

RESOLUTION CC 2022-22

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF YREKA APPROVING GENERAL PLAN AMENDMENT
2022-01 AND ADOPTION OF THIS RESOLUTION TO BE
EXEMPT FROM CEQA**

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

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

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

WHEREAS, the Planning Commission held a duly noticed public hearing to accept public comments and to review and consider the application on May 18, 2022; and

WHEREAS, the proposed General Plan Amendment is consistent with the current General Plan; and

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

WHEREAS, the Planning Commission unanimously approved PC Resolution 2022-03 recommending that City Council adopt the language and CEQA exemption;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Yreka does hereby:

1. Adopt the determination of Categorical Exemption for the project under Section 15061(b)(3) of the State CEQA Guidelines.
2. Adopt the findings in the staff report and recommend approval to the City Council of General Plan Amendment #2022-01.
3. Authorize and direct the City Manager to take any action and sign any documents necessary to implement this General Plan Amendment.

Introduced at a regular meeting of the City Council held 21st day of June 2022, and adopted by the following vote:

AYES: Baild, Smith Freeman, Kegg, McRay, Middleton
NOES: None.
ABSENT: None.
ABSTAIN: None.

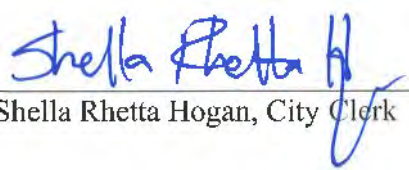


Duane Kegg, Mayor

APPROVED AS TO FORM

Attest:

Dohn Henion, City Attorney



Shella Rhetta Hogan, City Clerk

Introduced at a regular meeting of the City Council held 17th day of May 2022, and adopted as an ordinance of the City of Yreka at a regular meeting of the City Council held on June 7, 2022 by the following vote:

AYES: Baird, Smith Freeman, Kegg, McElroy, Middleton

NOES: None.


ABSENT: None.

ABSTAIN: None

Duane Kegg, Mayor

APPROVED AS TO FORM

Attest:


Dohn Henion, City Attorney

Shella Rhetta Hogan, City Clerk

To: City of Yreka City Council
From: Juliana Lucchesi, AICP, Planning Director
Prepared by: Scott Friend, AICP, Contract Planner
Agenda Title: **General Plan Amendment #2022-01** (Safety and Circulation Elements)
Meeting date: June 21, 2022

Recommended Action:

Motion to approve CCR 22-~~22~~A Resolution of the City Council of the City of Yreka Approving General Plan Amendment 2022-01 and Adoption of this Resolution to be Exempt from CEQA

Project Summary:

State law requires every City and County in California to have a General Plan which contains several required elements. The City must periodically amend these elements to reflect changing conditions within the City and to maintain compliance with state and federal laws. The following proposed amendments to the *Circulation* and *Public Health and Safety Elements* of the City's General Plan are intended to bring the element into compliance with state general plan laws.

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

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

Background:

The Yreka General Plan serves as the City's comprehensive long-range policy document that guides the City's future physical development. It includes seven State-mandated elements: Land Use; Circulation; Housing; Conservation, Open Space, Parks and Recreation; Noise; Public Health and Safety; and Public Facilities. The current Yreka General Plan was adopted in 2003 and last amended in 2012.

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

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

Circulation Element Amendments

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

Assembly Bill 1358 – The California Complete Streets Act

AB 1358 requires that any city substantively amending the circulation element of their General Plan, "modify the circulation element for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons

with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan."

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

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

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

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

Public Health and Safety Element

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

Element Amendments for the full proposed text amendments in underline and strikeout as they would read in final form).

Assembly Bill 2140 – Integration of Local Hazard Mitigation Plan

AB 2140 authorizes a city, county, or a city and county to adopt a federally specified Local Hazard Mitigation Plan (LHMP) along with its Safety Element Update. Incorporation of the local hazard mitigation plan in the safety element makes the jurisdiction eligible to be considered for part or all of its local share costs on eligible Public Assistance funding to be provided by the state through the California Disaster Assistance Act (CDAA). The local hazard mitigation plan must be approved by FEMA and the Office of Emergency Services to qualify jurisdictions for federal financial assistance. The City of Yreka was included in the Siskiyou County Multi-Jurisdictional LHMP that was approved by FEMA CalOES and adopted in 2020.

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

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

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

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

Assembly Bill 747 – Evacuation Routes

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

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

Senate Bill 99 – Residential Emergency Evacuation Routes

SB 99 requires all cities and counties, upon the next revision of the housing element on or after January 1, 2020, to update the safety element to include information

identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

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

Senate Bill 379 – Climate Change Adaptation

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

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

Senate Bill 1000 –Environmental Justice

SB 1000, signed into law in 2016, requires cities to identify “environmental justice” or “disadvantaged communities” within their jurisdiction as part of the general plan process. This law has several purposes, including to facilitate transparency and public engagement in local governments’ planning and decision-making processes, reduce harmful pollutants and associated health risks in environmental justice communities, and promote equitable access to health-inducing benefits, such as healthy food options, housing, public facilities, and recreation.

