety of factors. The objective of this goal is to help the City maintain its road network as efficiently as possible. Because of the nature of how roadways are built, maintained and reconstructed, which roads should be "fixed" is not always intuitive. Occasionally fairly new roads must be maintained, while roads in poorer condition are left until sufficient funds are available to correct the problem.

Program CI.3.A. The City shall establish a comprehensive and cost effective strategy for identification of road maintenance and improvement projects.

Goal CI.4. - Ensure that circulation improvements are adequate to serve transportation demands of new development within Yreka.

Objective: The objective of this goal is to ensure that new roadways are sized appropriately for both existing and reasonably expected future growth. New roads may be phased to address the new demand with final-width improvements deferred until demand or other construction warrants the improvement. The decision to defer any improvement is solely at the discretion of the City.

PROGRAM CI.4.A. New development projects shall dedicate adequate rights-of-way to allow for construction of roadways as designated within this element.

PROGRAM CI.4.B. New development shall generally conform to the alignments depicted in Figure 2-2 -*Circulation*.

PROGRAM CI.4.C. The City may establish fees, assessment districts, reimbursement agreements or other mechanisms to either pay for or reimburse construction of roadways and roadway improvements.

PROGRAM CI.4.D. New development shall provide adequate off-street parking spaces to accommodate parking demands generated by the use.

PROGRAM CI.4.E. Following adoption of the General Plan, the City shall establish and adopt construction standards for all roadways.

PROGRAM CI.4.F. New development shall provide improvements as needed to avoid creating significant traffic impacts on streets surrounding the proposed project.

Traffic impacts are considered significant if they result in traffic that exceeds the "Environmental Capacity" of Average Daily Trips (ADT) as defined below:

Local:	Greater than 1,500 ADT
Collector:	Greater than 2,500 ADT
Arterial:	Greater than 5,000 ADT

Where existing traffic levels exceed the criteria above, an increase of greater than 10% over

existing levels is considered a significant impact.

PROGRAM Cl.4.G. All travel surfaces on private roads within a residential development, or other development that is to be maintained with a property owners association, may be required be constructed to City of Yreka design standards.

2.4. Pedestrian and Bicycle Circulation

The terrain and form of Yreka is favorable for bicycle and pedestrian circulation. Sidewalks exist on most streets, and most streets have sufficient width and low traffic volumes permitting their safe use by bicyclists. This section identifies strategies for improving non-vehicular transportation in the community.

BICYCLE CIRCULATION

Bicycle circulation in Yreka occurs naturally throughout the road system since traffic volumes on most streets are low. Fairlane Road is the only street with a designated bicycle route. For most of its length, this road is very wide and has marked lanes on both sides of the street. Other streets in the City have a designated area between the vehicle travel way and the edge of pavement of sufficient width to accommodate bicyclists. These include South Main Street between Oberlin Road and the South Interchange; Montague Road from the North Interchange to the easterly City Limits; and Oberlin Road (south side) from Main Street to Yellow Hammer Street.

BICYCLE PATHWAY CIRCULATIONS

Class I bicycle pathways are fully separated from any traffic lanes, either in a setback landscaped corridor adjacent to the road, or in a totally separated corridor apart from the street.

Class II bicycle pathways are within the right-of-way of streets, usually collectors and arterials. The lanes are up to seven feet wide, located adjacent to the travel lanes with signage and a stripe on the pavement demarking the lane.

Class III bicycle pathways are shared usage of streets with no specific separation of different modes of traffic. Street signage is often used to designate a roadway as a bicycle route.

Figure 2-3- Pedestrian and Bicycle Routes, designates bicycle routes within the City which would provide the greatest benefits to bicyclists and pedestrians.

PEDESTRIAN AND BICYCLE GOALS & PROGRAMS

Goal Cl.5. - Provide safe, convenient and attractive routes for pedestrians and bicyclists of all ages throughout Yreka.

Objective: Safe sidewalks and bicycle paths encourage use, and provide an important means of transportation. The objective of this goal is to help the City encourage new pathways and routes.

PROGRAM Cl.5.A. The City should support efforts to develop a comprehensive bicycle route system within Yreka.

PROGRAM Cl.5.B. Pedestrian and bicycle improvements shall be prioritized in the following order:

1. Projects which increase safety for children traveling to and from school.
2. Projects which remove barriers to handicapped individuals.
3. Projects which increase overall convenience and safety for pedestrians and bicyclists.

PROGRAM Cl.5.C. The City should actively pursue grant funding to plan and construct pedestrian and bicycle route improvements along Yreka Creek

and its tributaries.

PROGRAM CI.5.D. The City should ensure that the trail system provides connectivity between schools, shopping, housing and employment centers.

PROGRAM CI.5.E. The City may require additional setback, or purchase right of way, to permit the construction of pedestrian and bicycle facilities.

PROGRAM CI.5.F. The City may develop programs to help offset the loss of land for development due to additional setback or easement through properties.

PROGRAM CI.5.G. The City may require development to dedicate right of way and/or to construct pedestrian and bicycle facilities.

2.5. Railroad

The Yreka Western Railroad Steam Train originates at the Yreka Station and is an attraction for tourists. There are other railroad systems running through the City of Yreka.

Yreka Western Railroad Steam Train

RAILROAD GOALS & PROGRAMS

Goal CI.6. - Minimize the impacts of growth on the Yreka Western Railroad Steam Train.

Objective: While a portion of the City's industrial area has access to rail for shipping, the main rail line in the City serves the Yreka Western Railroad. The steam train is a tourist attraction that has operated since 1989. As an attraction, the City will need to be sure that development along the rail route does not jeopardize the long-term use of the tracks. The objective of this goal is to establish the rail use as existing and primary, and provide the City with the means to assess how new development will affect the railroad.

PROGRAM CI.6.A. Avoid locating land uses adjacent to the railroad tracks which will be sensitive to noise, vibration and/or hazards presented by train activity.

PROGRAM CI.6.B. Pursue methods of visually screening the train corridor with vegetative barriers.

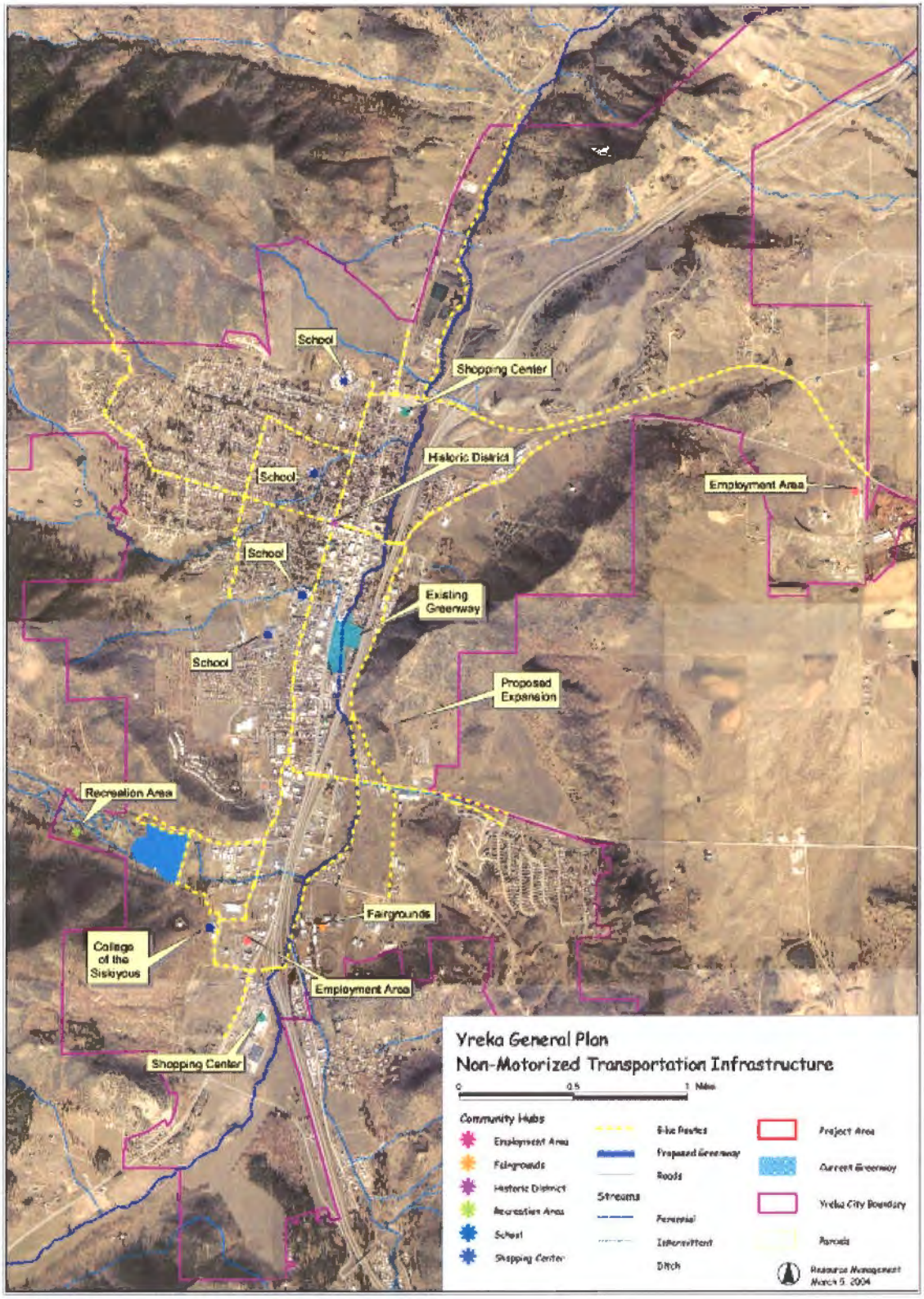


Figure 2-3 – Pedestrian and Bicycle Routes

PUBLIC TRANSIT

Public transit within Yreka and Siskiyou County is provided by Siskiyou Transit and General Express (STAGE) and serves the communities of the I-5 corridor, and Scott Valley. Like most rural systems, it is limited by small populations and low ridership levels. While the City will pursue opportunities to improve the level of service of public transit within the community, it will be difficult to significantly improve this situation in the near future.

PUBLIC TRANSIT SERVICES

Siskiyou Transit provides public transportation by bus to Yreka and Siskiyou County residents. Service is provided with numerous schedules for the communities along I-5 as well as other communities in Siskiyou County. The busses can accommodate bicycles, and some units are wheelchair accessible.

The City also operates a Senior Bus Transportation Service with on-call and door-to-door service.

PUBLIC TRANSIT GOALS & PROGRAMS

Goal CI.7. – Encourage and enhance public transit within Yreka.

Objective: Public Transit provides an opportunity for efficient use of the roadways, reduces traffic and allows an affordable alternative to car ownership. Use of transit also helps protect air quality by reducing the number of vehicles on the roadway. The objective of this goal is to ensure that new development accommodates the needs of public transit. This may be as simple as providing bus turnouts or shelters, or ensuring that access drives are adequate to serve the transit vehicles.

PROGRAM CI.7.A. The City shall encourage the use of public transportation and will promote the expansion of such services within the community.

PROGRAM CI.7.B. The City will maintain dialogue with Siskiyou Transit and General Express (STAGE), the College of the Siskiyous and neighboring communities to explore options for increasing public transit services.

PROGRAM CI.7.C. The City will modify its project review process to include the Siskiyou Transit and General Express (STAGE) for larger projects, or projects in commercial and industrial areas.

PROGRAM CI.7.D. When appropriate, the City shall incorporate transit facilities, such as bus turnout, into new roadways and reconstructed roadways.

PROGRAM CI.7.E. Continue to support programs such as the Senior Bus System.

CHAPTER 4

CONSERVATION, OPEN SPACE, PARKS AND RECREATION

4. CONSERVATION, OPEN SPACE, PARKS AND RECREATION

View across Greenhorn Reservoir in Greenhorn Park.

4.1. Introduction

Legal Basis & Requirements

This Element combines the Open Space and Conservation Elements. Government Codes §65302(d) and §65302(e) requires that this element include:

> "A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources."

Government Code §65560 requires that the general plan for open space include:

> "An open space element for the preservation of plant and animal life, including habitat for fish and wildlife; for the managed production of resources including forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; for the enjoyment of outdoor recreation with access to scenic views, lakeshores, beaches, river and streams; and areas requiring special management of hazardous or special conditions for the public's health and safety."

The general plan is required to address various open space issues, including the preservation of natural resources (fish and wildlife habitat), managed production of resources (food, fiber and mineral resources), outdoor recreation including areas of scenic, historic and cultural value, and open space for health and safety.

Overview

Yreka is a community surrounded by prominent visible natural resources of timber and agriculture, which over the years have supported economic development of the community, yet few natural resources are found within the City planning area. Mining, the initial reason the community was developed, has long disappeared. The scenic quality of the valley in which Yreka is located, the City's gently sloping topography and natural drainages account for those significant resources still affecting the community. Conservation also includes the protection of air and water resources.

The intent of this element is not only to satisfy the requirements of applicable Government Codes, but also to offer guidelines on how impacts to natural resources are addressed within Yreka and its planning area.

4.2. Managed Resource Production

OVERVIEW

The primary managed resources in the rural area surrounding Yreka are timber and agricultural production. While these activities are on the periphery of community, neither of these activities significantly affects land use within the community. Historically mining was an important resource-related activity that resulted in the founding of the city. Now the activity is limited mostly to hobbyists.

MANAGED RESOURCES GOALS & PROGRAMS

Goal CO.1 – Recognize, promote and protect the natural resources within and near the City.

Objective: As evidenced by the Yreka Creek Trail, the City can take advantage of natural drainage channels to enhance the community. These trails protect habitat and link the community to the surrounding countryside. The construction of trails along these routes help with maintenance and provides non-motorized circulation. This type of dual use turns the drainage necessity into an attractive asset. The objective of this goal is to recognize the need to protect and enhance these resources, and to integrate them into new development proposals.

PROGRAM CO.1.A. Working with resource agencies, the City shall evaluate each natural drainage and stream to determine if a building and construction setback is appropriate.

4.3. Mineral Resources

Historically, gold mining was responsible for the establishment of the City of Yreka. Although some dredge milling still takes place on the Shasta and Klamath Rivers, as well as a small amount of panning for gold, the resource is essentially depleted, and no longer plays a direct role in Yreka's economy. Gold does provide a tourist draw to the City and the region for many amateur gold-seekers.

The State Mining and Geology Board has the responsibility to inventory and classify mineral resources and could designate such mineral resources as having a "statewide" or "regional significance" and then the local agency must adopt a management plan for such identified resources. At this time there are no plans to assess local mineral resources for the study area or Siskiyou County before May 2006. (Background Report, page 5-2).

Mining within Yreka would be subject to approval by the City, based upon the benefits and impacts to the City. Mining may occur on surrounding County land, but a Use Permit and Reclamation Plan is required.

Given the lack of known commercial grade mineral deposits, impacts associated with large-scale mining and the investment required to initiate operations, it is not likely that mining will be a significant industry within the planning area of the City of Yreka.

Goal CO.2 – To ensure responsible mining and natural resource.

Objective: The City does not have commercially viable mineral resources within the City Limits, but may encounter resources within the planning area. Most of the resources that may affect Yreka will be within the jurisdiction of Siskiyou County. The objective of this goal is to encourage a cooperative relationship with Siskiyou County in review and approval of future mining activities.

PROGRAM CO.2.A. Coordinate with Siskiyou County on the review of any extraction project proposed for location within or near Yreka's Planning Area. Of particular concern will be screening views of the mining activity from the City.

PROGRAM CO.2.B. No mineral, gas, or other natural resources extraction shall occur within the City limits of Yreka without prior review and approval of the activity by the City through the Conditional Use Permit process.

PROGRAM CO.2.C. After the completion of the mineral resources study by the State Mining and Geology Board scheduled by May 2006 or later, the General Plan shall be updated to delineate local important mineral resource sites and add goals and programs as necessary to protect the resource.

4.4. Agricultural and Timber Lands

There are no lands being used for agricultural purposes within the City limits even though the soils covering much of the City are considered to be important agricultural soils when water is available. There are some lands within and adjacent to the Planning Area that support limited grazing and hay production. Such lands lie primarily to the south and east of the City and are identified on the Siskiyou County Important Farmland Map of 1998 as Farmlands of Local Importance. The County Board of Supervisors has determined that such identified land is of importance to the local agricultural economy. Some agricultural preserves exist within the Planning Area on the east side, another adjacent to the Planning Area on the south.

Primary crops cultivated in this area of Siskiyou County are alfalfa, hay and other grains for consumption by cattle raised in the County. Such agricultural lands, if protected by the County, will aid the local economy and also continue to be a source of open space and rural density development around the City. To date, Siskiyou County has not experienced the conversion of farmland to urban uses, which is a matter of concern in the State overall. Expansion of the City to the east and south may impact cattle pasture and agricultural lands.

There are no timber lands within the Yreka Planning Area; however, such lands exist on public lands to the west and south in full view of the City. This land plays an important role in the local economy and is an effective part of the City's peripheral open space. Of particular concern is the view shed from the City, and the potential for this view to be degraded by extensive logging and land clearing. Since the forest lands are not within the City limits, the City will need to work closely with the California Department of Forestry and the Klamath National Forest as well as other agencies to help manage their view shed.

Goal CO.3 – To ensure continued agriculture and timber uses in the Yreka Planning Area.

Objective: New residential uses adjacent to agriculture and timber lands can reduce its productivity and increase the cost of farming because traditional farming methods may need to be altered due to the proximity of homes. While a certain amount of encroachment will occur as the City expands, the use of buffers and careful placement of new uses can protect the commercial viability of these lands as long as possible. The objective of this goal is to reduce the impact of urban uses on agricultural lands.

Program CO.3.A. During the project review process, address the impacts of siting environmentally sensitive uses near areas where conflicts with agricultural or timber production activity may occur.

PROGRAM CO.3.B. Maintain buffer zones around areas of existing and planned agricultural and timber processing activities. Do not permit sensitive uses to encroach within buffer zones. Such buffer zones may vary in width based upon existing and proposed uses, vegetation, and simply topography. The buffers may be permanent, or phased construction areas.

PROGRAM CO.3.C. The City will work with appropriate forest management agencies to help protect the view shed from the City in particular the view to the ridges around the City and Planning Area.

PROGRAM CO.3.D. Those lands designated by Siskiyou County on the Important Farmland Map of 1998 as Farmlands of Local Importance, while lying within the Planning Area, should be preserved for agricultural purposes.

PROGRAM CO.3.E. Those lands lying within the Yreka Planning Area, which are located within a Williamson Act Agricultural Preserve, shall not be annexed until such time the property is no longer under a Williamson Act contract.

4.5. Soil Resources

Most of Yreka is developed on alluvial soils and consist of gravelly, clay, and sandy loams. Typically these soils have moderate shrink-swell characteristics, have slight to moderate erosion hazard potential and contain slopes which range from 0-9 percent. Only the Salisbury gravely clay loam and Pit clay soils in the south central area of the City is considered to have severe shrink-swell characteristics, which could affect construction practices.

The fringe of the community lies nearer the mountains with soils with less depth and greater potential for erosion due to increased slopes which range from 10-50 percent. As the vacant lands within the older portions of the community become depleted, there is greater pressure to develop on these steeper slopes. The increased slope of these lands requires greater attention to the manner of construction that occurs, attempting to minimize the amount of soil that is disturbed.

The following table summarizes the soil characteristics of the key soils present within the Yreka planning area. (Table 4-1)

Some of the soils are classified as Class II and III soils for agricultural production capability.

A Class II soil is considered to have moderate limitations that reduce the choice of plants or require moderate conservation practices. A Class III soil has severe limitations that reduce the choice of plants or that require special conservation practices, or both. Given these limitations and the extent of urban development that exists, little agricultural activity exists except in the southerly portion of the Planning Area.

4.6. Biological Resources

WILDLIFE AND HABITAT OCCURRENCE

During the preparation of this General Plan, a search of the California Department of Fish and Game, Natural Heritage Division Natural Diversity Data Base (NDDB) was conducted. The detailed results of this data base search are contained within the Background Report of this General Plan.

NDDB records are organized by geographic areas consistent with U.S.G.S. quad maps. A search of the NDDB for Yreka identified the occurrence of five species or communities of special concern.

Within the City of Yreka the record search found two known locations of Yreka Phlox (*Phlox hirsuta*), an "endangered species" on both the federal and state lists (Figure 4-1), and the Coho Salmon (*Oncorhynchus kisutch*) in Yreka Creek, which is listed as "threatened" on the federal list and is a candidate for additional federal listing. Yreka Creek, from the confluence with Greenhorn Creek to the Shasta River, is a critical habitat for this species survival.

This protected plant was found between I-5 and Juniper Drive at the northeastern end of the City. However, since detailed biological evaluations have generally not been conducted in and near Yreka, the lack of identified occurrences is not proof of the absence of a protected species.

Therefore, future urban development sites may require review by a qualified individual, to be approved by the City, to determine if protected habitat is present or suspected. If potential protected habitat is suspected, a biologist field survey may be required to determine whether protected plant species are present, and mitigation measures identified if protected species are found.

Table 4-1 - Yreka Planning Area Soils

Characteristics and Limitations

	Rooting Depth	Shrink Swell	Water-Erosion Potential
#140 Dotta loam 2-9 % slopes	60"	Moderate	Moderate
#141 Dotta gravelly loam 0-2% slopes	60"	Moderate	Slight
#143 Dubakella-Ipish complex 5-30% slopes	36"	Moderate	Moderate-High
#145 Dumps (dredging material)	.....	.....	.....
#146 Duzel gravelly loam 5-9% slopes	20-40"	Low-Moderate	Moderate
#206 Pit clay 0-2% slopes	60"	Moderate-High	Slight
#213 Rock outcrop-Dubakella complex 30-50% slopes	20-40"	Moderate	Moderate-High
#219 Salisbury gravelly clay loam 0-5% slopes	20-40"	Moderate-High	Slight
#230 Stoner gravelly sandy loam 2-5% slopes	60"	Low	Slight
#231 Stoner gravelly sandy loam 5-15% slopes	60"	Low	Moderate

(Summarized from Soil Survey of Siskiyou County Prepared by United States Department of Agriculture and Soil Conservation Service)

While most wildlife is limited in the Planning area, unique to Yreka is the presence of many deer. Herds roam much of western Yreka, having reasonably adapted to the urban environment, finding shelter on vacant lots and food on residential lots not protected with adequate fencing. (It is not uncommon to see deer casually walking on Miner Street in downtown Yreka). Easy access to the mountains to the west gives these herds a range of habitat options.