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

Findings:

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

General Plan Amendment Findings:

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

Environmental Determination:

Staff has reviewed the project to determine the required level of review under the California Environmental Quality Act (CEQA). The proposed General Plan Amendments qualify under the "General Rule" CEQA exemption pursuant to CEQA Guidelines Section 15061(b)(3), which provides that, where it can be seen with certainty that there is no possibility that a project may have a significant effect on the environment, the project is not subject to CEQA. The proposed General Plan Amendment will not have a significant impact on the environment and therefore is exempt from the provisions of CEQA (see Attachment C – Notice of Exemption).

Planning Commission Action:

The Planning Commission held a duly noticed public hearing at the May 18, 2022 regular meeting. No public comment was given on the item. The Planning Commission unanimously approved PCR 2022-03 recommending approval of the proposed CEQA exemption and General Plan language change to meet the state mandates. Some of the Planning Commission did have concerns over some of the General Plan language proposed in the Safety and Public Health Element. The Commissioner's were concerned with the generality of the climate change language and questioned the need for some of the sections that may not pertain to Yreka. The Commissioners did not offer specifics in term of what language or what section they were concern about, but the Planning Director will work with the Commissioners on the language for the comprehensive update to the General Plan to address these concerns. The concerned Commissioners did agree to approve the language to meet the state requirements at this time.

Recommendation:

Staff recommends that the City Council agree with the Planning Commission's determination to find that the project is categorically exempt from further review pursuant to the California Environmental Quality Act (CEQA) and, recommend approval of GPA#2021-02 to the City Council.

Staff recommends the following process for the consideration of this matter:

1. Accept report by staff;
2. Open the public hearing and take public testimony;
3. Close the public hearing and initiate consideration of the project;
and
4. Motion and vote

ATTACHMENTS:

- **Attachment A – Draft Circulation Element Amendments**
- **Attachment B – Draft Safety Element Amendments**
- **Attachment C – Notice of Exemption**
- **Attachment D – General Plan Amendment – CC Resolution 2022-XX**

2. CIRCULATION



I-5 overpass leading to Main Street

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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)

2. CIRCULATION

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

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.

2. CIRCULATION

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 publicly 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.

MEASURING TRAFFIC CONGESTION AND TRAVEL

In 2013, Governor Jerry Brown signed Senate Bill (SB) 743, which changed the way impacts to our transportation systems are analyzed under the California Environmental Quality Act (CEQA). In California, all projects, whether public or private, requiring a discretionary approval trigger the CEQA review process, unless otherwise determined to be exempted. The objective of this process, in part, is to identify significant environmental impacts, including those from transportation impacts in order to ensure safety and efficiency of the roadway network as new development occurs. Transportation systems have major environmental impacts, both in their construction and utilization. By understanding and analyzing how new development may affect an existing transportation system, the City can better plan for and mitigate potential negative impacts, ensuring safety, mobility, and accessibility.

SB 743 intends to better balance the needs of congestion management more appropriately with statewide goals related to infill development, promotion of public health through active transportation (walking, biking, etc.), and reduction of greenhouse gas emissions.

For the past several decades, project impacts to a circulation system were measured under CEQA by using Level of Service (LOS) thresholds. As discussed above, LOS functions as a measure of congestion or roadway capacity by assigning a letter grade (A = high capacity or low congestion, through F = no capacity, high congestion) to intersections or roadway segments based on the ability to carry a pre-determined level of traffic. SB 743 shifted the metric from LOS to Vehicle Miles Traveled (VMT) thresholds. VMT does not directly measure traffic operations but instead is a measure of network use or efficiency. The VMT metric measures the total miles traveled by vehicles as a result of a given project. Typically, development at a greater distance from other land uses, and development located in areas with poor access to non-auto modes of travel, will

generate more driving than development located proximate to other complementary uses. Thus, VMT will most always be higher where transportation options other than the personal automobile are limited, such as in rural towns.

This can pose an issue in rural towns where land uses are located at greater distances apart. A person in a rural town will typically have to drive a greater distance to get from home to school to a town center versus a person in a densely populated urban area with vertical development and a greater mix of land uses in close proximity.

The intent of shifting from LOS to VMT is to increase infill development, promote public health through active transportation (walking, biking), and reduce greenhouse gas emissions by decreasing vehicle miles driven. In April of 2018, the State Office of Planning and Research (OPR) updated the CEQA statute, produced Technical Guidelines, and gave California cities a July 1, 2020 deadline to begin implementing the new law. This implementation deadline required local jurisdictions to begin using VMT instead of Level of Service (LOS) to analyze transportation impacts under (CEQA). To do this, cities generally need to replace current General Plan policies and programs that address LOS with new policies and programs addressing VMT when measuring transportation impacts from a project.

Transportation Impact Threshold: VMT

In order for the CEQA analysis to be meaningful, there must be a baseline and a significance threshold against which project impacts are evaluated. CEQA Guidelines section 15064.7(a) defines a threshold of significance as “an identifiable quantitative, qualitative or performance level of a particular environmental effect”. Exceeding the threshold means the impact will be determined to be significant. Conversely, not exceeding the threshold means the impact will be determined to be less than significant.

In this case, a VMT significance threshold establishes what amount of VMT change would be considered unacceptable such that a significant impact would occur that requires mitigation. Selecting a threshold is difficult as VMT growth is directly related to population growth, employment growth and increased

economic activity; all of which are attractive things cities generally wish to encourage. Additionally, VMT is the outcome of individual decisions regarding methods to access destinations such as employment, education, medical treatment, food purchase, etc.; therefore, it is largely up to individuals to reduce their VMT by their own accord.

Section 21099 of the Public Resources Code states that the criteria for determining the significance of transportation impacts must promote: (1) reduction of greenhouse gas emissions; (2) development of multimodal networks; and (3) a diversity of land uses. While OPR's Technical Advisory is not binding on public agencies, a significance threshold for the City should be selected that aligns with state law on all three of the criteria.

OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA recommends the following thresholds be used for land use projects:

- Residential projects – A proposed project exceeding a level of 15 percent below existing (baseline) VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita.
- Office projects – A proposed project exceeding a level of 15 percent below existing (baseline) regional VMT per employee may indicate a significant transportation impact.
- Retail projects – A net increase in total VMT may indicate a significant transportation impact.

The OPR recognizes that areas outside of metropolitan planning areas, especially rural counties, have fewer options for reducing VMT. As such, while the State's overall goal with SB 743 is to promote denser infill development, reduce reliance on individual vehicles, and improve mass transit systems in order to reduce greenhouse gas emissions, the new requirements may pose more of an impediment to development rather than encouraging it. If development projects are unable to meet the goals of the state, there may be a reduction in overall development.

Projects that cannot demonstrate a 15 percent or higher reduction in VMT will be required to conduct additional analysis and add mitigation as appropriate. If project design or operational features cannot reduce VMT below the threshold, an EIR may be required in order for the City to consider a statement of overriding

considerations.

Within the planning area, strategies to reduce VMT are limited due to the low-density land use pattern and reliance on private vehicles. Typically, Transportation Demand Management (TDM) strategies are intended to reduce the number of miles driven in a single car and focus on public transit alternative modes of transportation. The following strategies may be best suited to the region and are recommended to reduce VMT and lessen significant impacts:

1. Increase diversity of land uses
2. Provide pedestrian network improvements
3. Provide traffic calming measures and low-stress bicycle network improvements
4. Increase transit service frequency and speed
5. Encourage telecommuting and alternative work schedules
6. Support ride-sharing opportunities

Additionally, although no longer legally allowed for use to measure CEQA transportation impacts, LOS analysis will still be used by the City as a determinant to assess capacity and operational deficiencies of City roadways.

2. CIRCULATION

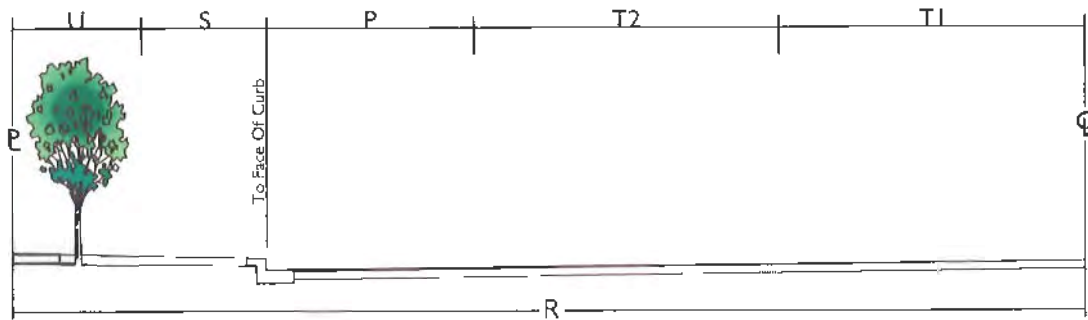
**Table 2-2 - City of Yreka
Road Classifications**

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	
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 differ 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.

2. CIRCULATION

Figure 2.1

City of Yreka Typical Street Sections



Typical Street Sections

Designation	Distance in Feet						
	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.