NATURAL DRAINAGE CHANNELS

Wildlife habitat exists along portions of the natural drainage ways within the City. In particular are Yreka Creek, Greenhorn Creek, Humbug Creek and Juniper Creek. While much of this creek habitat is heavily urbanized, significant portions have light to heavy vegetation and are still left in a near natural condition.

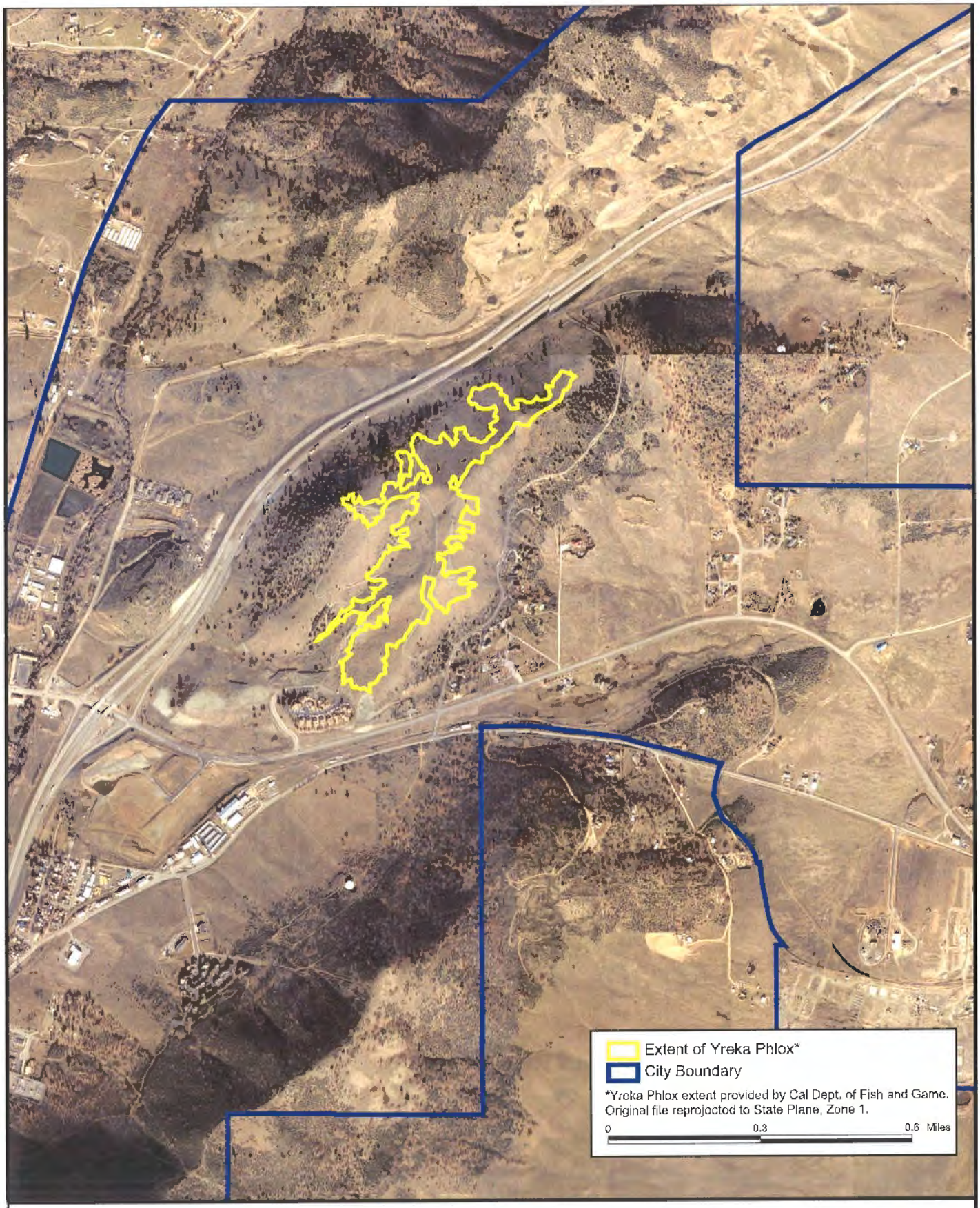


Figure 4-1
Phlox Protected Area

Drainage way management and incorporation of drainage channels in future development presents a significant challenge to the City. While drainage channels present an opportunity to restore segments of natural habitat, the primary function of such channels is to convey storm runoff. As such, vegetation associated with habitat may conflict with the primary use of the channels. Concerns also center on the difficulty of maintaining channels in an urban setting, primarily due to increased littering and refuse dumping in and near such channels.

Future development adjacent to natural drainage ways should be required to incorporate the habitat into the project design.

The Yreka Greenway project is an excellent example of how a drainage facility can function as a natural habitat, handle flood waters and provide for human use with the presence of trails and picnic facilities (Figure 4-2).

BIOLOGICAL RESOURCES GOALS & PROGRAMS

Goal CO.4 -- Minimize impacts to wildlife and wildlife habitat as new development occurs within Yreka.

Yreka Phlox

Objective: The City contains two known locations of Yreka Phlox (Phlox hirsuta), an "endangered species" on both the federal and state lists, and Coho Salmon (Oncorhynchus kisutch) in Yreka Creek, which is listed as "threatened" on the federal list and is a candidate for additional federal listing, and has worked to ensure that development does not negatively affect this species. The objective of this goal is to ensure that subsequent development clearly addresses its potential affect on the environment.

PROGRAM CO.4.A. Apply appropriate mitigation measures to development projects to minimize impacts to biological resources during and after construction.

PROGRAM CO.4.B. Consider opportunities for habitat preservation and enhancement in conjunction with public facility projects, particularly storm drainage facilities. Construction activity involved in such preservation and enhancement shall be assessed to determine potential impacts on Coho salmon.

PROGRAM CO.4.C. Applicants for new development proposals shall be responsible for costs related to determining the potential for occurrence of protected plant and wildlife species within the proposed project area. City staff shall make the determination on the degree of field investigation required based on the project's location in relation to known occurrences.

PROGRAM CO.4.D. If the presence of protected species is determined to be likely, the project applicant shall be responsible for all costs associated with investigating species presence and preparation of any required mitigation plans.

4.7. Air Quality

AIR QUALITY REGULATORY AUTHORITY

The federal Clean Air Act, adopted in 1970 and amended twice thereafter, established the framework for modern air pollution control. The Act directs the Environmental Protection Agency (EPA) to establish ambient air quality standards for six pollutants: ozone, carbon monoxide, lead, nitrogen, dioxide, particular matter (PM_{10}) and sulfur dioxide. Acceptable levels for these pollutants are adopted as the National Ambient Air Quality Standards (NAAQS)

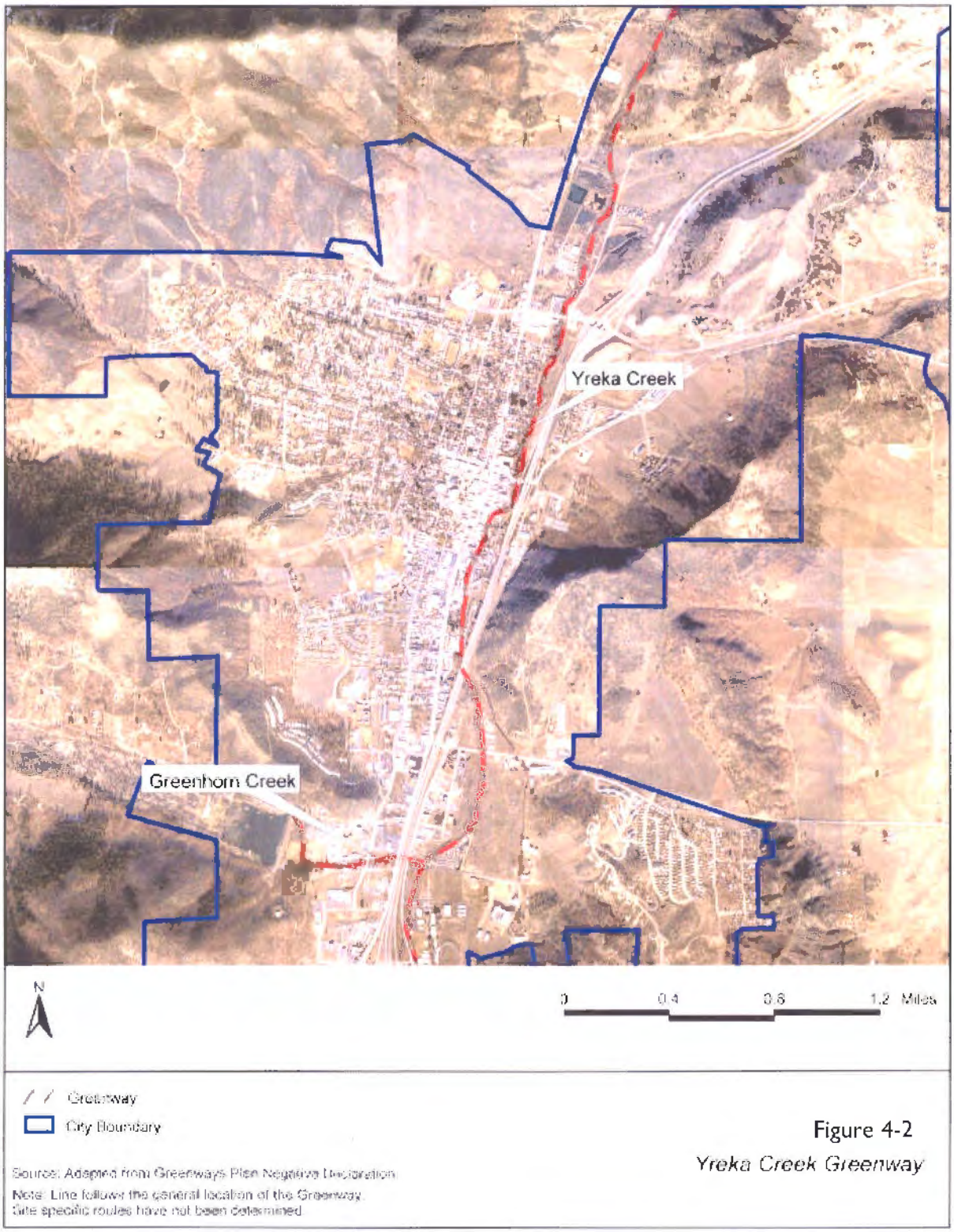


Figure 4-2
Yreka Creek Greenway

The federal Clean Air Act requires states to submit a State Implementation Plan (SIP) for areas that exceed the NAAQS (such areas are referred to as "non-attainment areas"). Failure to comply with requirements for p reparing the SIP can result in denial of federal funding and permits for such improvements as highway construction and sewage treatment plants.

LOCAL AIR QUALITY MANAGEMENT AUTHORITY

The City of Yreka is located in a region identified as the Northeastern Plateau Air Basin which principally includes Siskiyou, Modoc and Lassen Counties. This larger air basin is divided into local air districts which are charged with the responsibility of implementing air quality programs. The local Air Quality District responsible for Yreka is the Siskiyou County Air Pollution Control District (SCAPCD).

Within the SCAPCD, the primary source of air pollution is the motor vehicle. In response to this source of pollutants, the state legislature adopted the California Clean Air Act which requires local air districts to develop measures to reduce emissions from mobile sources. SCAPCD reviews land development projects as part of their CEQA process to determine air quality impacts and then apply local rules as a means to mitigate air quality impacts from the project.

AIR QUALITY STANDARDS ATTAINMENT STATUS FOR SISKIYOU COUNTY

Air quality standards are set at both the state and federal levels of government. When the pollutants within an area are below the allowed standards, that area is considered to be in attainment with the standards.

Yreka and Siskiyou County do not have significant air quality problems and is considered to have attained all Federal and State Air Quality Standards except PM10. PM10 is typically particulate matter from slash burning, woodstoves, and similar activities.

AIR QUALITY STANDARDS GOALS & PROGRAMS

Goal CO.5 Maintain and protect air quality within the City of Yreka at acceptable levels as defined by state and federal standards.

Objective: Most of the air quality issues in Siskiyou County reflect the rural nature of the County and agricultural industry. The County is sparsely populated and is in compliance with most of the federal and state air quality standards. The one exception is PM10 that is usually from burning (either voluntary or forest fire) or dust from grading or plowing. The objective of this goal is to work with development to ensure that their contribution to this air quality problem is kept as low as possible.

PROGRAM CO.5.A. Through the project review process, minimize adverse affects on the community of odor and emissions generated by industrial uses.

PROGRAM CO.5.B. Work with the Siskiyou County Air Quality Management District in efforts to maintain air quality standards and to minimize air quality impacts associated with new development.

4.8. Natural Water Resources

The City's primary natural water resource concern is that water discharged to drainage channels is of acceptable quality and does not reduce water quality downstream from Yreka. Discussion of water supply for domestic service is discussed in the Public Facilities Element of this General Plan.

SURFACE WATER QUALITY

Surface water quality is regulated by the North Coast Regional Water Quality Control Board, Region 1 (NCRWQCB). The NCRWQCB establishes water quality standards for surface water discharge within its Water Quality Control Plan (Basin Plan), Sacramento River Basin, 1996.

The City affects Yreka Creek as it releases the treated water into percolation ponds near Creek. This discharge method requires that the City operate under a NCRWQCB discharge permit and the standards for the treated wastewater are quite rigorous. (See Background Report for detailed discussion on wastewater treatment)

Another area where the City will seek to minimize impacts to surface water is the regulation of construction practices. Construction activities, particularly site grading, have the potential to cause erosion which can lead to siltation of waterways. New development projects will include measures designed to minimize erosion.

Of concern is the expansion of the City onto steeper hillsides which usually results in the disturbance of more earth to accommodate roads and housing, resulting in exposure of cut and fill slopes to runoff and erosion. The requirement for larger lots with construction practices which readily fit the dwelling to natural terrain, along with good erosion control practices, can minimize negative impacts.

NATURAL WATER RESOURCES GOALS & PROGRAMS

Goal CO.6 Protect the quantity of community water supplies and avoid degradation of water quality.

Objective: Water quality is important to the community and the region as a whole. By taking measures during construction the City can minimize erosion of soil. The objective of this goal is to ensure that erosion control measures are considered early in the construction process and ensure that water quality impacts resulting from discharges into drainage channels are minimized.

PROGRAM CO.6.A. Grading in hillside areas should be minimized by increasing minimum lot sizes and utilizing construction techniques which are readily adaptable to natural terrain, reducing the need to create level pads for dwellings.

PROGRAM CO.6.B. Require applicants for new development projects to identify specific measures for minimizing project-related erosion and resulting siltation of drainage channels. Where such action may result in significant erosion or siltation in channels of the Yreka Creek drainage basin, such erosion control measures must be consistent with National Marine Fisheries Service conservation and minimization requirements as a means to minimize impacts on Coho salmon.

PROGRAM CO.6.C. A grading and erosion control plan shall be submitted with each tentative parcel and tentative subdivision map. Best management practices shall be incorporated in these plans as a means to minimize erosion impacts. Such maps should be referred to the Soil Conservation Service for comments and recommendations, prior to action by the City.

PROGRAM CO.6.D. Review City Standards for drainage structures and adopt requirements for grease and sediment traps for roads and parking lots to improve water quality of urban runoff.

PROGRAM CO.6.E. Require wells located on land annexed to the City and served by City water service to be properly abandoned in accordance with Siskiyou County Health Department guidelines.

PROGRAM CO.6.F. Participate in local and regional discussions regarding whether exportation of local water supplies to agencies or jurisdictions outside of Siskiyou County should be allowed or discouraged.

PROGRAM CO.6.G. Promote the use of water conserving landscape strategies, such as drip irrigation and drought tolerant plantings.

PROGRAM CO.6.H. Investigate and implement as determined appropriate programs to supply information, services and equipment to homeowners and local businesses to conserve water resources within the City.

PROGRAM CO.6.I. The City shall implement policies to protect vegetation along natural drainages.

4.9. Open Space

The intent of this segment of the Element is to satisfy not only the requirements of applicable Government Codes, but also to offer guidelines to potential developers on how impacts to resources are addressed within Yreka.

OPEN SPACE LAND

Open space land, as fined in the Government Code 65560, includes all uses of land which in some manner provide public recreation, scenic enjoyment, agricultural production, conservation, or use of natural resources and special uses which enhance the aesthetic appearance and livability of the community. Open space lands include, but are not limited to, the following areas:

- Agricultural lands
- Natural resource lands
- Playlots and vest pocket parks
- Neighborhood parks
- District parks and large urban parks
- Regional Parks
- Special Areas
- Cemeteries
- Watersheds and ground water recharge land
- Reservoirs
- Stream channels and flood plains
- Scenic areas
- Wildlife habitats
- Public lands (BLM & NFS)

Nearly all of the above are present in the Yreka Planning area and add to the open space resource.

The mountains which surround the Yreka planning area and the abundance of vacant lands within and adjacent, are a significant open space feature of the community. Their presence provides scenic vistas throughout most of the community and enhances the feeling of openness. The City is active in development of parks adding to the open space and improving the residential quality of the community.

The importance of open space increases as community population grows and the urban character becomes more predominant. Because the loss of open space is incremental and nearly invisible, it is important to identify future open space as early as possible. This helps assure that the open space is considered before significant development occurs rather than "missed" once it is gone.

OPEN SPACE GOALS & PROGRAMS

Goal CO.7 - Continue to expand acreage of public open space as a means to maintain the rural character of Yreka.

Objective: Open space and views are a way of life in Siskiyou County. The objective of this goal is to encourage new development to reflect the openness of the region and to include open space in the design.

PROGRAM CO.7.A. Encourage the use of Planned Developments wherein public and private open space lands (parks, drainage areas, wildlife habitats, etc.) are set aside for public benefit.

PROGRAM CO.7.B. Consider the possibility of acquiring view sensitive lands or open space easements for public open space or recreational use.

4.10. Parks and Recreation

Public parks, and the passive and active recreation opportunities they provide, are important contributors to a community's quality of life. In addition, the Quimby Act (Section 66477) authorizes those cities and counties with a general plan to require dedication of parkland or recreational spaces, or the payment of in-lieu fees, as a condition of tentative subdivision map approval.

PARKS AND RECREATION

As defined in Table 6.1 of the General Plan Background Report, the City now has 26.96 acres of neighborhood parks and recreation facilities and 400 acres in Greenhorn Park, a park which serves the region. Excluding Greenhorn Park, the City is providing 3.7 acres per thousand persons, which falls into the recognized standard of 3 to 5 acres of parkland per thousand population.

Over the years the City has essentially "shifted" the duties of providing most recreational programs and activities to the local college, schools, YMCA, and private agencies. The City co-facilitates recreational offering by providing facilities and direction.

Recreational opportunities for both youth and adults are varied in the City of Yreka. Between the City, schools, and private recreation in and around the community, there is a basic provision for programs and activities available to Yreka's residents, especially those requiring user fees.

Since the City is no longer providing recreational programs, those programs which are typically provided at little or no cost to youth and seniors are now almost non-existent. The recent removal of the unsafe small skateboard facility in Newton Park has added to this deficiency. Such facilities help to provide a recreational outlet for some of the City's youth. In addition to replacing the skateboard facility, interest has been expressed within the community for a roller-skating rink, a year around aquatic facility and further improvements to Greenhorn Park. Bathrooms in all parks should also be updated to meet ADA standards.

PARKS AND RECREATION GOALS & PROGRAMS

Goal CO.8 - To provide a variety of parks and recreation facilities maintaining a level of one acre of park land for each 1,000 persons.

Objective: In order for the City to keep pace with new development, new parks, trails improvements and amenities need to be shown on planning maps and reports. The objective of this goal is to establish standards and provide for the future park improvements needed.

PROGRAM CO.8.A. Require Quimby Fees on all residential subdivision projects, or dedication as appropriate.

PROGRAM CO.8.B. Increase the effectiveness of existing underdeveloped parks by adding additional facilities.

PROGRAM CO.8.C. Provide neighborhood parks within easy walking distance of residential neighborhoods they are to serve, placing a priority on acquisition of those parks or adding improvements in those areas where recreation facilities are currently limited or non-existent.

PROGRAM CO.8.D. Continue to provide and expand where appropriate, joint use with public schools.

PROGRAM CO.8.E. Continue to provide user funded recreational programs for Yreka residents.

PROGRAM CO.8.F. Continue to improve and add to the facilities of Greenhorn Park, expanding its use for both the City and area residents.

Program CO.8.G. The City shall work to update park restroom facilities to meet ADA access.

Program CO.8.H. Continue to encourage the use of trails to connect parks, schools, shopping and employment centers.

City of Yreka

Noise Element

Prepared For:

City of Yreka
701 Fourth Street
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August 19, 1998

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5. NOISE ELEMENT

5.1. Introduction

CITY LOCATION

The City of Yreka is located in north-central California, approximately 17 miles south of the Oregon border. The City Limits are bisected by Interstate 5, which runs generally north and south through town and is the dominant noise source in the community.

OVERVIEW

In addition to Interstate 5, the ambient noise environment in Yreka is defined by local traffic on City streets, commercial and industrial uses, active recreation areas of parks and outdoor play areas of schools, auto racing events at the fairgrounds, and occasional railroad operations on the Yreka Western Railroad. There are no airports in the immediate vicinity of the City of Yreka, although occasional commercial, military, and general aviation aircraft overflights of the City occur. Because existing traffic volumes on City streets are relatively low, the ambient noise environment in the residential areas of the City of Yreka, which are somewhat distant from Interstate 5, is also low.

PURPOSE OF THE NOISE ELEMENT

The Noise Element of the City of Yreka General Plan provides a basis for comprehensive local policies to control and abate environmental noise and to protect the citizens of Yreka from excessive noise exposure. The fundamental goals of the Noise Element are as follows:

- To provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process.
- To develop strategies for abating excessive noise exposure through cost-effective mitigation measures in combination with appropriate zoning to avoid incompatible land uses.
- To protect those existing regions of the planning area whose noise environments are deemed acceptable and also those locations throughout the community deemed "noise sensitive".
- To protect existing noise-producing commercial and industrial uses in the City of Yreka from encroachment by noise-sensitive land uses.

LEGAL BASIS & REQUIREMENTS

The noise element requirements contained in California Government Code Section 65302(f) are summarized as follows:

- A noise element shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

1. Highways and freeways.
2. Primary arterials and major local streets.
3. Passenger and freight railroad operations and ground rapid transit systems.
4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.

5. Local industrial plants, including, but not limited to, railroad classification yards.
6. Other ground stationary sources identified by local agencies as contributing to the community noise environment.