2. CIRCULATION

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 Phillippe 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 on 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.

COMPLETE STREETS

The California Complete Streets Act of 2008 required cities to update the Circulation Element of their General Plan to plan for a balanced, multimodal transportation network that meets the needs of all users of roadways. Complete Streets are roadways designed and operated to enable all users safe and convenient travel via all modes of transportation. Roadways developed using the principles of Complete Streets are designed to simultaneously accommodate vehicles, public transit, bicycles, and pedestrians. The idea is that providing a balanced, multimodal transportation network will serve to reduce greenhouse gas emissions, make the most efficient use of transportation infrastructure, and improve public health by encouraging physical activity via shifting short trips in an automobile to biking, walking, and the use of public transit.

The Complete Streets Act seeks to ensure that all residents, regardless of mode of travel, are provided an opportunity to use the City's circulation network.

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

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. With consideration of street classification and function, design new streets to accommodate all modes of travel, including transit, bicycles, pedestrians and vehicles.

PROGRAM CI.1.E. Where funding, right-of-way, and physical conditions allow, retrofit and upgrade existing streets to include complete street amenities where possible and appropriate. Prioritize improvements in locations that will improve the overall connectivity of the City's network of bicycle and pedestrian facilities or result in increased safety.

PROGRAM CI.1.F. Roadways within new development shall be designed to provide connections between and within existing and new neighborhoods for bicycles, pedestrians, and automobiles.

PROGRAM CI.1.D-G. 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.

Goal CI.3. – To maintain and reduce vehicle miles traveled (VMT) in accordance with SB 743 and the City's adopted program.

PROGRAM CI.3.A. Future projects exceeding a level of 15% below existing Countywide VMT per capita may indicate a significant transportation impact.

- The Baseline Countywide VMT per capita is 12.33. Recommended threshold is 15% below the existing baseline, or 10.48

PROGRAM CI.3.B. Periodically update VMT baselines and thresholds of significance, as established in the City's VMT Policy, for evaluating transportation impacts under CEQA pursuant to SB 743.

2. CIRCULATION

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

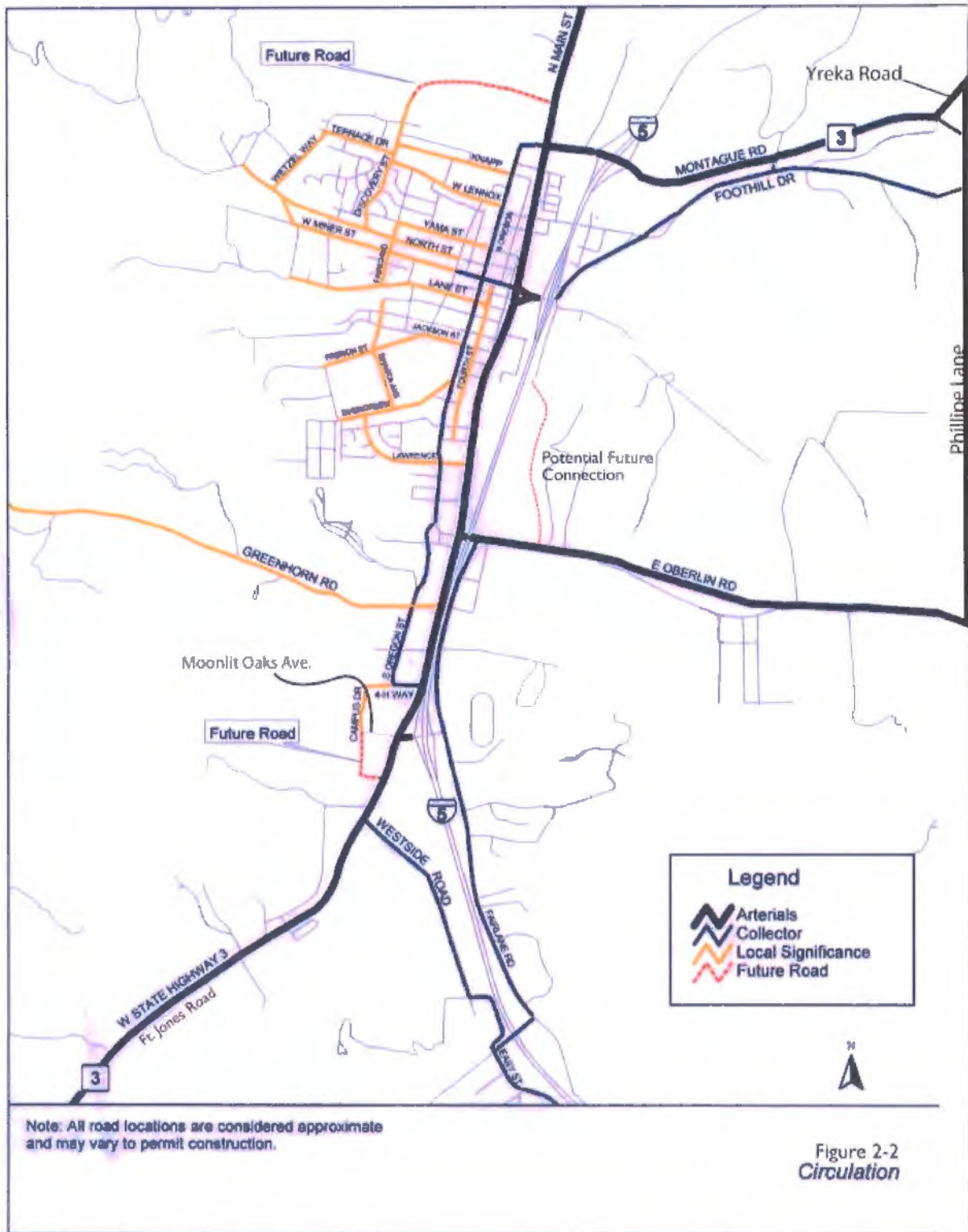
Much of the City's existing street system follows a modified grid approach, with a more irregular system resulting where terrain dictates the need for a curvilinear system to reduce street grades and slopes by following the natural contours. While the City's traditional grid system allows for through 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.

2. CIRCULATION



2. CIRCULATION

ROADWAY IMPROVEMENT GOALS & PROGRAMS

Goal CI.34. - 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.—34.A. The City shall establish a comprehensive and cost-effective strategy for identification of road maintenance and improvement projects.

Goal CI.45. - 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.45.A. New development projects shall dedicate adequate rights-of-way to allow for construction of roadways as designated within this element.

PROGRAM CI.—45.B. New development shall generally conform to the alignments depicted in Figure 2-2 -Circulation.

PROGRAM CI.—45.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.—45.D. New development shall provide adequate off-street parking spaces to accommodate parking demands generated by the use.

PROGRAM CI.—45.E. Following adoption of the General Plan, the City shall establish and adopt construction standards for all roadways.

PROGRAM CI.45.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

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existing levels is considered a significant impact.

PROGRAM CI.45.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 CI.56. - 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 CI.56.A. The City should support efforts to develop a comprehensive bicycle route system within Yreka.

PROGRAM CI.—56.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 CI.5.C. The City should actively pursue grant funding to plan and construct pedestrian and bicycle route improvements along Yreka Creek

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and its tributaries.

PROGRAM CI.-56.D. The City should ensure that the trail system provides connectivity between schools, shopping, housing and employment centers.

PROGRAM CI.-56.E. The City may require additional setback, or purchase right of way, to permit the construction of pedestrian and bicycle facilities.

PROGRAM CI.-56.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.-56.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.67. - 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.67.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.-67..B. Pursue methods of visually screening the train corridor with vegetative barriers.

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Figure 2-3 – Pedestrian and Bicycle Routes

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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.78. – 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 accommodated the needs

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

PROGRAM CI.78.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.78.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.78.D. When appropriate, the City shall incorporate transit facilities, such as bus turnout, into new roadways and reconstructed roadways.

PROGRAM CI.78.E. Continue to support programs such as the Senior Bus System.

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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; wildland and urban fires.

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

Many of the goals and programs of this chapter correspond to priorities established in the Siskiyou County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). The Multi-Jurisdiction Hazard Mitigation Plan (MJHMP) for the County of Siskiyou planning area was The MJHMP includes Siskiyou County and the Cities of Dorris, Dunsmuir, Etna, Montague, Mt. Shasta, Tululake, Weed, Yreka, and the Community Service Districts of Lake Shastina and McCloud. The plan was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's 2011 Multi-Jurisdiction Hazard Mitigation Plan guidance. This plan, which is

typically updated every seven years, forms the foundation for the region's long-term strategy to prepare for disasters and reduce disaster losses. 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 Public Health and Safety chapter goals, objectives and programs support and are consistent with the Siskiyou County MJHMP. 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 Emergency Operations Plan (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

6. PUBLIC HEALTH AND SAFETY

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. No formal definition of "evacuation route" has been provided, however for the purposes of this General Plan, evacuation routes are identified as pre-determined routes in the City that can best move residents, emergency services, and supplies to where they are needed in the event of a major disaster and to move residents away from harm in hazardous situations. Evacuation routes are necessary for the safe and effective community response to an emergency incident that may require evacuation such as a wild land fire or major flooding event. Which evacuation route to be used will depend on the type, magnitude, and location of emergency. There are limited roadways that provide an exit away from the City, therefore, the routes most likely to be used in an evacuation are Interstate 5, State Route 3/Main Street, State Route 263 and East Oberlin Road, as they provide an easily identified, paved routes to exit the City safely.