- Noise contours shall be shown for all of these sources and stated in terms of the day/night average level (Ldn) or other appropriate noise descriptors. The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified above.

- The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise. The noise element shall include policies, implementation measures and possible solutions that address existing and foreseeable noise problems, if any.

5.2. Acoustical Terminology

Acoustics The science of sound.

Ambient Noise The distinctive acoustical characteristics of a given area consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

Attenuation The reduction of noise.

A-Weighting A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

Decibel or dB Fundamental unit of sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared.

CNEL Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.

Frequency The measure of the rapidity of alterations of a periodic acoustic signal, expressed in cycles per second or Hertz.

Ldn Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

Leq Equivalent or energy-averaged sound level.

Lmax The highest root-mean-square (RMS) sound level measured over a given period of time.

Loudness A subjective term for the sensation of the magnitude of sound.

Noise Unwanted sound.

5.3. Fundamentals of Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure

variations occur frequently enough (at least 20 times per second), they can be heard and hence are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz). Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Figure 1 shows examples of noise levels for several common noise sources and environments.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighing network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of A-weighted levels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptor, Ldn, and shows very good correlation with community response to noise.

The Day-Night Average Level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Noise in the community has often been cited as being a health problem, not in terms of actual physiological damages such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress an annoyance. The health effects of noise in the community arise from interference with human activities such as sleep, speech, recreation and tasks demanding concentration or coordination. When community noise interferes with human activities or contributes to stress, public annoyance wit the noise source increases, the acceptability of the environment for people decreases. This decrease in acceptability and the threat to public well-being are the bases for land use planning policies preventing exposures to excessive community noise levels.

To control noise from fixed sources which have developed from processes other than zoning or land use planning, many jurisdictions have adopted community noise control ordinances. Such

ordinances are intended to abate noise nuisances and to control noise from existing sources. They may also be used as performance standards to judge the creation of a potential nuisance, or potential encroachment of sensitive uses upon noise-producing facilities. Community noise control ordinances are generally designed to resolve noise problems on a short-term basis (usually by means of hourly noise level criteria), rather than on the basis of 24-hour or annual cumulative noise exposures.

In addition to the A-weighted noise level, other factors should be considered in establishing criteria for noise sensitive land uses. For example, sounds with noticeable tonal content such as whistles, horns, droning or high-pitched sounds may be more annoying than the A-weighted sound level alone suggests. Many noise standards apply a penalty, or correction, of 5 dBA to such sounds. The effects of unusual tonal content are generally more of a concern at nighttime, when residents may notice the sound in contrast to low levels of background noise.

Because many rural residential areas experience very low noise levels, residents may express concern about the loss of "peace and quiet" due to the introduction of a sound which was not audible previously. In very quiet environments, the introduction of virtually any change in local activities will cause an increase in noise levels. A change in noise level and the loss of "peace and quiet" is the inevitable result of land use or activity changes in such areas. Audibility of a new noise source and/or increases in noise levels within recognized acceptable limits are not usually considered to be significant noise impacts, but these concerns should be addressed and considered in the planning and environmental review processes.

5.4. Existing and Future Noise Environments

OVERVIEW

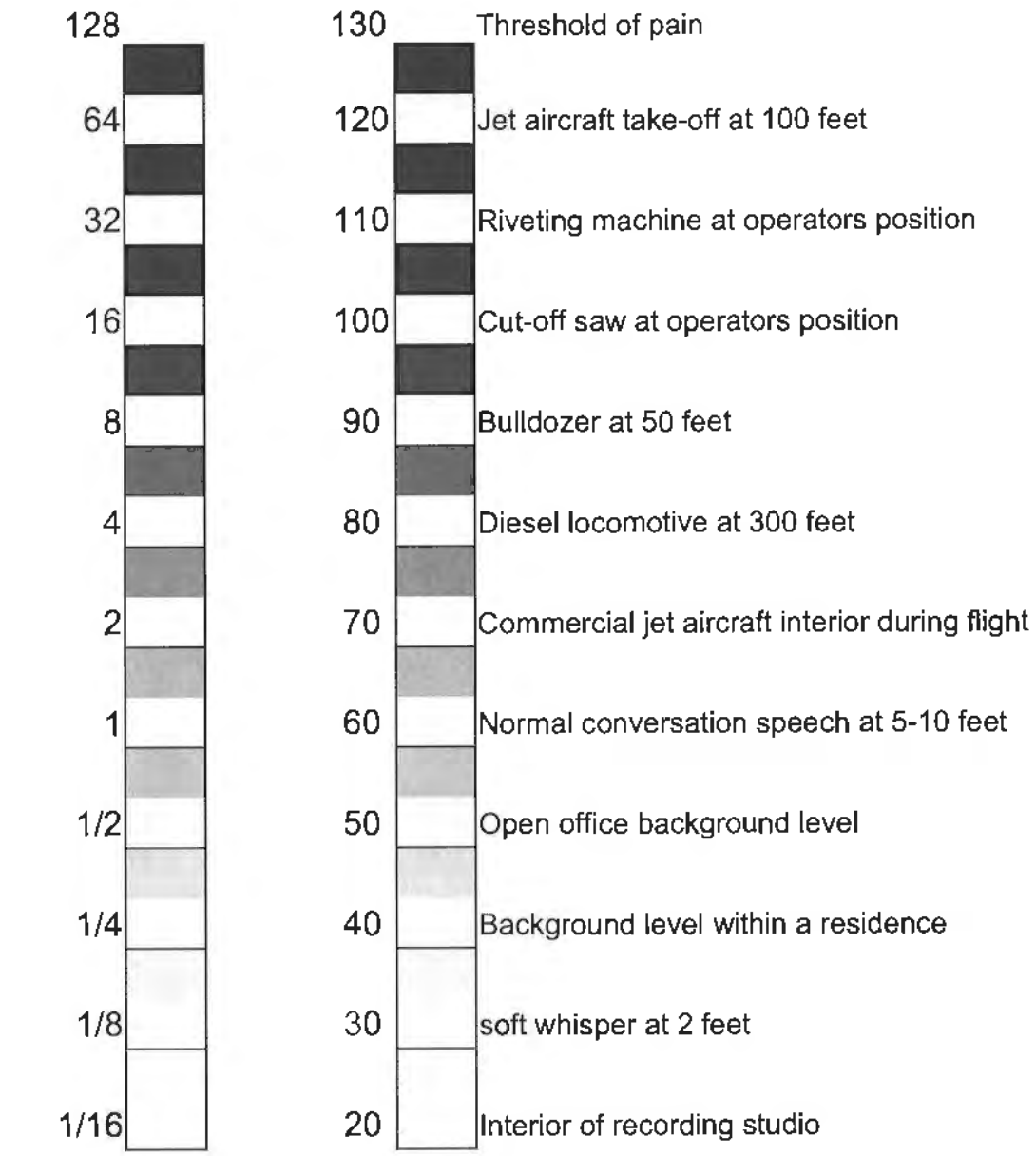
The City of Yreka City limits and General Plan Noise Element study area are shown by Figure 2. The major noise sources in Yreka consist of Interstate 5 and local traffic on City streets, commercial and industrial uses, active recreation areas of parks, outdoor play areas of schools, auto racing events at the fairgrounds, and occasional railroad operations on the Yreka Western Railroad. Each of these noise sources is discussed individually below.

ROADWAYS

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) with the Calveno vehicle noise emission curves was used to predict traffic noise levels within the Yreka City Limits. The FHWA Model is the traffic noise prediction model currently preferred by the Federal Highway Administration, the State of California Department of Transportation (Caltrans), and most city and county governments, for use in traffic noise assessment. Although the FHWA Model is in the process of being updated by a more sophisticated traffic noise prediction model, the use of RD-77-108 is considered acceptable for the development of General Plan traffic noise predictions.

Figure I

Typical A-Weighted Sound Levels of Common Noise Sources



Interstate 5, Highway 3 (Fort Jones Road, Main Street & Montague Road), and Highway 263

Interstate 5 and Highway 3 are the two most heavily traveled roadways in the City of Yreka. The FHWA Model was used with traffic data obtained from published Caltrans traffic counts and BAC field surveys to develop Ldn contours for Interstate 5, Highway 3, and Highway 263 within the City of Yreka. The FHWA Model input data for those roadways is provided inTable 1. The distances from the centerlines of the major roadways to the 60 and 65 dB Ldn contours are also summarized in Table 1, and the 60 dB Ldn contour locations for existing conditions on Interstate 5 are shown on Figure 3. Figure 4 shows the results of continuous noise level measurements conducted adjacent to Interstate 5.

Topography in the City of Yreka varies, sometimes alternating from flat to moderately hilly along relatively short roadway segments. Due to the topographic complexity of the City of Yreka, it was not possible to evaluate the effects of topography on traffic noise within the framework of the General Plan Noise Element. Therefore, the contour distances presented in Table 1 and the Interstate 5 noise exposure contours shown on Figure 3 should be considered conservative estimates of traffic noise exposure, to be supplemented by a detailed and project-specific study as needed.

Oberlin Road, Oregon Street, Phillipe Lane, Fairlane Road, Foothill Drive

The data contained in Table 1, and the noise contours shown on Figure 3, are limited to existing Interstate 5, and Highway 3, and Highway 263, as this is the only comprehensive data available which describes existing traffic conditions in the City of Yreka. However, the roadways listed above are fairly major traffic arterials within the City of Yreka. As the circulation Element of the Yreka General Plan is updated, additional analysis of existing and projected future traffic noise levels within the City can and should be performed for these roadways. In the absence of existing and projected future traffic data for the major roadways in the City of Yreka, the distance to the 60 dB Ldn traffic noise contours for these roadways can be estimated using Figure 5.

RAILROADS

Railroad activity in the City of Yreka consists of occasional freight and passenger operations on the Yreka Western Railroad (YWRR) tracks. The YWRR tracks generally follow Foothill Drive from the fairgrounds to the eastern City limits, as shown on Figure 2.

According to a representative of the YWRR, freight train activity on this line generally consists of one freight train per day, five days per week. These operations generally occur between the railroad depot and the lumber mills on the east side of the City. Passenger train activity on this line consists of one excursion train per day, Wednesday through Sunday, during summer months, and on weekends only during the month of September. In addition, there are reportedly 12 charter passenger trains per year. Passenger service on this line typically extends from the Yreka depot to the City of Montague to the east.

Due to the low number of existing daily railroad operations on the YWRR, railroad noise generation in Yreka is not expected to exceed accepted land-use compatibility criteria at noise-sensitive land uses in the City. It is recognized, however, that the use of the railroad warning horns at the roadway crossings results in brief periods of elevated noise levels in the proximity of the tracks.

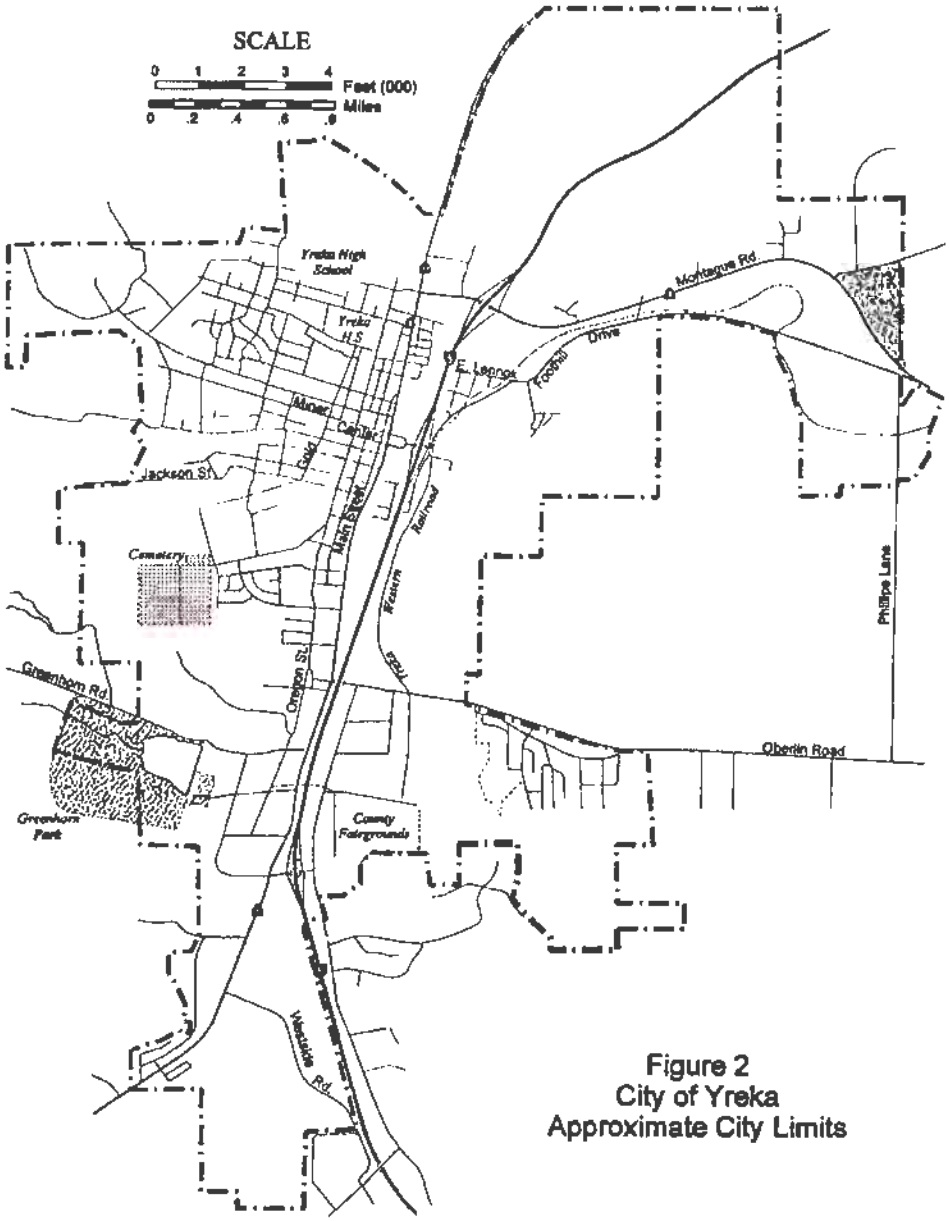


Figure 2
City of Yreka
Approximate City Limits

It is difficult to predict future railroad noise exposure in the City of Yreka without knowing if, or to what degree, railroad activity may change in the future. Table 2 was developed to estimate the distances to the 60 and 65 dB Ldn railroad noise contours for various numbers of future daily trains in Yreka. The Table 2 data assume that, since this is a spur line, additional railroad operations in Yreka would primarily occur during daytime hours (7 am to 10 pm). The Table 2 data also assume a mean railroad sound exposure level (SEL) of 100 dB at a distance of 100 feet.

NON-TRANSPORTATION NOISE SOURCES

The production of noise is a result of many processes and activities, even when the best available noise control technology is applied. Noise exposures within industrial facilities are controlled by Federal and State employee health and safety regulations (OSHA), but exterior noise levels may exceed locally acceptable standards. Commercial, recreational and public service facility activities can also produce noise which affects adjacent sensitive land uses.

From a land use planning perspective, fixed-source noise control issues focus upon two goals: to prevent the introduction of new noise-producing uses in noise-sensitive areas, and to prevent encroachment of noise-sensitive uses upon existing noise-producing facilities. The first goal can be achieved by applying noise performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new noise-sensitive uses in proximity to noise-producing facilities include mitigation measures to ensure compliance with those noise performance standards.

Descriptions of existing fixed noise sources in the City of Yreka are provided below. These uses are intended to be representative of the relative noise generation of such uses, and are intended to identify specific noise sources which should be considered in the review of development proposals. Site specific noise analyses should be performed where noise sensitive land uses are proposed in proximity to these (or similar) noise sources, or where similar sources are proposed to be located near noise-sensitive land uses.

Table 5-1

FHWA-RD-77-108 Highway Traffic Noise Prediction Model Data Inputs and Distances to 60 and 65 dB Ldn Contours

City of Yreka Noise Element - Existing (1996) Conditions

Segment	Roadway Name	Segment Description	ADT	Day %	Night %	Truck Usage			Distance to Ldn Contours, feet	
						Med.	Hvy.	Speed	60 dB Ldn	65 dB Ldn
1	Interstate 5	Southern City Limits to Fairgrounds Exit	15,100	77	23	5	24	65	870	404
2		Fairgrounds Exit to Miner Street	14,800	77	23	5	26	65	888	412
3		Miner Street to Highway 3	13,700	77	23	5	29	65	885	411
4		North of Highway 3	13,000	77	23	5	31	65	881	409
5	Highway 3	South City Limits to Southern I-5 Access	13,000	83	17	1	2	50	238	110
6		Southern I-5 Access to Oberlin Road	10,000	83	17	1	2	45	169	79
7		Oberlin Road to Center Street	10,900	83	17	1	2	35	124	58
8		Center Street to Junction 263	7,200	83	17	1	2	35	94	44
9		Junction 263 to I-5	4,300	83	17	1	2	35	67	31
10		I-5 to Ager Road	2,900	83	17	2	2	45	76	35
11		Ager Road to Phillipe Road	2,800	83	17	2	2	55	102	47
12	Highway 263	Highway 3 to Northern City Limits	2,000	83	17	2	3	55	86	40

Source: Annual Average Daily Truck Traffic on the California State Highway System, Caltrans, October 1996

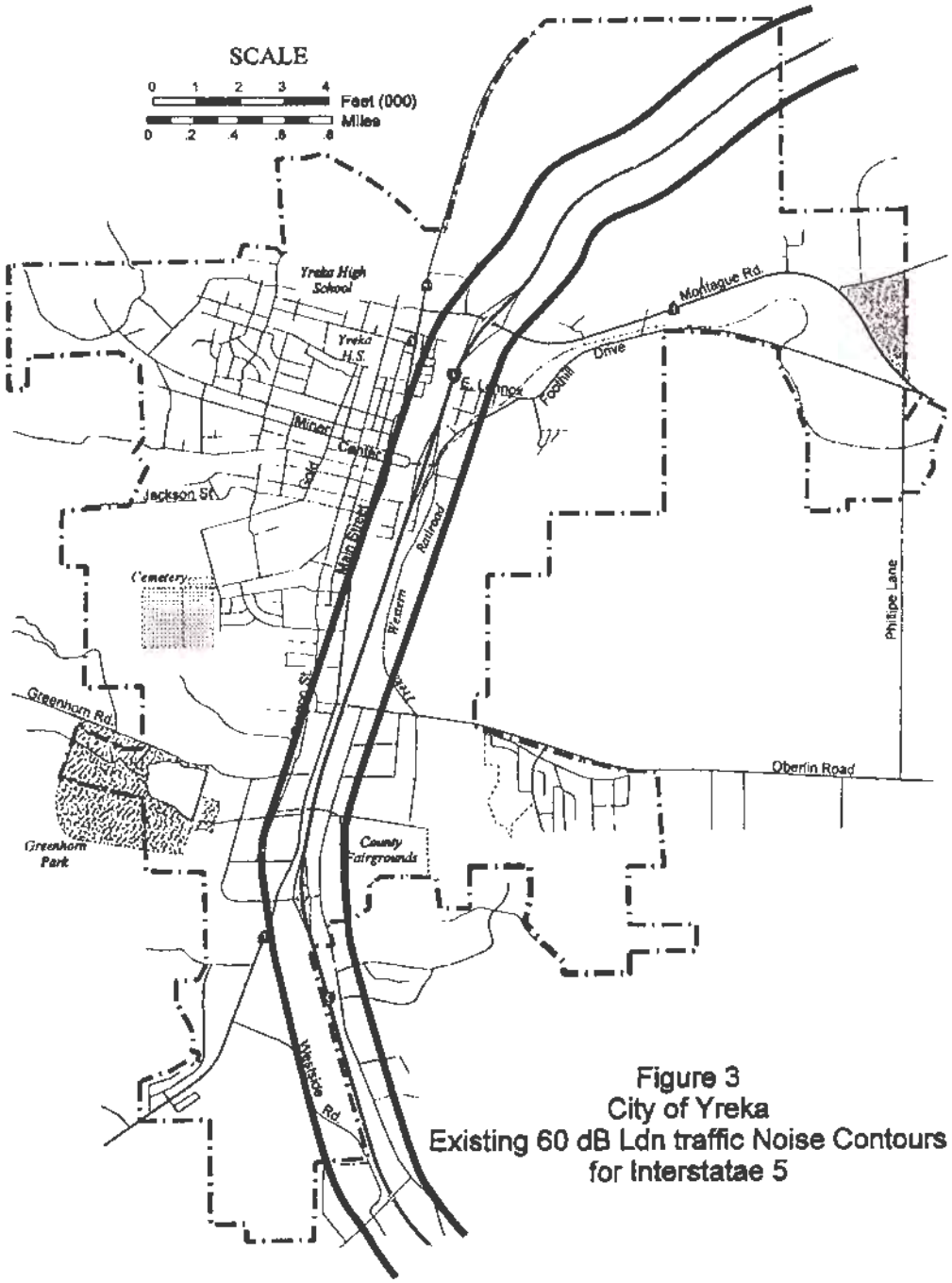


Figure 3
City of Yreka
Existing 60 dB Ldn traffic Noise Contours
for Interstatae 5

Figure 4

Measured Interstate 5 Traffic Noise Levels (150 feet from centerline)

416 E. Lennox Street – May 6-7, 1998

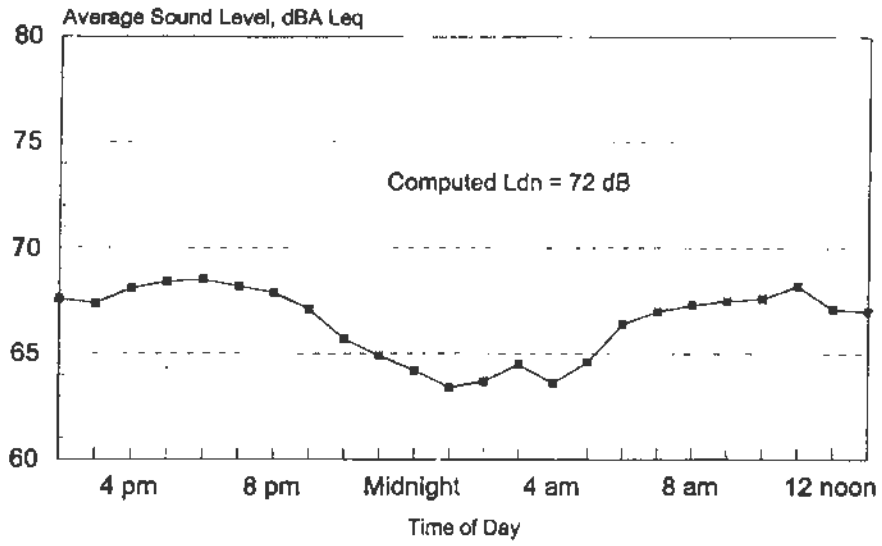


Figure 5

Methodology from Predicting Distance Traffic Noise Contours for Arterial Traffic

City of Yreka Noise Element

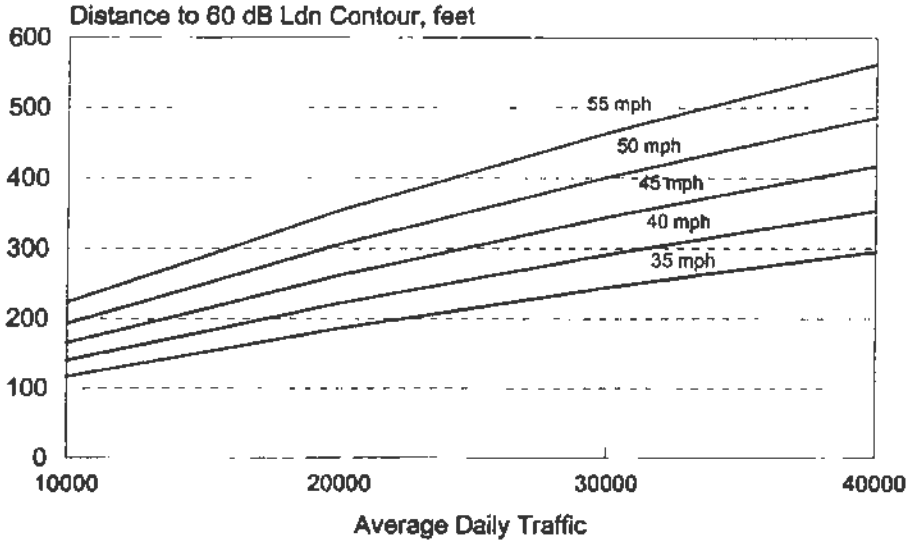


Table 5-2

Railroad Noise Exposure as a Function of the Number of Daily Trains
Yreka Noise Element

	Ldn at 100 feet, dB		Distance to 60 dB Ldn Noise Contours	
Number of daily Trains	Without Horn	With Horn	Without Horn	With Horn
1	51	56	24	51
2	54	59	38	81
3	55	60	49	106
5	58	63	69	150
7	59	64	87	187
10	61	66	110	237

Note: The predicted distances to the Ldn contours assume a mean railroad sound exposure level of 100 dB without horn usage and 105 dB with horn usage at a reference distance of 100 feet from the tracks and that all train operations occur during daytime hours.