California Government Code Section 65302(g)(5) requires that the Safety Element indicate residential properties located in defined hazard areas within the City that do not have at least two emergency evacuation routes. In the southern portion of the City there are older subdivisions located on single access roads that may have difficulty evacuating in an emergency. Additionally, subdivisions located in the area west of Downtown also lack multiple points of ingress and egress.

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.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.

PROGRAM PH.1.C. The City shall encourage all persons in hazard-prone areas, especially those living in neighborhoods along single-access roads to prepare and maintain an emergency evacuation plan and know their main evacuation routes in the event of a hazardous situation.

PROGRAM PH.1.D. Ensure that the Yreka Police Department (YPD) and Yreka Fire Department (YFD) are aware of hazard areas in the City.

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PROGRAM PH.I.E. The City shall maintain maps of designated emergency routes and hazard areas in the City in coordination with the Yreka Police Department (YPD), Yreka Fire Department (YFD), Yreka Public Works Department (YPW) and Siskiyou County.

PROGRAM PH.I.F. The City shall identify existing residential properties located within a defined hazard area with inadequate access/evacuation routes and maintain an evacuation plan describing evacuation routes and or shelter-in-place plans.

PROGRAM PH.I.G. Work with Siskiyou County and other participating jurisdictions to update the County's Multi-Jurisdictional Hazard Mitigation Plan every five years, as required by the Federal Emergency Management Agency (FEMA).

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

The Federal Emergency Management Agency (FEMA) is mandated by the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 to evaluate flood hazards. To promote sound land use planning and floodplain development, FEMA provides Flood Insurance Rate Maps (FIRMs) for use and consultation by local and regional planners and the public. Flood risk information presented on FIRMs is based on historic, meteorological, hydrologic, and hydraulic data, as well as topographic surveys, open-space conditions, flood control works, and existing development.

According to the Federal Emergency Management Agency (FEMA) *Flood Insurance Rate Map (FIRM) for the City of Yreka (Panels 1-4) (FIRM # 06093C1557D)*, 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. Areas at an elevated risk of flooding are generally divided into 100-year flood zones and 500-year flood zones. A 100-year flood zone has a 1 percent chance of experiencing a major flood each year; a 500-year flood zone has a 0.2 percent chance of flooding each year. Figure 6-1 shows the 100- and 500-year flood zones in Yreka. 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)