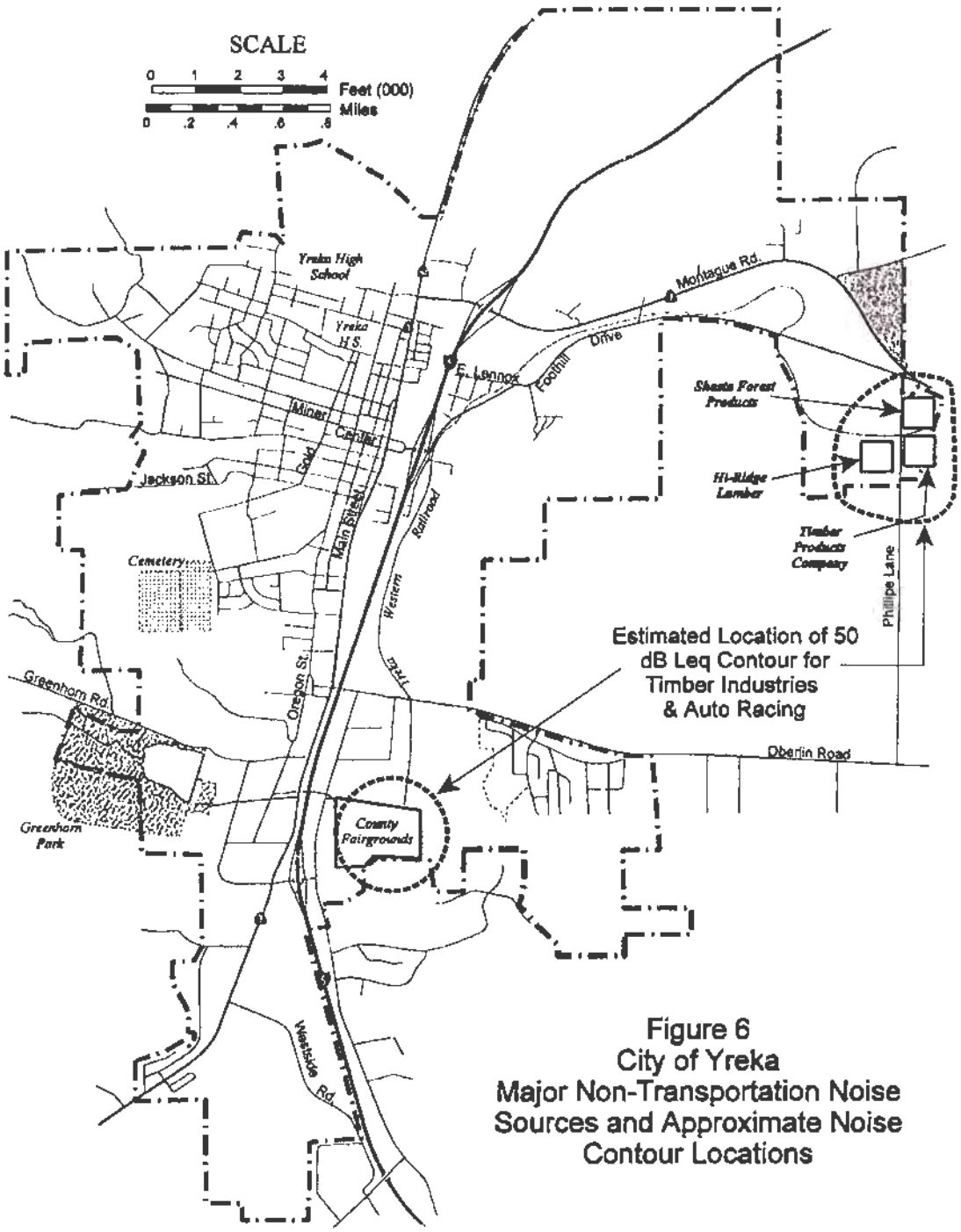


Figure 6
City of Yreka
Major Non-Transportation Noise Sources and Approximate Noise Contour Locations

Shasta Forrest Products - 1423 Montague Road

Operations at the Shasta Forrest Products facility consist of processing bark into landscape products.

According to Mr. Steve Bradley of Shasta Forest Products, operations at this facility are seasonal, and normally occur between 7 am and 5:30 pm, five days per week, but the facility is not precluded from operating 24-hours per day. The most significant noise-producing equipment at this facility includes the main mill, which grinds and screens bark, a raw bark screen, and a re-grinder and screen. The plant generates approximately 13 truck trips on a typical day. Much of the raw bark material is provided by the Timber Products facility, which is located immediately south of the Shasta Forest Products site, but some material is trucked into the facility from other sources.

Noise level measurements conducted in the vicinity of this facility indicate that plant-generated noise levels vary, but are highest in the immediate vicinity of the milling equipment. The estimated location of the plant 50 dB average (Leq) noise contour is shown on Figure 6. Mr. Bradley was unaware of any noise complaints associated with the operation of this facility, and there are currently no specific plans for expansion of this facility.

Timber Products - 130 N. Phillipe Lane

Operations at the Timber Products facility consist of the manufacture of soft wood veneer and pulp chips. According to Mr. Pete Himmel of Timber Products, operations at this facility typically occur from 5 am to 6 pm, 7 days per week, but the plant is not precluded from 24-hour operations. The most significant noise-producing equipment at this facility consists of the outdoor chipper and log-moving equipment, as most of the plant equipment is housed indoors. The plant generates approximately 80 truck trips on a typical day.

Noise level measurements conducted in the vicinity of this facility indicate that plant-generated noise levels vary, but are highest in the immediate vicinity of the chipping equipment. The estimated location of the plant 50 dB average (Leq) noise contour is shown on Figure 6. Mr. Himmel was unaware of any noise complaints associated with the operation of this facility, and the plant is currently being expanded. The effects of the plant expansion on the ambient noise environment in the immediate plant vicinity are unknown.

Hi-Ridge Lumber Company - 329 N. Phillipe Lane

Operations at the Hi-Ridge facility consist of the production of various lumber products. According to Mr. Gerry Bendix of Hi-Ridge, operations at this facility typically occur from 6 am to 3 pm, 5 days per week. The most significant noise-producing equipment at this facility consists of saws, planers, motors, forklifts, cranes and log loaders. The plant generates approximately 50 truck trips on a typical day. This facility also ships lumber products by rail.

The Hi-Ridge Lumber Company was not in operation at the time the Noise-Element was being prepared. As a result, no noise measurements of the facility could be conducted. Based on the types of equipment used a this facility, the location of the plant 50 dB average (Leq) noise contour was estimated and is shown on Figure 6. Mr. Bendix was unaware of any noise complaints associated with the operation of this facility, and the plant currently has no plans for expansion.

Auto Racing - Siskiyou County Fairgrounds

According to Ms. Jackie Zediker of the Fairgrounds, auto racing at that location typically occurs every Saturday night from mid-April to through mid-September. The races take place on a 1/4 mile track between the hours of 6:30 pm and 11:00 pm. The distance to the 50 dB Leq noise contour for race events was estimated from BAC file data, and is shown on Figure 6.

General Service Commercial & Light Industrial Uses

Noise sources associated with service commercial uses such as automotive and truck repair facilities, wrecking yards, tire installation centers, car washes, loading docks, transfer stations, corporation yards, recycling centers, concrete ready-mix facilities, are found at various locations within the City of Yreka. Many of these sources are located on Main Street, Oregon Road, Oberlin Road, Foothill Drive and Fairlane Road. The noise emissions of these types of uses are dependant on many factors, and are therefore, difficult to quantify precisely. Nonetheless, noise generated by the these uses contributes to the ambient noise environment in the immediate vicinity of these uses, and should be considered where either new noise-sensitive uses are proposed nearby or where similar uses are proposed in existing residential areas.

Parks and School Playing Fields

There are several park and school uses within the City limits. These uses are spread throughout the City. Noise generated by these uses depends on the age and number of people utilizing the respective facility at a given time, and the types of activities they are engaged in. School playing field activities tend to generate more noise than those of neighborhood parks, as the intensity of school playground usage tends to be much higher. At a distance of 100 feet from an elementary school playground being used by 100 students, average and maximum noise levels of 60 and 75 dB, respectively, can be expected. At organized events such as high-school football games with large crowds and public address systems, the noise generation is often significantly higher. As with service commercial uses, the noise generation of parks and school playing fields is variable.

AIRPORTS

The City of Yreka is separated from the Weed and Montague airports by considerable distances. Although occasional aircraft overflights of the City occur, the City of Yreka is located well beyond the noise impact zones of these airports. As a result, the existing ambient noise environment of the City of Yreka is not significantly influenced by aircraft noise.

COMMUNITY NOISE SURVEY

To quantify existing noise levels in the quieter parts of the City of Yreka, a community noise survey was performed at 8 locations in this City which are removed from major noise sources. Two of the eight locations were monitored over a continuous 24-hour period, while the other six locations were each monitored for two 15-minute periods during daytime hours and one 15-minute period during nighttime hours. The community noise survey noise measurement locations are shown on Figure 7. The results of the community noise survey are provided in Table 3, and Figures 8 and 9 show the measurement results at the continuous monitoring sites.

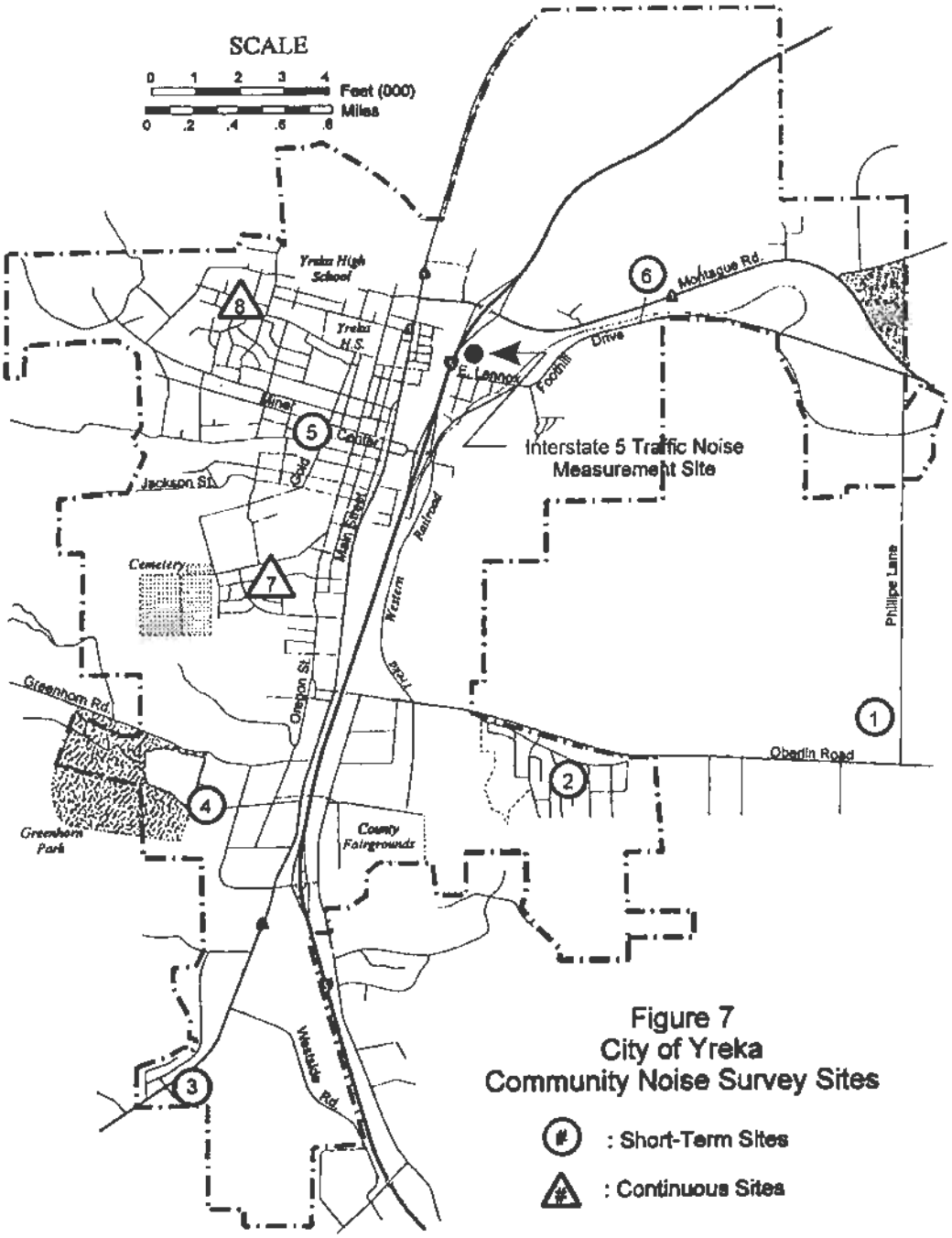


Figure 7
City of Yreka
Community Noise Survey Sites

(#) : Short-Term Sites

(#) : Continuous Sites

Table 5-3

Community Noise Measurement Survey Results
Yreka Noise Element - May 6-7, 1998

Site	Location	Dates	Time Period	Leq	Lmax	Lmin	Estimated Ldn	Sources
1	NW Corner of	5-6-98	Morning	56	76	26	55	Trucks - Phillipe, Oberlin,
	Phillipe & Oberlin	5-7-98	Afternoon	54	69	32		local traffic
		5-7-98	Nighttime	46	68	21		
2	Placer Street	5-6-98	Morning	46	61	30	48	Dogs, local & distant traffic
	North of Nugget	5-7-98	Afternoon	51	67	40		
		5-7-98	Nighttime	31	44	24		
3	Corner of Laura	5-6-98	Morning	45	63	33	48	Hwy 3 & I-5 traffic, bird, frogs
	& Murray	5-7-98	Afternoon	49	68	36		
		5-7-98	Nighttime	39	43	35		
4	Greenhorn Park	5-6-98	Morning	43	57	39	48	Commercial air blast, local traffic,
		5-7-98	Afternoon	45	58	39		birds, distant traffic
		5-7-98	Nighttime	41	55	33		
5	City Park:	5-6-98	Morning	55	68	42	53	Local traffic, children playing
	Gold & Miner	5-7-98	Afternoon	52	69	39		
		5-7-98	Nighttime	39	49	31		
6	Juniper Drive	5-6-98	Morning	41	65	30	42	Distant highway 3 traffic, birds
		5-7-98	Afternoon	43	64	30		
		5-7-98	Nighttime	32	41	27		
7	505 Turre Street	5-5/6-98	Daytime	45	67	39	51	Dogs, local traffic
			Nighttime	44	57	38		

Figure 8

Measured Ambient Noise Levels

505 Turre Street, May 5-6, 1998

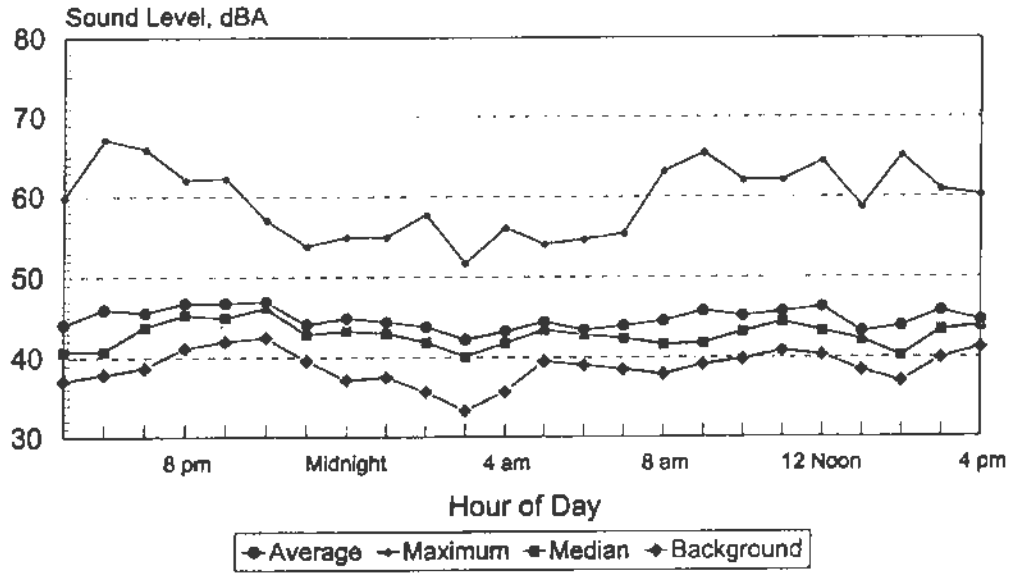
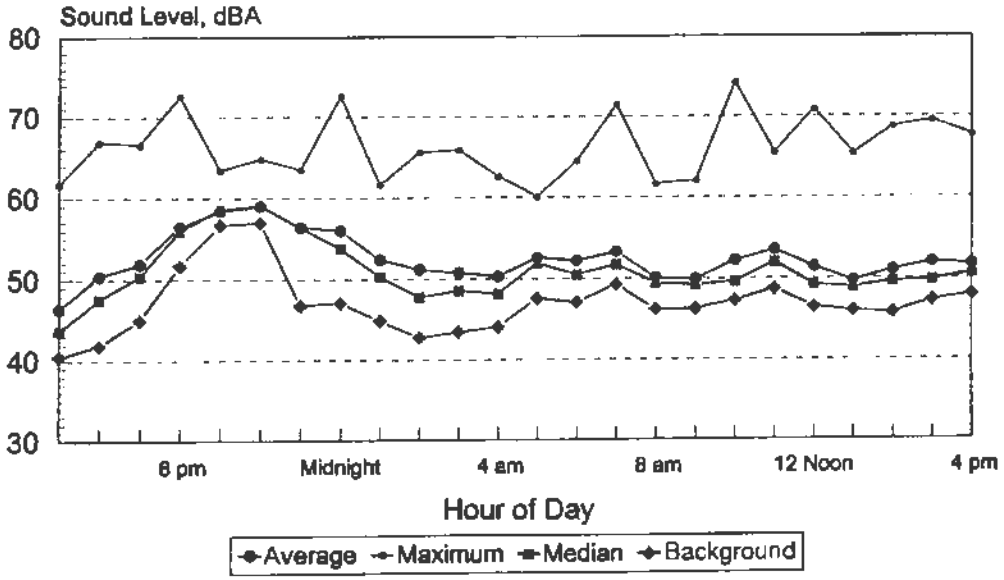


Figure 9

Measured Ambient Noise Levels

908 Cedar Street – May 5-6, 1998



BACKGROUND ON CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

The State Office of Planning and Research (OPR) Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR guidelines contain a land use compatibility table which describes the compatibility of different land uses with a range of environmental noise levels in terms of Ldn. A noise environment of 60 dB Ldn or less is considered to be normally acceptable for residential uses according to those guidelines.

The U.S. Environmental Protection Agency (EPA) also offers guidelines for community noise exposure in the publication "Information on the Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of 5afety". These guidelines consider occupational noise exposure as well as noise exposure in the home. The "Levels Document" recognizes an exterior noise level of 55 dB Ldn as a goal to protect the public from hearing loss, activity interference, sleep disturbance and annoyance. The EPA notes, however, that this level is not a regulatory goal, but is a level defined by a negotiated scientific consensus without concern for economic and technological feasibility or the needs and desires of any particular community. The EPA and other Federal agencies have suggested land use compatibility guidelines which indicate that residential noise exposures of 55 to 65 dB Ldn are acceptable.

The U.S. Environmental Protection Agency has also prepared a Model Community Noise Control Ordinance, using Leq as the means of defining allowable residential noise level limits. The EPA model contains no specific recommendations for local noise level standards, but reports a range of Leq values as adopted by various local jurisdictions. The mean daytime residential noise standard reported by the EPA is 57 dBA (Leq); the mean nighttime residential noise standard is 52 dBA (Leq). Other state laws and regulations regarding noise control are directed towards aircraft, motor vehicles and noise in general.

The California Vehicle Code sets noise emission standards for new vehicles including autos, trucks, motorcycles and off-road vehicles. Performance standards also apply to all vehicles operated on public streets and roadways. Section 216 of the Streets and Highways Code regulates traffic noise received at schools near freeways.

NOISE GOALS & PROGRAMS

Goal 1: To protect the existing and future citizens of Yreka from the harmful effects of exposure to excessive noise. More specifically, to protect existing noise-sensitive land uses from new uses that would generate noise levels which are incompatible with those uses, and to discourage new noise-sensitive land uses from being developed near sources of high noise levels.

Goal 2: To protect the economic base of Yreka by preventing the encroachment of noise-sensitive land uses into areas affected by existing noise-producing uses. More specifically, to recognize that noise is an inherent by-product of many industrial processes and to prevent new noise-sensitive land uses from being developed in areas affected by existing industrial noise sources.

Goal 3: To provide sufficient noise exposure information so that existing and potential future noise impacts may be effectively addressed in the land use planning and project review processes.

NOISE ELEMENT POLICIES

Traffic and Railroad Noise Sources

Policy 1: The interior and exterior noise level standards for noise-sensitive areas of new uses affected by traffic or railroad noise sources in the City of Yreka are shown by Table 4.

Policy 2: Where the noise level standards of Table 4 are predicted to be exceeded at new uses proposed within the City of Yreka which are affected by traffic or railroad noise, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 4 standards.

Table 5-4

Noise Standards for New Uses Affected by Traffic and Railroad Noise
City of Yreka Noise Element

New Land Use	Outdoor Activity Area - Ldn	Interior - Ldn/Peak Hour Leq[1]	Notes
All Residential	60-65	45	2, 3, 4
Transient Lodging	65	45	5
Hospitals & Nursing Homes	60	45	6
Theaters & Auditoriums	---	35	
Churches, Meeting Halls, Schools, Libraries, etc.	60	40	
Office Buildings	65	45	7
Commercial Buildings	65	50	7
Playgrounds, Parks, etc.	70	---	
Industry	65	50	7

Notes:

1. For traffic noise within the City of Yreka, Ldn and peak-hour Leq values are estimated to be approximately similar. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
2. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100 foot radius of the residence.
3. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas or tennis courts. Where such areas are not provided, the standards shall be applied at individual patios and balconies of the development.
4. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
5. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas.
6. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
7. Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.

Policy 3: Assessment of traffic noise impacts within the City of Yreka should be based on projections of traffic volumes commensurate with cumulative buildout of the City of Yreka.

Policy 4: If future railroad operations occur during nighttime hours (10 pm - 7 am), proposals for the development of new residential uses within 1000 feet of railroad grade crossings should address noise impacts in terms of the potential for sleep disturbance in addition to the Table 4 standards.

Policy 5: If an acoustical analysis is required by the City of Yreka to assess compliance with the Cty's Noise Element standards, it shall be prepared in accordance with Table 6.

Non-Transportation Noise Sources

Policy 6: The interior and exterior noise level standards for noise-sensitive areas of new uses affected by non-transportation noise sources in the City of Yreka are shown by Table 5.

Table 5-5

Noise Standards for New Uses Affected by Non-Transportation Noise
City of Yreka Noise Element

	Outdoor Activity Area - Leq		Interior - Leq	
New Land Use	**Daytime**	**Nighttime**	**Day & Night**	**Notes**
All Residential	50	45	35	1, 2, 7
Transient Lodging	55	---	40	3
Hospitals & Nursing Homes	50	45	35	4
Theaters & Auditoriums	---	---	35	
Churches, Meeting Halls, Schools, Libraries, etc.	55	---	40	
Office Buildings	55	---	45	5, 6
Commercial Buildings	55	---	45	5, 6
Playgrounds, Parks, etc.	65	---	---	6
Industry	65	65	50	5

Policy 7: The Table 5 standards are applied to both new noise-sensitive land uses and new noise-generating uses, with the responsibility for noise mitigation placed on the new use. For example, if a developer proposed construction of a new apartment complex near an existing industry, the developer would be responsible for including appropriate noise mitigation in the project design to achieve compliance with the Table 5 standards at the apartments. Conversely, if a new industry was proposed near an existing apartment complex, the industry would be responsible for including appropriate noise mitigation in the project design to achieve compliance with the Table 5 standards at the existing apartment building.

Policy 8: Where the noise level standards of Table 5 are predicted to be exceeded at new uses proposed within the City of Yreka which are affected by or include non-transportation noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 5 standards.

Construction Noise

Policy 9: Noise associated with construction activities shall be exempt from the noise standards cited in Table 5.

Policy 10: Construction activities shall be limited to the hours of 7 a.m. to 5 p.m. unless an exemption is received from the City to cover special circumstances.

Policy 11: All internal combustion engines used in conjunction with construction activities shall be muffled according to the equipment manufacturers' requirements.

5.5. Noise Mitigation Options

Any noise problem may be considered as being composed of three basic elements: the noise source, a transmission path, and a receiver. The appropriate acoustical treatment for a given project should consider the nature of the noise source and the sensitivity of the receiver. The problem should be defined in terms of appropriate criteria (Ldn, Leq, or Lmax), the location of the sensitive receiver (inside or outside), and when the problem occurs (daytime or nighttime). Noise control techniques should then be selected to provide an acceptable noise environment for the receiving property while remaining consistent with local aesthetic standards and practical structural and economic limits. Fundamental noise control techniques include the following:

USE OF SETBACKS

Noise exposure may be reduced by increasing the distance between the noise source and receiving use. Setback areas can take the form of open space, frontage roads, recreational areas, storage yards, etc. The available noise attenuation from this technique is limited by the characteristics of the noise source, but is generally about 4 to 6 dB per doubling of distance from the source.

USE OF BARRIERS

Shielding by barriers can be obtained by placing walls, berms or other structures, such as buildings, between the noise source and the receiver. The effectiveness of a barrier depends upon blocking line-of-sight between the source and receiver, and is improved with increasing the distance the sound must travel to pass over the barrier as compared to a straight line from source to receiver. The difference between the distance over a barrier and a straight line between source and receiver is called the "path length difference," and is the basis for calculating barrier noise reduction.

Barrier effectiveness depends upon the relative heights of the source, barrier and receiver. In general, barriers are most effective when placed close to either the receiver or the source. An intermediate barrier location yields a smaller path-length-difference for a given increase in barrier height than does a location closer to either source or receiver.

For maximum effectiveness, barriers must be continuous and relatively airtight along their length and height. To ensure that sound transmission through the barrier is insignificant, barrier mass should be about 4 lbs./square foot, although a lesser mass may be acceptable if the barrier material provides sufficient transmission loss. Satisfaction of the above criteria requires substantial and well-fitted barrier materials, placed to intercept line of sight to all significant noise sources. Earth, in the form of berms or the face of a depressed area, is also an effective barrier material.

Transparent noise barriers may be employed, and have the advantage of being aesthetically pleasing in some environments. Transparent barrier materials such as laminated glass and polycarbonate provide adequate transmission loss for most highway noise control applications. Transparent barrier materials may be flammable, and may be easily abraded. Some materials may lose transparency upon extended exposure to sunlight. Maintaining aesthetic values requires that transparent barriers be washed on a regular basis. These properties of transparent barrier materials require that the feasibility of their use be considered on a case-by-case basis.

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Table 5-6

Requirements for Acoustical Analyses Prepared in Yreka

An acoustical analysis prepared pursuant to the Noise Element shall:

A. Be the responsibility of the applicant.

B. Be prepared by qualified persons experienced in the fields of environmental noise assessment and architectural acoustics.

C. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.

D. Estimate existing and projected (cumulative City buildout) noise levels in terms of the Standards of Tables 4 and 5, and compare those levels to the adopted policies of the Noise Element.

E. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms evaluating possible sleep disturbance.

F. Estimate interior and exterior noise exposure after the prescribed mitigation measures have been implemented.

G. Describe the post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.

The attenuation provided by a barrier depends upon the frequency content of the source. Generally, higher frequencies are attenuated (reduced) more readily than lower frequencies. This results because a given barrier height is relatively large compared to the shorter wavelengths of high frequency sounds, while relatively small compared to the longer wavelengths of the frequency sounds. The effective center frequency for traffic noise is usually considered to be 550 Hz. Railroad engines, cars and horns emit noise with differing frequency content, so the effectiveness of a barrier will vary for each of these sources. Frequency analyses are necessary to properly calculate barrier effectiveness for noise from sources other than highway traffic.

There are practical limits to the noise reduction provided by barriers. For highway traffic noise, a 5 to 10 dB noise reduction may often be reasonably attained. A 15 dB noise reduction is sometimes possible, but a 20 dB noise reduction is extremely difficult to achieve. Barriers usually are provided in the form of walls, berms, or berm/wall combinations. The use of an earth berm in lieu of a solid wall may provide up to 3 dB additional attenuation over that attained by a solid wall alone, due to the absorption provided by the earth. Berm/wall combinations offer slightly better acoustical performance than solid walls, and are often preferred for aesthetic reasons.

SITE DESIGN

Buildings can be placed on a project site to shield other structures or areas, to remove them from noise-impacted areas, and to prevent an increase in noise level caused by reflections. The use of one building to shield another can significantly reduce overall project noise control costs, particularly if the shielding structure is insensitive to noise. As an example, carports or garages can be used to form or complement a barrier shielding adjacent dwellings or an outdoor activity area. Similarly, one residential unit can be placed to shield another so that noise reduction measures are needed for only the building closest to the noise source. Placement of outdoor activity areas within the shielded portion of a building complex, such as a central courtyard, can be an effective method of providing a quiet retreat in an otherwise noisy environment. Patios or balconies should be placed on the side of a building opposite the noise source, and "wing walls" can be added to buildings or patios to help shield sensitive uses.

Another option in site design is the placement of relatively insensitive land uses, such as commercial or storage areas, between the noise source and a more sensitive portion of the project. Examples include development of a commercial strip along a busy arterial to block noise affecting a residential area, or providing recreational vehicle storage or travel trailer parking along the noise-impacted edge of a mobile home park. If existing topography or development adjacent to the project site provides some shielding, as in the case of an existing berm, knoll or building, sensitive structures or activity areas may be placed behind those features to reduce noise control costs.

Site design should also guard against the creation of reflecting surfaces which may increase onsite noise levels. For example, two buildings placed at an angle facing a noise source may cause noise levels within that angle to increase by up to 3 dB. The open end of "U"-shaped buildings should point away from noise sources for the same reason. Landscaping walls or noise barriers located within a development may inadvertently reflect noise back to a noise-sensitive area unless

carefully located. Avoidance of these problems while attaining an aesthetic site design requires close coordination between local agencies, the project engineer and architect, and the noise consultant.

BUILDING DESIGN

When structures have been located to provide maximum noise reduction by barriers or site design, noise reduction measures may still be required to achieve an acceptable interior noise environment. The cost of such measures may be reduced by placement of interior dwelling unit features. For example, bedrooms, living rooms, family rooms and other noise-sensitive portions of a dwelling can be located on the side of the unit farthest from the noise source.

Bathrooms, closets, stairwells and food preparation areas are relatively insensitive to exterior noise sources, and can be placed on the noisy side of a unit. When such techniques are employed, noise reduction requirements for the building facade can be significantly reduced, although the architect must take care to isolate the noise impacted areas by the use of partitions or doors.

In some cases, external building facades can influence reflected noise levels affecting adjacent buildings. This is primarily a problem where high-rise buildings are proposed, and the effect is most evident in urban areas, where an "urban canyon" may be created. Bell-shaped or irregular building facades and attention to the orientation of the building can reduce this effect.

NOISE REDUCTION BY BUILDING FACADES

When interior noise levels are of concern in a noisy environment, noise reduction may be obtained through acoustical design of building facades. Standard residential construction practices provide 10-15 dB noise reduction for building facades with open windows, and approximately 25 dB noise reduction when windows are closed. Thus a 25 dB exterior-to-interior noise reduction can be obtained by the requirement that building design include adequate ventilation systems, allowing windows on a noise-impacted facade to remain closed under any weather condition.

Where greater noise reduction is required, acoustical treatment of the building facade is necessary. Reduction of relative window area is the most effective control technique, followed by providing acoustical glazing (thicker glass or increased air space between panes) in low air infiltration rate frames, use of fixed (non-movable) acoustical glazing or the elimination of windows. Noise transmitted through walls can be reduced by increasing wall mass (using stucco or brick in lieu of wood siding), isolating wall members by the use of double- or staggered- stud walls, or mounting interior walls on resilient channels. Noise control for exterior doorways is provided by reducing door area, using solid-core doors, and by acoustically sealing door perimeters with suitable gaskets. Roof treatments may include the use of plywood sheathing under roofing materials.

Whichever noise control techniques are employed, it is essential that attention be given to installation of weatherstripping and caulking of joints. Openings for attic or subfloor ventilation may also require acoustical treatment; tight-fitting fireplace dampers and glass doors may be needed in aircraft noise-impacted areas.

Design of acoustical treatment for building facades should be based upon analysis of the level and frequency content of the noise source. The transmission loss of each building component

should be defined, and the composite noise reduction for the complete facade calculated, accounting for absorption in the receiving room. A one-third octave band analysis is a definitive method of calculating the A-weighted noise reduction of a facade.

A common measure of transmission loss is the Sound Transmission Class (STC). STC ratings are not directly comparable to A-weighted noise reduction, and must be corrected for the spectral content of the noise source. Requirements for transmission loss analyses are outlined by Title 24 of the California Code of Regulations.

USE OF VEGETATION

Trees and other vegetation are often thought to provide significant noise attenuation. However, approximately 100 feet of dense foliage (so that no visual path extends through the foliage) is required to achieve a 5 dB attenuation of traffic noise. Thus the use of vegetation as a noise barrier should not be considered a practical method of noise control unless large tracts of dense foliage are part of the existing landscape.

Vegetation can be used to acoustically "soften" intervening ground between a noise source and receiver, increasing ground absorption of sound and thus increasing the attenuation of sound with distance. Planting of trees and shrubs is also of aesthetic and psychological value, and may reduce adverse public reaction to a noise source by removing the source from view, even though noise levels will be largely unaffected. It should be noted, however, that trees planted on the top of a noise control berm can actually slightly degrade the acoustical performance of the barrier. This effect can occur when high frequency sounds are diffracted (bent) by foliage and directed downward over a barrier.

In summary, the effects of vegetation upon noise transmission are minor, and are primarily limited to increased absorption of high frequency sounds and to reducing adverse public reaction to the noise by providing aesthetic benefits.

CHAPTER 6
PUBLIC HEALTH AND SAFETY

6. PUBLIC HEALTH & SAFETY

6.1. Introduction

LEGAL BASIS AND REQUIREMENTS

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

> The 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 mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; wild land and urban fires.

In addition to these concerns, this element also addresses the issues of hazardous waste management, fire and police services. This section has been prepared in conformance with State law requirements.

The Multi-Jurisdiction Hazard Mitigation Plan (MJHMP) for the County of Siskiyou planning area was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's 2011 Multi-Jurisdiction Hazard Mitigation Plan guidance. The MJHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involve planning, policy changes, programs, projects, and other activities. The MJHMP can be found on the City of Yreka Website under Residents, Emergency Information: http://ci.yreka.ca.us/272/Emergency-Information.

6.2. Emergency Preparedness

Responsibility for day-to-day emergency response falls to the Yreka Police and Fire Departments, which are first responders in emergency situations. Under more extreme general emergency conditions, other City Departments become involved, along with State, County and private agencies as needed.

SISKIYOU COUNTY EMERGENCY OPERATIONS PLAN

The Siskiyou County Emergency Operations Plan (EOP) establishes procedures for responding to various emergency situations, including:

- Regional Flooding
- Nuclear Power Plant Incident
- Volcanic Activity
- Tsunami/Seiche Waves
- Hazardous Materials Incident
- Nuclear Defense Emergency
- Dam Failure
- Approaching Wildland Fire
- Seismic Activity

COORDINATION OF EMERGENCY RESPONSE EFFORTS

The Siskiyou County EOP provides response guidelines for various potential emergencies. A local Incident Commander provides the coordination of response activities. The Incident Commander is established by statutory authority to act and has the ability to pay to mitigate the emergency. Usually an officer of the Siskiyou County Sheriff's Department will be the Incident Commander on emergencies within and around Yreka. In situations where the Incident Command authority is shared, Incident Command is unified among those agencies with command authority.

EVACUATION ROUTES

The Yreka Fire and Police Departments maintain the evacuation routes for the City.

STANDARDIZED EMERGENCY MANAGEMENT SYSTEM

The Standardized Emergency Management System (SEMS) was established by the State in response to the Oakland Hills fires and in recognition that emergency response should be better coordinated. SEMS serves as an umbrella emergency management system, which coordinates the response of various agencies and jurisdictions. Participation on SEMS is required to assure reimbursement of expenses resulting from a State declared emergency. SEMS is the standard throughout the State of California.

LOCAL ORGANIZATION

The City of Yreka is located in the Operational Area of the Siskiyou County Office of Emergency Services. A standards emergency management system (SEMS) program is in place between the City and the Office of Emergency Services. A local emergency plan guides local response to emergencies and local emergency management is conducted under the direction of the City of Yreka Police Department.

EMERGENCY PREPAREDNESS GOALS & PROGRAMS

Goal PH.1 — Ensure that the City and involved local agencies are able to effectively respond to emergency situations, which may threaten the people or property of Yreka.

Objective: The City needs to work with County, State and Federal agencies in times of crisis. The objective of this goal is to provide the City with policies supporting this cooperation and participation in emergency planning efforts.

PROGRAM PH.1.A. The City shall continue to participate in emergency preparedness planning with Siskiyou County.

PROGRAM PH.1.B. The City shall review procedures for local implementation of the County Emergency Operations Plan (EOP) and undertake the responsibility to educate the community on the need for emergency preparedness.

6.3. Flood Hazards

The natural drainage features which provide local flood control are discussed in detail within the Public Facilities section of the General Plan. Goals and policies of this section address the overall issues of flood related hazards. (Figure 6-1)

LOCAL FLOODING

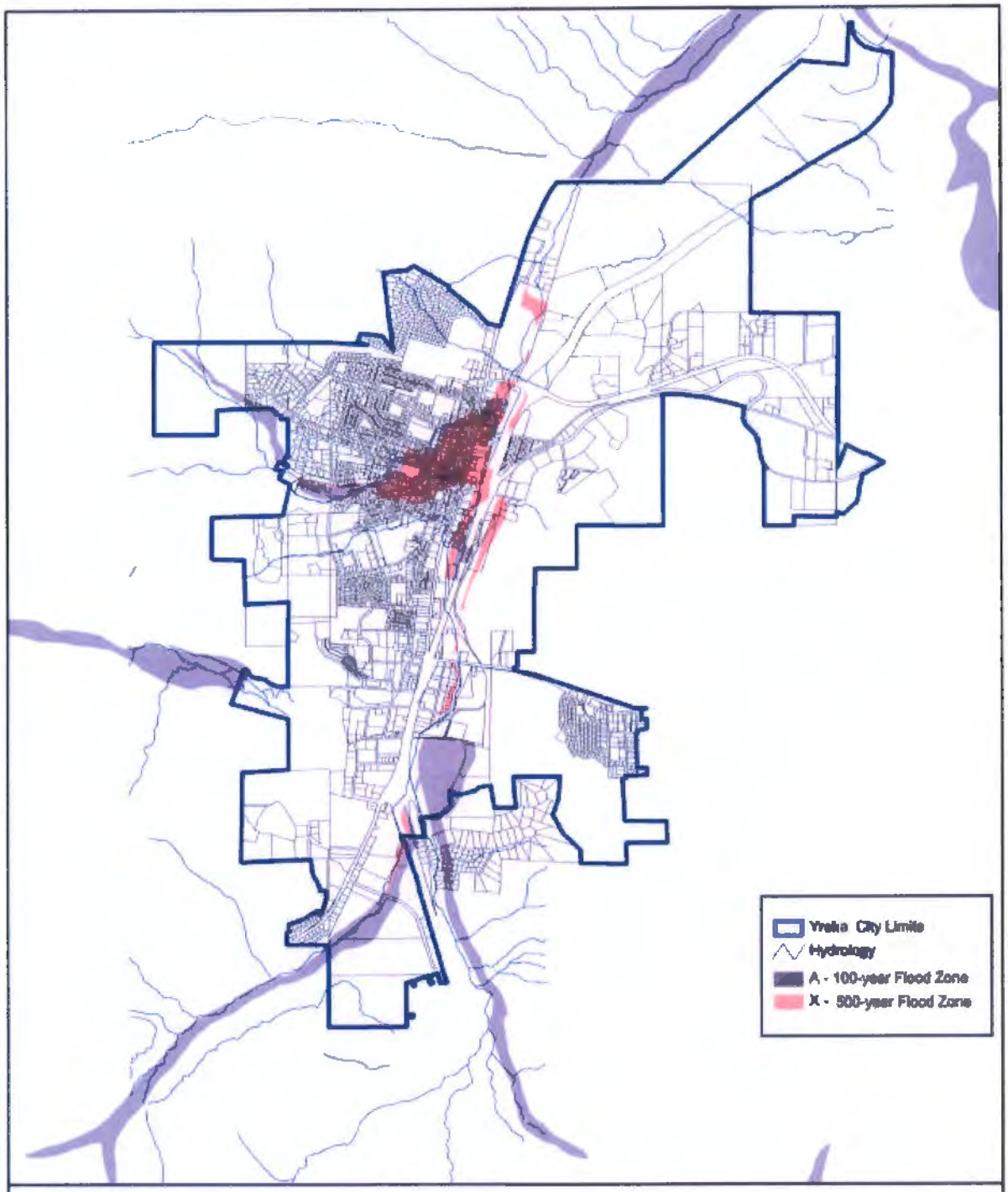
According to the Federal Emergency Management Agency (FEMA) *Flood Insurance Rate Maps* (FIRM) for the City of Yreka (Panels 1-4), the potential for flooding exists along Yreka Creek, Greenhorn Creek, and Humbug Gulch. These maps, produced in 1981, distinguish areas within the City of Yreka Planning Area where flooding would occur during both a 100-year and 500-year event. Table 6-1 identifies the areas that would be flooded by a 100-year flood event, according to the FIRM maps.

The City of Yreka also experiences localized flooding during periods of intense rain on Main Street, Miner Street and Broadway. (Figure 6-1)

REGIONAL FLOODING

Greenhorn Dam Reservoir poses no real threat to Yreka. Even though it is a Class C earthfill dam, a breakage by any means would result in seepage rather than a complete collapse. There is a limited quantity of water impounded and Yreka Creek could accommodate the flow.