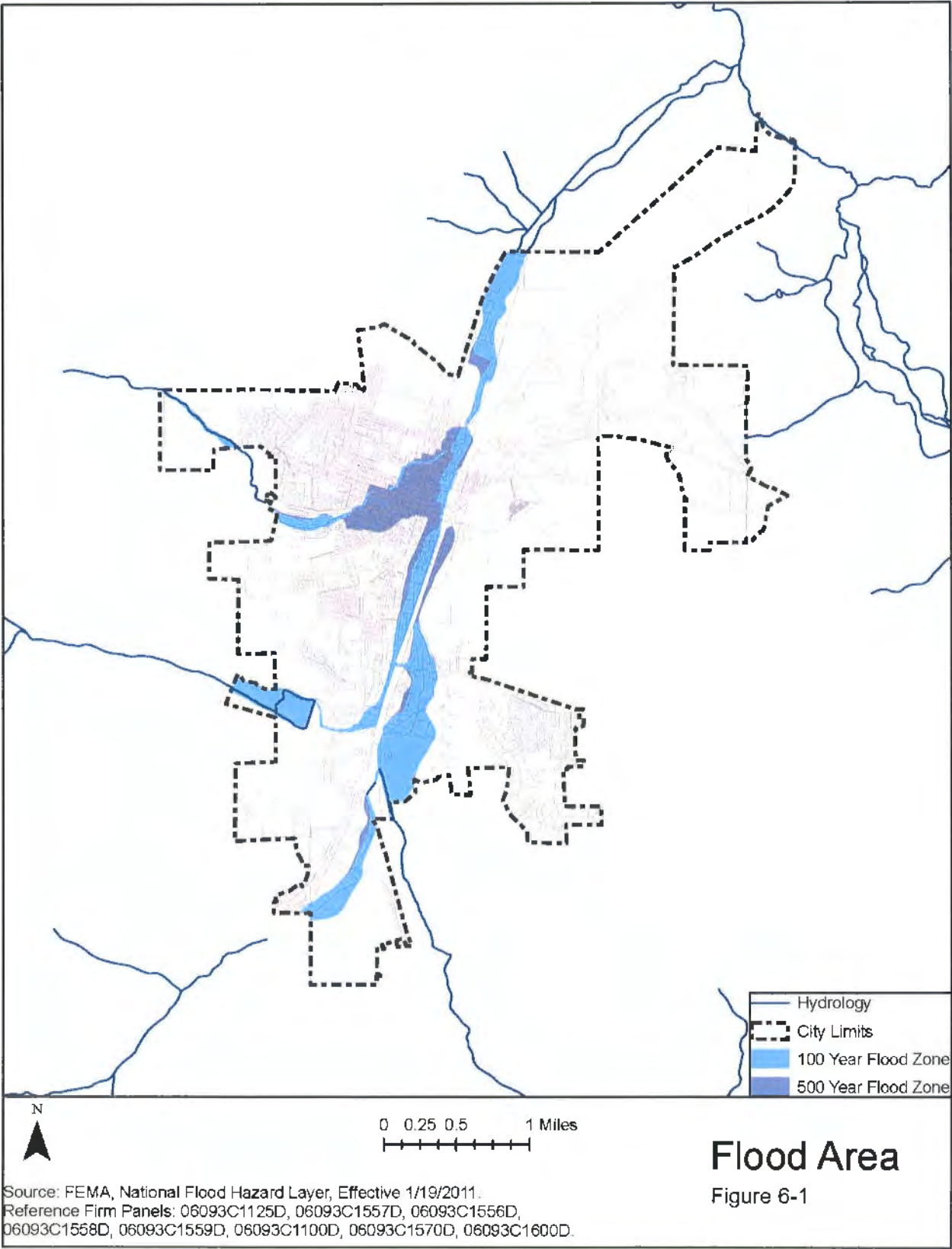
REGIONAL FLOODING / DAM FAILURE

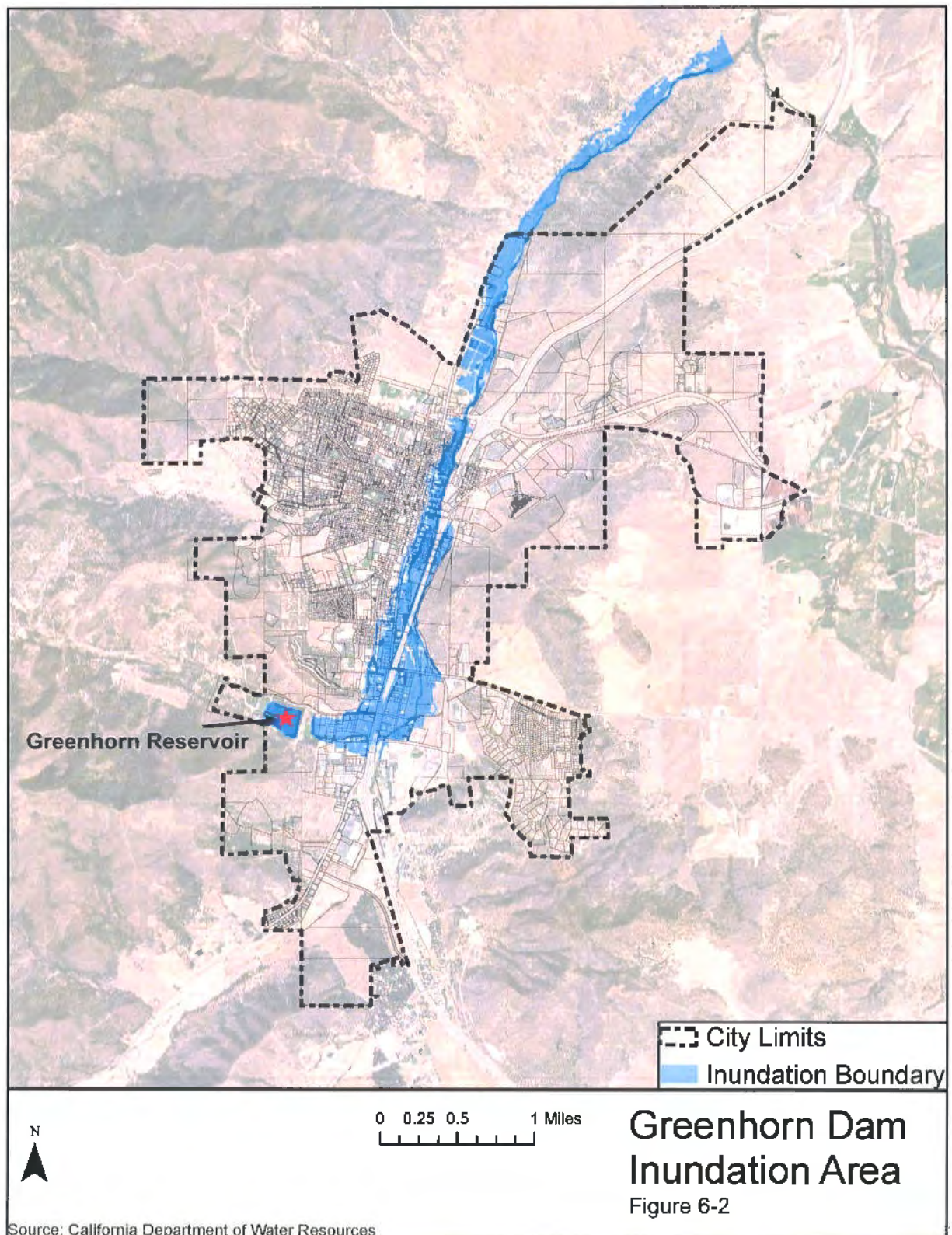
The probability of any type of dam failure is low in today's regulatory and dam safety oversight environment. The most likely disaster-related causes of dam failure in Yreka are earthquakes, excessive rainfall and landslides. Greenhorn Dam Reservoir poses no real threat to Yreka. Even though it is a Class C earthfill dam, a breakage by any means would likely 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. Figure 6-2 identifies areas at risk from potential dam failure.