The dams on the Klamath River do not pose a threat to Yreka as they are over 20 miles away with intervening topography.



Map developed from Federal Management Agency (FEMA)
Q3 Flood Data, May 1996.
Map intended for planning reference only.
Please see FIRM panel maps 060367 0001 B, 060367 0002 B, 060367 0003 B, 060367 0004 B available from the City of Yreka.

Figure 6-1
Flood Area Map

Table 6-1

100-YEAR FLOOD EVENT FLOODING AREAS

Yreka Creek	Southern portion of City, from City limits to West Oberlin Road. Wide area east of I-5 from Sharps Road to East Oberlin Road. Narrow area from I-5 through the middle and northern portions of the City.
Greenhorn Creek	Area upland (west) of Greenhorn. Reservoir Floodway closely following Greenhorn Creek to I-5.
Humbug Gulch	Narrow floodway (50–500 feet) from City Limits to Main Street. Broader floodway south of Lane Street.

FLOOD HAZARDS GOALS & PROGRAMS

GOAL PH.2 – Minimize the risk of personal injury and property damage resulting from flooding.

Objective: Natural waterways are not only an amenity to the community but also a potential threat during times of flood. The City has adopted policies to help protect new development from the potential dangers of flooding and the objective of this goal is to ensure those policies are clearly enumerated and provide support for the relevant ordinances that regulate development in and around a flood zone.

PROGRAM PH.2.A. Develop flood control strategies and improvement plans for the City of Yreka.

PROGRAM PH.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 storm event.

PROGRAM PH.2.C. Development of structures must be in compliance with FEMA standards. All 100-year flood hazards must be completely mitigated through proper design.

PROGRAM PH.2.D. As stated in Policy LU-7.B (Public Facilities Element), all new residential development projects shall be designed to avoid increases in peak storm runoff levels entering the natural drainages in Yreka.

PROGRAM PH.2.E. Provide adequate storm drainage improvements to prevent flooding in areas that are prone to flood hazards.

6.4. Fire Protection

The City of Yreka could experience a variety of fire types. Reducing the potential for fire related injuries and property losses involves both the prevention of fires through community education and enforcement of the building and safety codes, and the ability to respond to fire related emergencies once they occur. Fire protection services within the City of Yreka are provided by the Yreka Volunteer Fire Department.

FIRE THREAT

The most likely fire threat within Yreka is the possibility of flue fires as a substantial number of people heat their homes with wood stoves and fireplaces. Other likely fire threats include structural fires within a residence or small business, urban conflagration (multiple simultaneous structural fires), and wildland and vegetation fire on the perimeter of the City. According to the California Department of Forestry and Fire Protection, no unique or significant fire hazards exist in the rural/urban interface between the City and surrounding open spaces.

RESPONSE TIME

Target response time for fire protection and emergency medical services are seven (7) minutes or less during the daylight hours and slightly longer at night.

Response time to an emergency situation is also affected by adequate street access for emergency vehicles. Minimum standards for roadway widths

and design standards adopted by the City are provided in the Circulation Element of this General Plan.

WATER DELIVERY SYSTEM

Domestic water service facilities are discussed in detail within the Public Facilities Element of this General Plan. One of the reasons for the City's excellent rating of four (4) with the ISO is the reliability and adequacy of the water supply and water pressure of the City's fire hydrants. Pressure per hydrant ranges from 70 to 140 pounds per square inch. Besides the City's fire hydrants, there are five (5) water storage tanks for fire fighting purposes.

FIRE STATION STAFFING/EQUIPMENT

The Yreka Volunteer Fire Department consists of a 33-member crew operating three (3) Class A pumps, one (1) Class B pump, one (1) Class C pump, one (1) 65-foot aerial platform, and one (1) utility rig. The volunteers also respond to emergency medical calls as well as fires.

Projected needs for the Department include one to two paid personnel to handle fire prevention outreach and the paperwork necessary to satisfy State requirements. In addition, the Department would like to purchase a Rescue Unit and upgrade existing equipment.

FIRE PROTECTION GOALS & PROGRAMS

GOAL PH.3 -- Protect people and property within the City of Yreka against fire related loss and damage.

Objective: With surrounding wildlands and forest, fire is a continual concern to the City of Yreka and most of Siskiyou County. The policies included within this goal are designed to ensure cooperation with the California Department of Forestry and other recommended efforts. The objective of this goal is to reduce the hazard to the City of Yreka.

PROGRAM PH.3.A. Maintain current levels of service for fire protection by continuing to require development projects to provide for and/or fund fire protection facilities, personnel, and operations and maintenance.

PROGRAM PH.3.B. Require all new development projects to design public facility improvements to ensure that water volume and hydrant spacing are adequate to support efficient and effective fire suppression.

PROGRAM PH.3.C. Strive to maintain, the City's current Insurance Service Office (ISO) rating of four (4).

PROGRAM PH.3.D. Consider opportunities to improve the City's ISO rating for the safety and economic benefits an improved rating would net the City and its residents.

PROGRAM PH.3.E. 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/stovepipe outlets.
- Maintain screens over chimney/stovepipe outlets or other devices that burn any solid or liquid fuel.

PROGRAM PH.3.F. Following the adoption of this General Plan, the City shall develop and adopt standards for fire suppression facilities, including water supply and distribution system standards, and fire hydrant spacing.

6.5. Police Protection

This section discusses issues related to police protection within the community. These services are provided by the Yreka Police Department.

LAW ENFORCEMENT STAFF

Police protection services within the City of Yreka are provided by the Yreka Police Department. There are currently thirty-four (34) employees in the Police Department (FY 2000-2001). Of these employees, fifteen (15) are sworn officers (including the Chief of Police), ten (10) are Department Reserves, and nine (9) are civilian employees. The fifteen sworn officers serve a current population (January 2001) of 7,200, resulting in approximately 480 persons per officer. The Department recently added two sworn officers to its force. The Department anticipates that the current police force will be adequate to provide police protection needs at the same level of service through the life of this General Plan (through 2022) barring a large increase in population.

POLICE PROTECTION GOALS & PROGRAMS

GOAL PH.4 -- Ensure that police protection services in the City of Yreka are adequate to protect both people and property in the community.

Objective: In addition to fire suppression, public safety needs to be considered as the community expands. Not only does population growth increase demand for public safety, but increase in geographic area can reduce response times and substantially increase the amount of area under patrol by the Police Department. So even though the City's population may not change significantly if large areas are annexed or various areas constructed that increase the road miles the Police Department has to monitor, there can be a demand on police services. The objective of this goal is to ensure that those considerations are taken into account when approving development and when the City expands. The programs of this goal also support various police activities designed to reduce crime throughout the community.

PROGRAM PH.4.A. Ensure that response time to police related emergencies are adequate for current and future demands for such services.

PROGRAM PH.4.B. Promote a safe community through outreach and public education programs.

PROGRAM PH.4.C. The City shall actively pursue programs to reduce existing and future levels of crime, particularly vandalism and violent crimes.

PROGRAM PH.4.D. The City shall continue to provide funds for police equipment and personnel, which will adequately protect the community from potential hazards.

6.6. Geologic Hazards

This section addresses seismic and geologic hazards, which could result in structural failures.

SEISMIC HAZARDS

Several faults are located in the Yreka area, as indicated by the *Fault Activity Map of California.* Some notable faults include the Greenhorn Fault north of the City and the Soap Creek Ridge Fault to the southwest. One small fault has been identified in the northwest section of the Planning Area near the Interstate 5-State Route 3 junction. None of these faults have shown evidence of any activity within the last 1.6 million years. The nearest recently active fault to the City is the Cedar Mountain Fault Zone, located approximately 35 miles east in the Mt. Hebron-Macdoel area. The Cedar Mountain Fault has shown evidence of activity within the last 10,000 years.

The Seismic Safety and Safety Element of the Siskiyou County General Plan states that over a 120-year period, only nine or ten earthquakes capable of "considerable damage" have occurred. No deaths have been connected to these earthquakes, and reported building damage has never been more than minor. No known damage has resulted from an earthquake in the Yreka area. Nevertheless, the Uniform Building Code places the Yreka area in Seismic Zone 3, defined as an area of potentially major damage from earthquakes corresponding to intensity VII on the Modified Mercalli Scale.

LANDSLIDES

The City of Yreka is located in a hilly region; thus, landslides are a possible concern. However, due to flat topography, little landslide potential exists in the area. The underlying geology in the region consists of stable bedrock material with little propensity to give way. The only area identified as having a potential landslide hazard is the Bureau of Land Management (BLM) land northwest of the City.

ABANDONED MINES

Since the Gold Rush of 1849, tens of thousands of mines have been dug in California. Many of these mines were immediately abandoned when insufficient minerals were found, others were abandoned later when poor economics of the commodity made mining unprofitable, while still others were abandoned in 1942 after the issuance of War Production Board Order L-208. The result is that California's landscape contains tens of thousands of abandoned mine sites, many of which pose health, safety, or environmental hazards.

The City of Yreka has several abandoned mines and shafts. A location map of cave-ins and expected location of shafts is available from the City. The City routinely informs building developers of the potential hazard from these shafts if they are working in known areas of concern.

OTHER HAZARDS

LIQUEFACTION

Liquefaction occurs when loose, saturated granular soil deposits lose their strength due to a sudden excess in water pressure. This buildup is induced by a seismic event. Liquefaction tends to occur in areas near water or within shallow groundwater. The City's 1979 General Plan states that the soil types and general geology of Yreka are not conducive to liquefaction.

VOLCANIC HAZARDS

The City of Yreka is on the edge of the volcanically active Cascade Mountain Range. Mt. Shasta, a volcano with a height of 14,612 feet, is located approximately 40 miles southeast of the City. Mt. Shasta has erupted on average once every 600 years for the past 4,500 years. The last known eruption occurred in 1786. Hazards associated with volcanic activity at Mt. Shasta include lava flows, pyroclastic flows, lava domes, tephra (ash and rocks deposited from the atmosphere) and mudflows. Because of the distance from Mt. Shasta, the City is not likely to experience most of these volcanic hazards. However, in the event of an eruption, ash may be deposited on the City. The amount of ash deposited would depend on the direction of the eruption and meteorological conditions.

Smaller volcanic eruptions have occurred near the City. Approximately 380,000 years ago, an andesite eruption took place at a location approximately 10 miles southeast of the City. A basaltic andesite eruption occurred approximately 15 miles east of the City about 50,000 years ago.

GEOLOGIC HAZARDS GOALS & PROGRAMS

GOAL PH.5 – Minimize the threat of personal injury and property damage due to seismic and geologic hazards.

Objective: Siskiyou County is a geologically active region with the most obvious feature being that of Mt. Shasta, a volcano. There are other geological hazards in mountain communities that are often overlooked during the preparation of development plans. These include slope, and in Yreka, caves and old mining shafts. The objective of this goal is to ensure that adequate review and analysis for any development takes these factors into account and presents findings and reports designed to support the new development.

PROGRAM PH.5.A. The City may require a soils report, prepared by a licensed soils engineer, for development 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 PH.5.B. Before construction of buildings three (3) stories or higher, probing for underground caverns shall be conducted.

PROGRAM PH.5.C. Public buildings and areas of mass assembly will be constructed so as to meet seismic safety standards. Owners of existing buildings are encouraged to pursue structural improvements to remedy seismic related hazards.

PROGRAM PH.5.D. The City shall consider funding options to assist property owners with costs related to seismic safety structural improvements.

PROGRAM PH.5.E. Make the location maps of cave-ins and expected location of abandoned mine shafts available to development projects. Routinely inform building developers of the potential hazard from these shafts if they are working in known areas of concern.

6.7. Hazardous Waste and Materials

The Siskiyou County Household Hazardous Waste Element (HHWE), completed in 1997, sets programs and goals for the proper management of household hazardous waste. In addition, the Siskiyou County Health Department has a list of Yreka businesses that are State-regulated hazardous waste generators.

BACKGROUND

The Siskiyou County Household Hazardous Waste Element (HHWE) contains provisions for decreasing the generation of household hazardous wastes (HHW) in conjunction with increasing the percentage of HHW that is recycled or reused. In addition, the HHWE is designed to prevent the HHW from being disposed of at landfills or other improper locations, i.e., into sewer systems, storm drains, natural drainages, or the ground.

As a part of this ongoing effort, Siskiyou County Department of Public Works implements periodic and mobile collection events as well as conducting monitoring and evaluation programs to determine if the goals of the HHWE are being achieved.

The Siskiyou County Department of Public Health has on file a list of Yreka businesses that are State regulated hazardous waste generators.

INTERSTATE 5 TRANSPORTATION RELATED HAZARDS

The location of Interstate 5 through Yreka raises concerns of accidents with vehicles carrying hazardous materials. The Local Emergency Planning Committee of the State Office of Emergency Services [OES] with the assistance of the California Department of Forestry has been conducting a survey of the commodities being transported on I-5. This survey was based on the number of trucks, time of year and commodities passing through the Mott Road Weight Station and the Cottonwood Weight Station. Preliminary results of data taken at these stations have identified the following commodities being transported on I-5 as: 1) Flammable liquids (fuel, kerosene, paint) and 2) Acids (bulk industrial cleaning supplies and corrosives). It was determined that every two minutes a truck carrying hazardous materials passes through the weight stations. This survey, when complete, will include data on fixed facilities and railway. Hazardous materials such as LPG (flammable materials and corrosives) are routinely transported via railway and may also be of concern to the City. This survey is available to the public as a public document.

The transportation of Risk/Table I commodities (explosives, etc.) is regulated under Title 49 of the California Highway Patrol and CALTRANS regulations. These regulations include the amounts and time at which these commodities can be transported and control of designated areas where these commodities can stop.

A Hazardous Materials Response Team, based out of Redding, California, with members in six counties, including Siskiyou County, with hazardous materials technicians and specialists are available in the City of Yreka to respond immediately to hazardous spills occurring on the I-5 corridor.

HAZARDOUS WASTE GOALS & PROGRAMS

GOAL PH.6 -- Minimize the risk of personal injury, property damage, and environmental degradation resulting from the use, transport, disposal, and release/discharge of hazardous materials.

Objective: The City of Yreka works with Siskiyou County Health Department to regulate hazardous waste within businesses in the community. Interstate 5 is a route that is known to allow the transportation of hazardous materials through the community. It is important that all of the public agencies work together to ensure that hazardous materials are handled properly and addressed properly in the event of an accident or spill. The objective of this goal is to provide the City with policy support for the existing close cooperation between the City and the County and these efforts.

PROGRAM PH.6.A. The City supports the provisions of the Siskiyou County Household Hazardous Waste Element (HHWE).

PROGRAM PH.6.B. Continue to coordinate hazardous waste management programs consistent with the Siskiyou County Household Hazardous Waste Element (HHWE) and the Siskiyou County Emergency Operations Plan (EOP).

PROGRAM PH.6.C. 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 shall be reviewed by the Siskiyou County Health Department for compliance with applicable State and local regulations.

PROGRAM PH.6.D. The transport of all hazardous substances and materials shall not be permitted on local streets and highways without the approval of the applicable State agency having permit issuing authority for such material transportation.

PROGRAM PH.6.E. Any use or manufacture of 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.

PROGRAM PH.6.F. As a means to address possible wildfire hazards on all discretionary projects on the periphery of the City, such applications shall be submitted to the California Department of Forestry for recommendations and suggested mitigation measures to be added to project approvals.

PROGRAM PH.6.G. All permits for new projects or major additions to existing uses that have the potential for using or containing hazardous substances or materials shall be reviewed by the Siskiyou County Health Department for compliance with applicable State and local regulations.

CHAPTER 7
PUBLIC FACILITIES

7. PUBLIC FACILITIES

City Hall and Council Chambers

7.1. Introduction

Legal Basis & Requirements

Various aspects of public facilities are considered within this element. While State law requires the General Plan to address domestic water service issues, requirements regarding other facilities are not clearly or specifically defined. State law encourages the local jurisdiction to include any other element, which it determines to be relevant to the jurisdiction (Government Code §65303). This element considers the range of public facilities that the City must provide to support existing and future land uses.

Safety related issues such as fire protection and flood control are discussed within the Public Health and Safety Element. However, the facilities required to respond to these hazards, including domestic water and storm water conveyance systems, are discussed within this element.

7.2. General Infrastructure

A key premise of this General Plan is that growth should be guided by the ability of resources and services to sustain it. For Public Facilities, this means ensuring that new development does not create demands that cannot be met without diminishing the quality of services to current residents and businesses. The following goals and programs establish general requirements for the planning and financing of new facilities.

Development Fees

The City of Yreka has historically been reluctant to prepare and adopt development impact fees in order to support economic growth. Many of the programs in this element require the City to evaluate long-term growth, prepare a master infrastructure plan to accommodate that growth, and suggest appropriate fees. The growth rate in Yreka is very slow (<1 percent) and a conventional fee program is not likely to generate sufficient funds in a timely manner to support typical capital improvement projects. Further compounding the issue is the fact that much of the City's infrastructure is in need of significant repair or improvement, which constitutes an existing need which is not typically an allowed item in a development fee program. In order to address both current need and projected demand, the City will need to rely on a mixture of development fees, low interest loans and grants.

PUBLIC FACILITIES GOALS & PROGRAMS

Goal PF.1 Ensure that public facilities are designed to accommodate reasonable future need.

Objective: Encourage an early discussion and allow the City to develop mechanisms to reimburse the private installation of oversized improvements. Often a public improvement can be built slightly larger at a substantial savings when compared to enlarging that same facility at a later date. This "over sizing" can be as simple as a slightly larger water or sewer line, or similar small materials increase. Because developers design and install many public improvements, it is important that any over-sizing be discussed early in the project stage to avoid unnecessary changes in design. It is also important that the size of the infrastructure be clearly defined so that each project can contribute its fair share of responsibility for providing adequate services to the community.

PROGRAM PF.1.A. All infrastructure costs necessary to serve new development projects shall be borne by the new development unless the City determines other means are available, or beneficial to the City.

PROGRAM PF.1.B. Concurrent with development approvals, all public utilities, street, right of way, and easements must be identified and may be offered for public dedication.

PROGRAM PF.1.C. The City may enter into reimbursement agreements for facilities that are over sized at the time of construction.

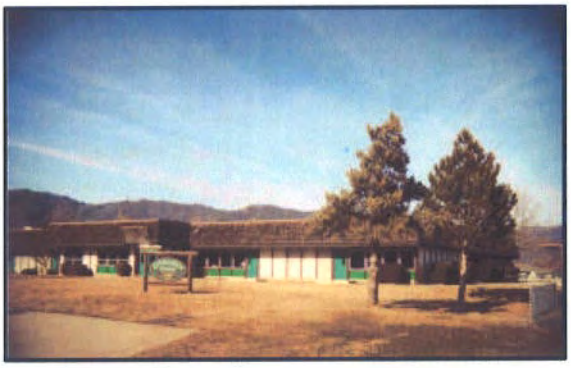
PROGRAM PF.1.D. Prior to approval of new development projects, applicants shall specify project-related demand for sewer, water, and electrical services and project approval shall be granted only after capacity to provide required services is confirmed by the City.

PROGRAM PF.1.E. Following adoption of this General Plan, facility master plans shall be prepared and/or updated for:

- Storm Drainage
- Water Supply and Distribution
- Wastewater Collection and Treatment
- Solid Waste

PROGRAM PF.1.F. Following adoption of this General Plan, establish procedures for requiring facilities to be designed and constructed to meet ultimate facility demands described within facility master plans.

7.3. Schools



Evergreen School

The Yreka Union Elementary School District provides educational opportunities for local children in grades kindergarten through the eighth grade. The Yreka Union High School District provides these services to children in grades nine through twelve. The facilities' locations, grade spans, and current and maximum enrollments are shown in Table 7.1 – *School Enrollment Figures.*

Table 7-1 - School Enrollment Figures

School Enrollment	Current	Capacity
Evergreen School 416 Evergreen Lane, K-2	275	400
Gold Street School 321 Gold Street, 3-4	236	400
Jackson Street School 405 Jackson Street, 5-8	571	675
Yreka Union High School 400 Preece Way, 9-12	788	800

SCHOOLS GOALS & PROGRAMS

GOAL PF.2 – Help the School Districts continue to offer high quality educational services and facilities to local school children.

Objective: For the City to continue its close cooperation with the School Districts in all aspects of facility planning, roads and parks. The City and the School Districts work together to meet the needs of the youngest area residents.

PROGRAM PF.2.A. Support efforts by Yreka Union Elementary School District (YUESD) and Yreka Union High School District (YUHSD) to maintain and improve educational facilities and services.

PROGRAM PF.2.B. Support the School Districts' efforts to mitigate significant impacts of new projects on school facilities, consistent with State law.

PROGRAM PF.2.C. Encourage the School Districts to provide educational facilities with sufficient permanent capacity to meet the needs of current and projected enrollment.

Overall, enrollment at elementary schools in Yreka has been in decline. In general, Siskiyou County's population is stable and, although the schools are graduating substantial numbers of children, less are coming in to take their place. Even with the *Class Size Reduction Act*, elementary school capacity is expected to serve Yreka's population through the life of this General Plan.

The Yreka Union High School District has one of the lowest student to teacher ratios in the State. Although Table 7.1 indicates that Yreka High School is near capacity, school officials are confident that their facilities will be able to serve Yreka's High School population through the life of this General Plan (through 2022).

In addition to the public schools listed above, Yreka has five Christian Education programs serving students in kindergarten through twelfth grades.

College of the Siskiyous, a State community college, has a satellite campus at 2001 Campus Drive in Yreka. The main campus is located in Weed, approximately 28 miles south of Yreka.

7.4. Library Facilities

There is one public library serving the population of Yreka – the Yreka branch of the Siskiyou County Library. It is open during the week, with Saturday service available during the school year only. The library is located on Fourth Street next to the City Hall.

7.5. City Administration

The administration for the City is located in City Hall at 701 Fourth Street. City Hall houses the Department of Public Works, the Planning Department, the office of the City Manager, the Building Department, and the Department of Parks and Recreation. City administrative staff consists of twelve employees, excluding fire and police. Adjacent to the City Hall is the City Council Chamber.

7.6. Water Supply Facilities

This section addresses issues related to domestic water service throughout the community, including ensuring that community water supplies will meet the needs of the community and that adequate facilities to treat and deliver domestic water are created if new development and urban expansion occur.

Fall Creek

EXISTING WATER SYSTEM CONDITIONS

Water supply for the City of Yreka is piped from the Fall Creek Pumping Station near Copco Lake (near the California-Oregon border) through a 24-inch pipe for 23 miles to Yreka. The water is filtered and chlorinated at the source and again at the Fall Creek Treatment Plant just north of Yreka on Ager Road before entering the City. The water system is almost entirely gravity fed with five existing storage tanks. The City has a current winter usage of 1.0 million gallons a day, while summer usage can increase to 6.0 million gallons per day. Most of the system is looped, and adequate pressure is available through much of the City. (Please see the *Public Health and Safety Element* of this General Plan for a discussion of the water supply and fire suppression needs.) The City's water service line is capable of up to 15 cubic feet per second of flow, which equates to a potential service-ability of 10.5 million gallons per day, which is more than adequate to meet the needs for the life of the General Plan.

WATER SUPPLY GOALS & PROGRAMS

Goal PF.3 - Ensure an ample water supply for the City of Yreka.

Objective: Continue to improve the efficiency of the water treatment and distribution system and to promote expansion that serves both new growth and the water system as a whole. Water is essential to the continued prosperity of the City. The City works hard to ensure that this valuable commodity is used efficiently through a comprehensive distribution and treatment system.

PROGRAM PF.3.A. Ensure that water volume throughout the City is sufficient for emergency response and fire suppression demands.

PROGRAM PF.3.B. Establish and collect appropriate development impact fees to finance new wells, pumps, mains, oversizing mains, treatment, storage and other water system improvements as needed to serve new development. Review and revise, as necessary, development fees for water service to ensure that fees are adequate and appropriate.

PROGRAM PF.3.C. Prior to final project approval, the source of sufficient water supply to serve the domestic and fire protection needs of the project shall be verified as required by the City.

PROGRAM PF.3.D. To the extent possible, new water systems shall be looped with dead-end water service lines.

PROGRAM PF.3.E. Prepare and implement a Water Service Master Plan. The Plan should:

- Incorporate currently proposed water main improvements.
- Specify how water from the Fall Creek Pumping Station will be utilized.
- Identify standards of water availability (supply and storage) required for approval of new development.
- Specify design of water delivery systems to ensure adequate fire suppression flows.

7.7. Wastewater Collection and Treatment

This section considers the entire system of collection, treatment, and disposal facilities, which are required to process the wastewater generated by the community.

EXISTING WASTEWATER SYSTEM CONDITIONS

The City's wastewater treatment facility is located between Highway 263 (North Main Street) and Yreka Creek approximately 600 feet north of the intersection of Montague Road (Highway 3) and Highway 263. The facility is designed to accommodate up to 1.3 million gallons per day (mgd) of average dry weather flow. Current average dry weather flow is between 0.7 and 0.9 million gallons per day.

The treatment facility has been under repair and improvement to comply with State requirements. The collection system is also being studied to determine the most effective means of reducing stormwater inflow and groundwater infiltration. Resolution of these two issues is anticipated within the five years following adoption of this General Plan. Maintenance of the system will require constant vigilance and investment concurrent with growth and system demand.

WASTEWATER COLLECTION AND TREATMENT GOALS & PROGRAMS

GOAL PF.4. - Develop and properly maintain facilities to transport, treat, and discharge wastewater in a safe and sanitary manner.

Objective: Provide the City with the means to ensure that the investment in system-wide improvements remains constant in terms of growth demand and simple deterioration over time. Potable water and sanitary sewer are two of the major services provided by the City of Yreka. The sewer system is in the process of being upgraded to meet State requirements.

PROGRAM PF4.A. Require that when a sewer line is within 600 feet of a septic tank, any new development must connect to the City sewer system.

PROGRAM PF.4.B. Develop a Wastewater System Master Plan to identify immediate and future infrastructure needs, including plan to construct the improvements. The Master Plan should include specific measures to reduce rainfall and groundwater infiltration within the wastewater system, as well as appropriate development impact fees.

7.8. Storm Drainage System

The City of Yreka lacks a comprehensive storm drainage management system, but does have an informal policy of protecting natural drainages during construction. The City is traversed by a number of natural and man-made drainages. All of these drainages eventually lead to Yreka Creek and flow north through the Shasta River and the Klamath River to the Pacific Ocean. Overall drainage in the City is adequate with only localized flooding during storm events.

The City has standard development requirements that prevent increases in peak storm water flow from new development. As a result, all new development is either required to retain peak flow on-site, or demonstrate that the new development will not increase peak flow from current conditions.

FUTURE STORM WATER SYSTEM NEEDS

A Drainage Master Plan is needed to address the adverse effect that floodwater and drainage have on the stormdrain systems. The Master Plan should also provide standards for design of stormdrain infrastructure. The standards should include: minimum pipe sizes, drain inlet spacing, pipe materials, manhole spacing, pipeline alignment, rainfall intensity curves, rainfall return curves, rainfall return intervals, and other variables.

The Master Plan should establish sizes and locations of all major improvements and a fee structure for all new development.

STORM DRAINAGE SYSTEMS GOALS & PROGRAMS

GOAL PF.5 - Provide for the collection, transport, and discharge of stormwater in a safe manner and protect people and property from flooding.

Objective: In addition to natural waterflow that moves within the community and poses a threat to development from flooding, the built environment, roads, streets, impervious areas such as parking lots and rooftops, can increase the amount of stormwater that is generated by the community. Unless addressed correctly, the stormwater can overwhelm a natural drainage system and cause artificial flooding or flooding from man made sources rather than just mother nature. When this is compounded with the natural increase in flow due to storm event, there can be much greater flooding and potential property damage. The objective of this goal is to ensure that new development does not increase the natural flooding through inappropriate storm drainage design and to ensure that the quality of water than enters the natural waterways is not significantly degraded as a result of the urban development.

PROGRAM PF.5.A. Restrict development in areas where significant drainage and flooding problems are known to exist until adequate drainage and/or flood control facilities can be provided.

PROGRAM PF.5.B. New development shall provide flood retention facilities to avoid increasing peak storm runoff in drainage channels.

PROGRAM PF.5.C. Work with the Regional Water Quality Control Board (RWQCB) to resolve drainage and flooding issues which result from discharging storm water into Yreka Creek.

PROGRAM PF.5.D. Prepare a Drainage Master Plan which:

- Identifies National Pollutant Discharge Elimination System (NPDES) measures to treat stormwater prior to being discharged.
- Identifies improvements to provide protection for a 100-year storm event.
- Establishes storm drainage standards for underground conduits within all new development in the City.
- Proposes guidelines for short-term and long-term storm drainage detention basins, including basin design and maintenance strategies.
- Establishes requirements for building pad elevations in relation to curb elevations.

PROGRAM PF.5.E. Establish, adopt and collect appropriate drainage impact fees to be charged for new development to fund drainage facilities described in the City Drainage Master Plan.

PROGRAM PF.5.F. The Public Works Department and the Planning Department shall coordinate efforts for developing short-term and long-term flood protection strategies in consultation with the RWQCB.

PROGRAM PF.5.G. To the extent feasible, all natural drainages should be protected and may be incorporated into the City drainage system. Vegetation along the drainages should be managed effectively to allow as much of the vegetation as possible to remain as habitat and filtration, while not impeding the drainage's role in preventing localized flooding.

7.9. Solid Waste Collection and Disposal

The City co-owns and operates a landfill site southeast of the City off of Oberlin Road. Siskiyou County participates in the maintenance of this facility. The City has a franchise agreement with Yreka Transfer Company for solid waste collection and disposal within the City and the County offers a drop box service.

SOLID WASTE COLLECTION GOALS & PROGRAMS

GOAL PF.6. – Ensure that solid waste disposal and recycling services are adequate to meet the needs of current and future residents of the City.

Objective: Provide the encouragement and support for recycling, diversion and source reduction. The City has a solid waste disposal facility that can accommodate growth throughout the period of the General Plan. The permitting and operating of a new landfill is so expensive that the City should continue with its recycling and diversion programs to further prolong the life of the landfill.

PROGRAM PF.6.A. Continue with efforts to achieve waste stream reduction goals established by the Integrated Solid Waste Management Act of 1989, and established by the 1997 Countywide Source Reduction and Recycling Element.

PROGRAM PF.6.B. Continue to implement the Household Hazardous Waste Element (HHWE) to encourage proper management of household hazardous waste materials.

PROGRAM PF.6.C. Continue to work with Siskiyou County Department of Public Works to implement periodic and mobile collection events.

THE CALIFORNIA GENERAL PLAN GLOSSARY

Abbreviations

AAQS	Ambient Air Quality Standards
ADA	American Disabilities Act
ADF	Average Daily Flow
ADT	Average Daily Traffic
ADW	Average Dry Weather
AF	Acre-Feet
ALUC	Airport Land Use Commission
ANSI	American National Standards Institute
APCD	Air Pollution Control District
BLM	Bureau of Land Management
BMP	Best Management Practices
BMR	Below-market-rate dwelling unit
CAAQS	California Ambient Air Quality Standards
CALOSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBD:	Central Business District
CCAA	California Clean Air Act
CCRs	Conditions, Covenants, and Restrictions
CDF	California Department of Forestry
CDBG	Community Development Block Grant
CDFG	California Department of Fish and Game
CDHS	California Department of Health Services
CDMG	California Department of Mines and Geology
CDWR	California Department of Water Resources
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFD	A Mello-Roos Community Facilities District
CFM	Cubic Feet per Minute
CFR	Code of Federal Regulations
cfs	cubic feet per second
CIP	Capital Improvement Program
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
Corps	Army Corps of Engineers
CRWQCB	California Regional Water Quality Control Board
CUP	Conditional Use Permit
CWA	Clean Water Act
dB	Decibel
dBA	Decibel (A-weighted)
DOT	Department of Transportation
DU	Dwelling Units
DU/ac	Dwelling Unit per Acre
EDC	Economic Development Commission
EDU	Equivalent Dwelling Unit
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
FAR	Floor Area Ratios
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise

GLOSSARY

FIRM	Federal Insurance Rating Maps
GC	General Commercial
GMI	Gross Monthly Income
GPD	Gallons Per Day
GPM	Gallons Per Minute
HC	Heavy Commercial
HCD	Housing and Community Development
HD	Historic District
HDR	High Density Residential
HHW	Household Hazardous Waste
HHWE	Household Hazardous Waste Element
HUD	Housing and Urban Development
I	Industrial
I/I	Infiltration and Inflow
ISO	Insurance Service Office
ITE	Institute of Transportation Engineers
L_{dn}	Day and Night Average Sound Level
L_{eq}	Sound Energy Equivalent Level
LAFCo	Local Agency Formation Commission
LDN	Day/Night Average Sound Level
LDR	Low Density Residential
LEQ	Average Hourly Noise Levels
LHA	Local Housing Authority
LMAX	Maximum Hourly Noise Levels
LOS	Level of Service
LPG	Liquefied Petroleum Gas
LS	Less than Significant
MBTA	Migratory Bird Treaty Act
MDR	Medium Density Residential
MDF	Maximum Daily Flow
MFR	Multi-Family Residential
MGD	Million Gallons per Day
NAAQS	National Ambient Air Quality Standards
NDDB	Natural Heritage Division Natural Diversity Data Base
NEHRP	National Earthquake Hazards Reduction Program
NEPA	National Environmental Policy Act
NFS	National Forest Service
NFIP	National Flood Insurance Program
NOX	Nitrogen Oxides
NOC	Notice of Completion
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NCRWQCB	North Coast Regional Water Quality Control Board, Region 1
NSR	New Source Review
O	Open Space
O3	Ozone
OES	Office of Emergency Services
OHWM	Ordinary High Water Mark
OPR	Office of Planning and Research, State of California
OS	Open Space
OSHA	Occupational Safety and Health Administration
PM10	Particulate Matter less than 10 microns in diameter
PP&L	Pacific Power
PPM	parts per million
PO	Professional Office
PSM	Potentially Significant Impact unless Mitigated
PUD	Planned Unit Development
PWW	Peak Wet Weather
RA	Residential Agriculture
R-1	Single Family Residential
R-2	Medium Density Residential
ROC	Reactive Organic Compounds
ROG	Reactive Organic Gases
RPO	Residential/Office
SCAPCD	Siskiyou County Air Pollution Control District
SCS	Soil Conservation Service

SEMS	Standardized Emergency Management System
SIP	State Implementation Plan
SM	Significant Impact
SOX	Sulfur Dioxide
SR	State Route
STAGE	Siskiyou Transit and General Express
SU	Significant and Unavoidable Impact
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic Air Contaminant
TC	Tourist Commercial
UBC	Uniform Building Code
UHC	Uniform Housing Code
USFS	United States Forest Service
USGS	United States Geographic Service
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
VMT	Vehicle Miles Traveled
YMCA	Young Men's Christian Association

Acceptable Risk: A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open-space, ranches and low-intensity warehouse uses.

Access/Egress: The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Acres, Gross: The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net: The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open-space, and flood ways.

Active Solar System: A system that uses a mechanical device, such as pumps or fans run by electricity in addition to solar energy, to transport air or water between a solar collector and the interior of a building for heating or cooling. (See "Passive Solar System")

Adaptive Reuse: The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact: A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordability Requirements: Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low-income households for a specified period.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. "Affordable to low- and moderate-income households" means that at least 20 percent of the units in a development will be sold or rented to lower income households, and the remaining units to either lower or moderate income households. Housing units for lower income households must sell or rent for a monthly cost not greater than 30 percent of 60 percent of area median income as periodically established by HCD. Housing units for moderate income must sell or rent for a monthly cost not greater than 30 percent of area median income.

Agency: The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agricultural Preserve: Land designated for agriculture or conservation. (See "Williamson Act.")

Agriculture: Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Agriculture-related Business: Feed mills, dairy supplies, poultry processing, creameries, auction yards, veterinarians and other businesses supporting local agriculture.

Air Pollution: Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Air Rights: The right granted by a property owner to a buyer to use space above an existing right-of-way or other site, usually for development.

Airport-related Use: A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

Alley: A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Alluvial: Soils deposited by stream action.

Alquist-Priolo Act, Seismic Hazard Zone: A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, *v.*: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment: (1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Approach Zone: The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and which should be free from obstruction.

Appropriate: An act, condition, or state that is considered suitable.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Arable: Land capable of being cultivated for farming.

Archaeological: Relating to the material remains of past human life, culture, or activities.

Architectural Control; Architectural Review: Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Area; Area Median Income: As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Arterial: Medium-speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Assessment District: See "Benefit Assessment District."

Assisted Housing: Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal §8 (new construction, substantial rehabilitation, and loan management set-asides), Federal §s 213, 236, and 202, Federal §221(d)(3) (below-market interest rate program), Federal §101 (rent supplement assistance), CDBG, FmHA §515, multi-family mort-gage revenue bond programs, local redevelopment and *in lieu* fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the

preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Attainment: Compliance with State and federal ambient air quality standards within an air basin. (See "Non-attainment.")

Base Flood: In any given year, a 100-year flood that has a one percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Bed and 'Breakfast: Usually a dwelling unit, but sometimes a small hotel, which provides lodging and breakfast for temporary overnight occupants, for compensation.

Below-market-rate (BMR) Housing Unit: (1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low income" or "moderate income." (2) The financing of housing at less than prevailing interest rates.

Benefit Assessment District: An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no independent life; it is strictly a financing mechanism for providing public infrastructure as al-lowed under various statutes. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefiting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biotic Community: A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Blight: A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Blueline Stream: A watercourse shown as a blue line on a U.S. Geological Service topographic quadrangle map.

Bond: An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

Brownfield: An area with abandoned, idle, or under-used industrial and commercial facilities where expansion, re-development, or reuse is complicated by real or perceived environmental contamination. (See "Greenfield.")

Buffer Zone: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on
the other.

Building: Any structure used or intended for supporting or sheltering any use or occupancy.

Building Height: The vertical distance from the average contact ground level of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

Buildout; Build-out: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity (3)")

Business Services: A subcategory of commercial land use that permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

Busway: A vehicular right-of-way or portion thereof—often an exclusive lane—reserved exclusively for buses.

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Housing Finance Agency (CHFA): A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans: California Department of Transportation.

Capital Improvements Program (CIP): A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Dioxide: A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide: A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity: Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout.")

Census: The official decennial enumeration of the population conducted by the federal government.

Central Business District (CBD): The major commercial downtown center of a community. General guidelines for delineating a downtown area are defined by the U.S. Census of Retail Trade, with specific boundaries being set by the local municipality.

Channelization: (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

Character: Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Circulation Element: One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes, and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan.

City: City with a capital "C" generally refers to the government or administration of a city. City with a lower case "c" may mean any city or may refer to the geographical area of a city (e.g., the city bikeway system).

Clear Zone: That section of an approach zone of an airport where the plane defining the glide path is 50 feet or less above the centerline of the runway. The clear zone ends where the height of the glide path above ground level is above 50 feet. Land use under the clear zone is restricted.

Clustered Development: Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open-space area.

Collector: Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial: A land use classification that permits facilities for the buying and selling of commodities and services.

Community Care Facility: Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See "Congregate Care.")

Community Child Care Agency: A nonprofit agency established to organize community services for the development and improvement of child are services.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District: Under the Mello-Roos Community Facilities Act of 1982 (§S3311, et seq.), a legislative body may create within its jurisdiction a special tax district that can finance tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as public services for district residents. Special taxes levied solely within the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park: Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Community Redevelopment Agency (CRA): A local agency created under California Redevelopment Law (Health & Safety Code §33000, et. seq.), or a local legislative body that has been elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or re-habilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Community Service District (CSD): A geographic subarea of a city or county used for the planning and delivery of parks, recreation, and other human services based on an assessment of the service needs of the population in that subarea. The CSD is a taxation district with independent administration.

Compatible: Capable of existing together without conflict or ill effects.

Concurrency: Installation and operation of facilities and services needed to meet the demands of new development simultaneous with the development.

Condominium: A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan (CMP): A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/ housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development.

Conservation: The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

Conservation Element: One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the conservation, development, and use of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources

Consistency; Consistent With: Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the general plan must be consistent with each other, not contradictory or preferential. The term "consistent with" is used interchangeably with "conformity with." The courts have held that the phrase "consistent with" means "agreement with; harmonious with." Webster defines "conformity with" as meaning harmony, agreement when used with "with." The term "conformity" means in harmony therewith or agreeable to (Sec 58 Ops. Cal. Atty. Gen. 21, 25 [1975]). California State law also requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning ordinance. As a general rule, an action program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

Convenience Goods: Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

Conveyance Tax: A tax imposed on the sale, lease, or transfer of real property.

Covenants, Conditions, and Restrictions (CC&Rs): A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

County: County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area of a county (e.g., the county road system).

Criterion: A standard upon which a judgment or decision may be based. (See "Standards")

Critical Facility: Facilities housing or serving many people, that are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact: As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time. **dB:** Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear. See the noise element guidelines in Appendix A for a technical definition.

dB: Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA: The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Dedication, In lieu of: Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible space: (1) In firefighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open-spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Deficiency Plan: An action program for improving or preventing the deterioration of level of service on the Congestion Management Agency street and highway network.

Density, Residential: The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density Bonus: The allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned. Under Government Code Section 65915, a housing development that provides 20 per-cent of its units for lower income households, or ten percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus and other concessions.

Density, Employment: A measure of the number of employed persons per specific area (for example, employees/acre).

Density Transfer: A way of retaining open-

space by concentrating densities—usually in compact areas adjacent to existing urbanization and utilities—while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open-space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop. (See "Transfer of Development Rights.")

Design Review; Design Control: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design *Control*" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design *Review*" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")

Detachment: Withdrawal of territory from a special district or city; the reverse of annexation.

Detention Dam/Basin/Pond: Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate that will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open-space or recreation in periods of dry weather. The other type, most often called a **Retention Pond**, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a **Water-Spreading Dam** or **Dike** because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called **Debris Dams**.

Developable Acres, Net: The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developer: An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others; and in which the preparation of the land or the creation of the building space is in itself a business and ins not incidental to another business or activity.

Development: The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Agreement: A legislatively-approved con-tract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction (California Government Code §65865 et. seq.) that "freezes" certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner.

Development Fee: See "Impact Fee."

Discourage: To advise or persuade to refrain from.

Discretionary Decision: As used in CEQA, an action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

District: (1) An area of a city or county that has a unique character identifiable as different from surrounding areas because of distinctive architecture, streets, geographic features, culture, landmarks, activities, or land uses. (2) A portion of the territory of a city or county within which uniform zoning regulations and requirements apply; a zone.

Diversion: The direction of water in a stream away from its natural course (e.g., as in a diversion that removes water from a stream for human use).

Duplex: A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement: Usually the right to use property owned by an-other for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation: A tool for acquiring open-space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Easement, Scenic: A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Ecology: The interrelationship of living things to one another and their environment, the study of such interrelationships.

Economic Base: Economic Base theory essentially holds that the structure of the economy is made up of two broad classes of productive effort-basic activities that produce and distribute goods and services for export to firms and individuals outside a defined localized economic area, and nonbasic activities whose goods and services are consumed at tome within the boundaries of the local economic area. Viewed another way, basic activity exports goods and services and brings new dollars into the area; non-basic activity recirculates dollars within the area. This distinction holds that the reason for the growth of a particular region is its capacity to provide the means of payment for raw materials, food, services that the region cannot produce itself and also support the nonbasic activities that are principally local in productive scope and market area. (See "Industry, Basic" and "Industry, Non-Basic")

Economic Development Commission (EDC): An agency charged with seeking economic development projects and economic expansion at higher employment densities.

Ecosystem: An interacting system formed by a biotic community and its physical environment.

Elderly: Persons age 62 and older. (See "Seniors.")

Elderly Housing: Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them.

Emergency Shelter: A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is

considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social pro-grams. (See "Transitional Housing.")

Eminent Domain: The right of a public entity to acquire private property for public use by condemnation and the payment of just compensation.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Encourage: To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species: A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Enhance: To improve existing conditions by increasing the quantity of quality of beneficial uses or features.

Environment: CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act which assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See "California Environmental Quality Act.")

Environmental Impact Statement (EIS): Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that significantly affect the environment.

Erosion: (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils: Soils that swell when they absorb water and shrink as they dry.

Expressway: A divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections.

Exurban Area: The region that lies beyond a city and its suburbs.

Fair Market Rent: The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family: (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a *bona fide* single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Farmers Home Administration (FmHA): A federal agency providing loans and grants for improvement projects and low-income housing.

Farmland: Refers to eight classifications of land mapped by the U.S. Department of Agriculture Soil Conservation Service. The five agricultural classifications defined below – except Grazing land – do not include publicly owned lands for which there is an adopted policy preventing agricultural use.

Prime Farmland: Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, the moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have bee used for the production or irrigated crops within the last three years.

Farmland of Statewide Importance: Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.

Unique Farmland: Land which does not meet the criteria for Prime Farmland of Statewide Importance, that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes and cut flowers.

Farmland of Local Importance: Land other than Prime Farmland, Farmland of Statewide Importance, or Unique Farmland that is either currently producing crops, or that has the capability of production. This land may be important to the local economy due to its productivity.

Grazing Land: Land on which the existing vegetation, whether grown naturally or through management, is suitable for grazing or browsing of livestock. This classification does not include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, and heavily brushed, timbered, excessively steep, or rocky lands which restrict the access and movement of livestock.

Fast-Food Restaurant: Any retail establishment intended primarily to provide short-order food services for on-site dining and/or take-out, including self-serve restaurants (excluding cafeterias where food is consumed on the premises), drive-in restaurants, and formula restaurants required by contract or other arrangement to offer standardized menus, ingredients, and fast-food preparation.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible: Capable of being accomplished in a successful manner within a reasonable time taking into account economic, environmental, social, and technological factors.

Field Act: Legislation, passed after a 1933 Long Beach earthquake that collapsed a school, which established more stringent structural requirements and standards for construction of schools than for other buildings.

Finding(s): The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone: An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Fire-resistive: Able to withstand specified temperatures for a certain period of time, such as a one-hour firewall, not fireproof.

Fiscal Impact Analysis: A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of

occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Flood Plain Fringe: All land between the floodway and the upper elevation of the 100-year flood.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area, Gross: The sum of the horizontal areas of the several floors of a building measured from the exterior face of exterior walls, or from the centerline of a wall separating two buildings, but not including any space where the floor-to-ceiling height is less than six feet. Some cities exclude specific kinds of space (e.g., elevator shafts, parking decks) from the calculation of gross floor area.

Floor Area Ratio (FAR): The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Freeway: A high-speed, high-capacity, limited-access road serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Gateway: A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.

Geologic Review: The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Geological: Pertaining to rock or solid matter.

Goal: A general, overall, and ultimate purpose, aim, or end toward which the City or County will direct effort.

Granny Flat: See "Second Unit."

Grasslands: Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Ground Failure: Ground movement or rupture caused by strong shaking during an earthquake. Includes landslide, lateral spreading, liquefaction, and subsidence.

Ground Shaking: Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater: Water under the earth's surface, often con-fined to aquifers capable of supplying wells and springs.

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Group Quarters: A residential living arrangement, other than the usual house, apartment, or mobile home, in which two or more unrelated persons share living quarters and cooking facilities. Institutional group quarters include nursing homes, orphanages, and prisons. Non-institutional group quarters include dormitories, shelters, and large boarding houses.

Growth Management: The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.") **Guideway:** A roadway system that guides the vehicles using it as well as supporting them. The "monorail" is one such system. The most familiar and still most used guideway is the railroad. Most guideway transit systems make use of wayside electrical power for propulsion.

Guidelines: General statements of policy direction around which specific details may be later established.

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped: A person determined to have a physical impairment on mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High-Occupancy Structure: All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with over 100 occupants.

High Occupancy Vehicle (HOV): Any vehicle other than a driver-only automobile *(e.g.,* a vanpool, a bus, or two or more persons to a car).

Hillsides: Land that has an average percent of slope equal to or exceeding fifteen percent.

Historic: A historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation: The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Home Occupation: A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidential to residential occupancy.

Hotel: A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where no provision is made for cooking in any individual guest room or suite (See "Motel.")

Household: All those persons—related or unrelated—who occupy a single housing unit. (See "Family.")

Households, Number of: The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new

household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department (HCD): The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing and Urban Development, U.S. Department of (HUD): A cabinet-level department of the federal government that administers housing and community development programs.

Housing Authority, Local (LHA): Local housing agency established in State law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing.

Housing Element: One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit," "Family," and "Household.")

Hydrocarbons: A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Impact: The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. Section 66000, et seq., specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impacted Areas: Census tracts where more than 50 percent of the dwelling units house low- and very low-income households.

Impervious Surface: Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation: Actions, procedures, programs or techniques that carry out policies.

Improvement: The addition of one or more structures or utilities on a parcel of land.

Inclusionary Zoning: Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low- income households for a specified period.

Incorporation: Creation of a new city.

Incubator Space: Retail or industrial space that is affordable to new, low-margin businesses.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure: Public services and facilities, such as sew-age-disposal systems, water-supply systems, other utility systems, and roads.

In Lieu Fee: (See "Dedication, In lieu of.")

Institutional Uses: (1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges; (2) churches and other religious organizations; and (3) other non-profit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial. (See "Public and Quasi-public Facilities.")

Inter-agency: Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Intensity, Building: For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

Inter-agency: Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Interest, Fee: Entitles a land owner to exercise complete control over use of land, subject only to government land designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent *in-lieu* fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the in-creased demand for housing.

Issues: Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Landmark: (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landscaping: Planting-including trees, shrubs, and ground covers-suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Landslide: A general term for a falling mass of soil or rocks.

Land Use: The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Element: A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space. (See "Mandatory Element.")

Land Use Regulation: A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

L_{dn}: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to nighttime sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

L_{eq}: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure equared). The Leq is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS): (1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service. (2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

Liquefaction: The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

Live-work Quarters: Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Local Agency Formation Commission (LAFCO): A five-or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCO members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Local Coastal Program (LCP): A combination of a local government's land use plans, zoning ordinances, zoning district maps, and (within sensitive coastal resources areas) other implementing actions that together meet the local requirements of, and implement the provisions and policies of, the California Coastal Act of 1976.

Local Coastal Program Land Use Plan: The relevant portion of a local government general plan or coastal element that details type, location, and intensity of land use, applicable resource protection and development policies, and, where necessary, implementation actions.

Lot: See "Site."

Lot of Record: A lot that is part of a recorded subdivision or a parcel of land that has been recorded at the county recorder's office containing property tax records.

Low-income Household: A household with an annual in-come usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the §8 housing program.

Low-income Housing Tax Credits: Tax reductions provided by the federal and State governments for investors in housing for low-

income households.

L_{10}: A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities and counties.

Maintain: To keep in an existing state. (See "Preserve, v")

Manufactured Housing: Residential structures that are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit.")

Marsh: Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.

Mean Sea Level: The average altitude of the sea surface for all tidal stages.

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mello-Roos Bonds: Locally issued bonds that are repaid by a special tax imposed on property owners within a "community facilities district" established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors.

Mercalli Intensity Scale: A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Microclimate: The climate of a small, distinct area, such as a city street or a building's courtyard; can be favorably altered through functional landscaping, architecture, or other design features.

Mineral Resource: Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Minimize, v: To reduce or lessen, but not necessarily to eliminate.

Mining: The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

Ministerial (Administrative) Decision: An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Minipark: Small neighborhood park of approximately one acre or less.

Mitigate, v: To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed-use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home: A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either

owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park. (See "Manufactured Housing" and "Modular Unit")

Moderate-income Household: A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the §8 housing program. (See "Area" and "Low-income House-hold.")

Modular Unit: A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than federal standards in some respects (e.g., plumbing and energy conservation). Also called **Factory-built Housing** and regulated by State law of that title. (See "Mobile Home" and "Manufactured Housing.")

Motel: (1) A hotel for motorists. (2) A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where guest parking is provided in proximity to guest rooms. Quite often, provision is made for cooking in individual guest rooms or suites. (See "Hotel.")

Multiple Family Building: A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Multiplier Effect: The recirculation of money through the economy multiplies its impact on jobs and income. For example, money paid as salaries to industrial and office workers is spent on housing, food, clothes and other locally-available goods and services. This spending creates jobs in housing construction, retail stores (e.g., grocery and drug stores) and professional offices. The wage paid to workers in those industries is again re-spent, creating still more jobs. Overall, one job in basic industry is estimated to create approximately one more job in non-basic industry.

Municipal Services: Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire protection.

Must: That which is mandatory.

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA): An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available
privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Natural State: The condition existing prior to development.

Necessary: Essential or required.

Need: A condition requiring supply or relief. The City or County may act upon findings of need within or on behalf of the community.

Neighborhood: A planning area commonly identified as such in a community's planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes, on which the names and boundaries of the neighborhood are shown.

Neighborhood Park: City- or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Neighborhood Unit: According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was a model for American suburban development after World War II.

Neotraditional Development: An approach to land use planning and urban design that promotes the building of neighborhoods with a mix of uses and housing types, architectural variety, a central public gathering place, interconnecting streets and alleys, and edges defined by greenbelts or boulevards. The basic goal is integration of the activities of potential residents with work, shopping, recreation, and transit all within walking distance.

Nitrogen Oxide(s): A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

Noise: Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation: Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. (See "Attainment.")

Non-conforming Use: A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended general plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the general plan, will be a non-conforming use. Typically, non-con-forming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Notice (of Hearing): A legal document announcing the opportunity for the public to present their views to an official representative or board of a public agency concerning an official action pending before the agency.

Office Use: The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Official County Scenic Highway: A segment of state high-way identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designation and designated by the Director of the Department of Transportation (Caltrans).

Open Space Element: One of the seven State-mandated elements of a local general plan, it contains an inventory of privately and publicly owned open-space lands, and adopted goals, policies, and implementation programs for the preservation, protection, and management of open space lands.

Open-Space Land: Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Advertising Structure: Any device used or in-tended to direct attention to a business, profession, commodity, service, or entertainment conducted, sold, or offered elsewhere than upon the lot where such device is located.

Outdoor Recreation Use: A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Outer Approach Zone: Airspace in which an air-traffic controller initiates radar monitoring for incoming flights approaching an airport.

Overlay: A land use designation on the General Plan Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Parcel: A lot in single ownership or under single control, usually considered a unit for purposes of development.

Park Land; Parkland: Land that is publicly owned or controlled for the purpose of providing parks, recreation, or open-space for public use.

Parking, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management: An evolving TDM technique de-signed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation
Demand Management.")

Parking Ratio: The number of parking spaces provided per 1,000 square of floor area, e.g., 2:1 or "two per thousand."

Parking Space, Compact: A parking space (usually 7.5 feet wide by 16 feet long when perpendicular to a driveway or aisle) permitted in some localities on the assumption that many modern cars are significantly smaller, and require less room, than a standard automobile. A standard parking space, when perpendicular to a driveway or aisle, is usually 8.5 feet wide by 18 feet long.

Parks: Open-space lands whose primary purpose is recreation. (See "Open-Space Land," "Community Park," and "Neighborhood Park")

Parkway: An expressway or freeway designed for non-commercial traffic only; usually located within a strip of landscaped park or natural vegetation.

Parkway Strip: A piece of land located between the rear of a curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees, also known as "planter strip."

Peak House/Peak Period: For any given roadway, a daily period during which traffic

volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Picnic Area, Group: Two or more picnic tables reserved for use by 10 or more persons equipped with picnic tables, barbecue stands, and may be provided with a roofed shelter.

Plan Line: A precise line that establishes future rights-of-way along any portion of an existing or proposed street or highway and which is depicted on a map showing the streets and lot line or lines and the proposed right-of-way lines, and the distance thereof from the established centerline of the street or highway, or from existing or established property lines.

Planned Community: A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planned Unit Development (PUD): A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning Area: The area directly addressed by the general plan. A city's planning area typically encompasses the city limits and potentially annexable land within its sphere of influence.

Planning Commission: A body, usually having five or seven members, created by a city or county in compliance with California law (§65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/ or the legislative body itself, as deemed appropriate by the legislative body.

Policy: A specific statement of principle or of guiding actions that implies clear communication but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollutant: Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution: The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty Level: As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Preserve, n: An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural

preserve. (See "Agricultural Preserve and Protect.")

Preserve, v: To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")

Principle: An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation measures. The State Government Code (Section 65302) requires that general plan s spell out the objectives, "principles," standards, and proposals of the general plan. "Adjacent land uses should be compatible with one another" is an example of a principle).

Professional Offices: A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but no including financial institutions or real estate or insurance offices.

Prime Agricultural Land: (1) Land used actively in the production of food, fiber, or livestock. (2) All land which qualifies for rating as Class I or Class II in the Natural Resources Conservation Service land use compatibility classifications. (3) Land which qualifies for rating 80 through 100 in the Storie Index Rating. (See "Storie Index.")

Prime Farmland: Land which has the best combination of physical and chemical characteristics for the production of crops. Prime Farmland must have been used for the production of irrigated crops within the last three years. Prime Farmland does not include publicly-owned lands for which there is an adopted policy preventing agricultural use.

Private Road/Private Street: Privately owned (and usually privately maintained) motor vehicle access that is not dedicated as a public street. Typically the owner posts a sign indicating that the street is private property and limits traffic in some fashion. For density calculation purposes, some jurisdictions exclude private roads when establishing the total acreage of the site; however, aisles within and driveways serving private parking lots are not considered private roads.

Program: An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Pro Rata: Refers to the proportionate distribution of some-thing to something else or to some group, such as the cost of infrastructure improvements associated with new development apportioned to the users of the infrastructure on the basis of projected use.

Protect, v: To maintain and preserve beneficial uses in their present condition as nearly as possible. (See "Enhance.")

Public and Quasi-public Facilities: Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

Public Services: See "Municipal Services."

Ranchette: A single dwelling unit occupied by a non-farming household on a parcel of 2.5 to 20 acres that has been subdivided from agricultural land.

Rare or Endangered Species: A species of animal or plant listed in: Sections 670.2 or 6705., Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2 pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Reclamation: The reuse of resources, usually those present in solid wastes or sewage.

Recognize, v: To officially (or by official action) identify or perceive a given situation.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball,

baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas.

Recycle, v: The process of extraction and reuse of materials from waste products.

Reconstruction: As used in historic preservation, the process of reproducing by new construction the exact form and detail of a vanished structure, or part thereof, as it appeared during a specific period of time. Reconstruction is often undertaken when the property to be reconstructed is essential for understanding and interpreting the value of a historic district and sufficient documentation exists to insure an exact reproduction of the original.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas.

Redevelop, v: To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Plan/Share: A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Regional Park: A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Regulation: A rule or order prescribed for managing government.

Rehabilitation: The repair, preservation, and/or improvement of substandard housing.

Residential: Land designated in the City or County General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family: Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Resources, Non-renewable: Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.

Restore, v: To renew, rebuild, or reconstruct a former state.

Restrict, v: To check, bound, or decrease the range, scope, or incidence of a particular condition.

Retention Basin: (See Detention Basin/ Detention Pool.")

Retrofit, v: To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number

on the scale is 10 times greater than that of the previous whole number.

Rideshare: A travel mode other than driving alone, such as buses, rail transit, carpools and vanpools.

Ridgeline: A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Riparian Lands: Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermit-tent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Risk: The danger or degree of hazard or potential loss.

Runoff: That portion of rain or snow that does not percolate into the ground is discharged into streams instead.

Safety Element: One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the protection of the community from any unreasonable risks associated with seismic and geologic hazards, flooding, and wildland and urban fires. Many safety elements also incorporate a review of police needs, objectives, facilities, and services.

Sanitary Landfill: The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer: A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). (See "Septic System")

Scenic Highway Corridor: The area outside a highway right-of-way that is generally visible to persons traveling on the highway.

Scenic Highway/Scenic Route: A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways element.

School District Lands: Properties owned by public school districts and used for educational, recreational, and administrative purposes.

Second Unit: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. "Granny Flat" is one type of second unit intended for the elderly.

Section 8 Rental Assistance Program: A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seiche: An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Seniors: Persons age 62 and older. (See "Elderly.")

Senior Housing: See "Elderly Housing."

Septic System: A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer.")

Setback: The horizontal balance between the property line and any structure.

Settlement: (1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. *Differential* settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Shall: That which is obligatory or necessary.

Shared Living: The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Should: Signifies a directive to be honored if at all possible.

Sign: Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Significant Effect: A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water and land resources.

Siltation: (1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-Family Dwelling, Attached: A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at lease one other such dwelling unit. (See "Townhouse")

Single-Family Dwelling, Detached: A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

Single Room Occupancy (SRO): A single room, typically 80–250 square feet, with a sink and closet, but which requires the occupant to share a communal bathroom, shower, and kitchen.

Site: A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot. (See "Lot.")

Slope: Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil: The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solar Access: The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Solar System, Active: A system using a mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a

conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling.

Solar System, Passive: A system that uses direct heat transfer from thermal mass instead of mechanical power to distribute collected heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan: A tool authorized by Government Code §65450 et seq. for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Speed, Average: The sum of the speeds of the cars observed divided by the number of cars observed.

Speed, Critical: The speed that is not exceeded by 85 percent of the car observed.

Sphere of Influence: The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the County.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Government Code §65302 requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions—for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

State Responsibility Areas: Areas of the state in which the financial responsibility for preventing and suppressing fires has been determined by the State Board of Forestry (pursuant to Public Resources Code §4125) to be primarily the responsibility of the State.

Stock Cooperative Housing: Multiple-family ownership housing in which the occupant of a unit holds a share of stock in a corporation that owns the structure in which the unit is located.

Storie Index: A numerical system (0–100) rating the degree to which a particular soil can grow plants or produce crops, based on four factors: soil profile, surface texture, slope, and soil limitations. (See "Prime Agricultural Land.")

Stormwater Runoff: Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodes of water.

Street Tree Plan: A comprehensive plan for all trees on public streets that sets goals for solar access, and standards for species selection, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Streets, Local: See "Streets, Minor." **Streets, Major:** The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Minor: Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Streets, Through: Streets that extend continuously between other major streets in the community.

Structure: Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in §1350 of the California Civil Code and a community apartment project as defined in §11004 of the Business and Professions Code.

Subdivision Map Act: Section 66410 et seq. of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

Subregional: Pertaining to a portion of a region.

Subsidence: The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes. (See "Settlement")

Subsidize: To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing: Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Substantial: Considerable in importance, value, degree, or amount.

Sustainability: Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Development: Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without com-promising the ability of future generations to meet their own needs. *(Source: Minnesota State Legislature)*

Target Areas: Specifically designated sections of the community where loans and grants are made to bring about a specific outcome, such as the rehabilitation of housing affordable by very low- and low-income households.

Tax Increment: Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of very low- and low-income housing.

Telecommuting: An arrangement in which a worker is at home or in a location other than the primary place of work, and communicates with the workplace and conducts work via wireless or telephone lines, using modems, fax machines, or other electronic devices in conjunction with computers.

Topography: Configuration of a surface, including its relief and the position of natural and man-made features.

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip")

Transfer of Development Rights: Also known as "Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit, Public: A system of regularly-scheduled buses and/ or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transit-dependent: Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, paratransit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit-oriented Development (TOD): A mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car.

Transition Zone: Controlled airspace extending upward from 700 or more feet above the ground wherein procedures for aircraft approach have been designated. The transition zone lies closer to an airport than the outer approach zone and outside of the inner approach zone. (See "Approach Zone" and "Outer Approach Zone")

Transitional Housing: Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter")

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Heritage: Trees planted by a group of citizens or by the City or County in commemoration of an event or in memory of a person figuring significantly in history.

Trees, Landmark: Trees whose size, visual impact, or association with a historically significant structure or event have led the City or County to designate them as landmarks.

Trees, Street: Trees strategically planted—usually in parkway strips, medians, or along streets—to enhance the visual quality of a street.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin—often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route: A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Tsunami: A large ocean wave generated by an earthquake in or near the ocean.

Undevelopable: Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City or County are designated as "undevelopable" by the City or County.

Undue: Improper, or more than necessary.

Uniform Building Code (UBC): A national, standard building code that sets forth minimum standards for construction.

Uniform Housing Code (UHC): State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban: Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development *(i.e.,* three or more dwelling units per acre), commercial development, and industrial development, and the availability of public ser-vices required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services *(e.g.,* safety and emergency response). Development not providing such services may be "non-urban" or "rural." (See "Urban Land Use.") CEQA defines "urbanized area" as an area that has a population density of at least 1,000 persons per square mile - (Public Resources Code §21080.14(b)).

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Growth Boundary: An officially adopted and mapped line dividing land to be developed from land to be protected for natural or rural uses. Urban growth boundaries are regulatory tools, often designated for long periods of time (20 or more years) to provide greater certainty for both development and conservation goals. *(Source: Greenbelt Alliance).* (Also called Urban Limit Line)

Urban Land Use: Residential, commercial, or industrial land use in areas where urban services are available.

Urban Reserve: An area outside of an urban service area but within an urban growth boundary, in which future development and extension of municipal services are contemplated but not imminent.

Urban Service Area: (1) An area in which urban services will be provided and outside of which such services will not be extended. (2) Developed, undeveloped, or agricultural land, either incorporated or unincorporated, within the sphere of influence of a city, which is served or will be served during the first five years of an adopted capital improvement program by urban facilities, utilities, and services. The boundary around an urban service area is called the "urban service area boundary" and is to be developed in cooperation with a city and adopted by a Local Agency Formation Commission Government Code §56080.

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area

Urban Sprawl: Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

Use: The purpose for which a lot of structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.

Use, Nonconforming: (See "Nonconforming Use.")

Utility Corridors: Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement")

Vacant: Lands or buildings that are not actively used for any purpose.

Variance: A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the zoning ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zone district.

Vehicle-Miles Traveled (VMT): A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household: A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the §8 housing program.

View Corridor: The line of sight – identified as to height, width, and distance – of an observer looking toward an object of significance to the community *(e.g.,* ridgeline, river, historic building, *etc.)*; the route that directs the viewers attention.

Viewshed: The area within view from a defined observation point.

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "V/C." At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Level of Service")

Warehousing Use: A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials that are inflammable or explosive or that present hazards or conditions commonly recognized as offensive.

Water-efficient Landscaping: Landscaping designed to minimize water use and maximize energy efficiency.

Watercourse: Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Waterway: See "Watercourse."

Wetlands: Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Wildlife Refuge: An area maintained in a natural state for the preservation of both animal and plant life.

Williamson Act: Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open-space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Woodlands: Lands covered with woods or trees.

Zero Lot Line: A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Combining: A special purpose zone that is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, floodplain or wetlands protection, historic designation, or special parking regulations. Also called "overlay zone."

Zone, Interim: A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during general plan preparation to provide a basis for permanent zoning.

Zone, Traffic: In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning: The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District: A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning, Exclusionary: Development regulations that result in the exclusion of low- and moderate-income and/or minority families from a community.

Zoning, Incentive: The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits—such as preservation of greater than the minimum required open-space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level—are included in a project.

Zoning, Inclusionary: Regulations that increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low-and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.