FLOOD HISTORY

Flood problems on Yreka Creek have historically consisted of damage to bridges and erosion of stream banks. The erosion has in turn caused problems with structures along the banks. Yreka Creek caused flooding of the buildings along Main Street in 1861 and in 1927 flooding damaged water mains, barns, garages, outbuildings and a newly constructed sewer line. Humbug Gulch has also contributed to flooding along the city streets and in 1964 the stream flooded several houses on Yama, North and Gold Streets.

6. PUBLIC HEALTH AND SAFETY





6. PUBLIC HEALTH AND SAFETY

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.

PROGRAM PH.2.F. The City shall maintain a program identifying existing and planned development and utilities in flood hazard zones, including structures, roads, utilities, and essential public facilities.

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.

RESPONSIBILITY AREAS

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

- Local Responsibility Areas (LRA) are incorporated cities, urban regions, agriculture lands, and portions of the desert where the local government is responsible for wildfire protection. These areas are protected by local agencies, including city and county fire departments, local fire protection districts, and the California Department of Forestry and Fire

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Protection (CAL FIRE) when under contract to local governments. All of the land in the City of Yreka is designated as a LRA.

- State Responsibility Areas (SRA) are generally unincorporated areas that are not federally owned, are undeveloped, and are covered by wildland vegetation or rangeland. Protection for these areas is generally the responsibility of the State.
- Federal Responsibility Areas (FRA) are areas that are managed by a federal agency. Fire protection of these areas is generally the responsibility of the Federal Government.

FIRE THREAT

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

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.

URBAN FIRES

Urban fire occurs primarily in cities or towns with the potential to rapidly spread to adjoining structures. Urban fires occur largely due to human activities, although deliberate fires (arson) may be a cause of some events. Urban fires can also result from other

primary natural hazards, such as earthquakes or lightning, which can cause downed power lines or result in the release of fuels that in turn cause combustion and the outbreak of a fire. Older buildings that lack modern fire safety features may face greater risk of damage from fires. To minimize fire damage and loss, the State Fire Code (Title 24, Part 9) sets standards for new building and construction.

WILDLAND-URBAN INTERFACE

The wildland urban interface (WUI) refers to areas where structures and other human developments meet or intermingle with undeveloped wildland. To protect the City against wildland fire threat, it is important to maintain an area of defensible space around homes and structures that exist in WUI areas. Defensible space refers to a separation zone between wildlands and structures where fuel, including natural and ornamental vegetation, man-made combustible materials, and ancillary structures, is managed or modified to minimize the spread of fire to the structure and allow space for defending structures from burning vegetation. This separation is important to improving the survivability of structures in a wildland fire event and is most readily maintained when planned for as part of project design.

WILDLAND FIRES

A wildland fire is any uncontrolled fire occurring on undeveloped land that requires fire suppression or management. Wildland fires resulting from either natural or manmade causes occur in forest, brush, grasslands, or undeveloped areas. Their potential for damage is dependent on the extent and type of vegetation, known as surface fuels, as well as weather and wind conditions.

FIRE HAZARD SEVERITY ZONES

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

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wildfire damage to structures through planning, prevention, and mitigation strategies that reduce risk.

While the majority of the city is identified as having little to no wildland fire threat, some areas at the southern border of the city limits and a portion of the northwest edge of the city are identified as Local Responsibility Areas with a very high fire threat. This area encompasses approximately 2% of the total land within the city limits. Figure 6-3 shows existing fire hazard severity zones within Yreka.

PAST FIRE EVENTS

The historical record of fires within the Yreka city limits is limited, however, fires that have occurred near Yreka in the recent past have been recorded. They include:

- Badger Fire (2020): Located at Badger Mountain Road and Hawkinsville Humbug Road and burned 557 acres.
- Grade Fire (2016): Located two miles north of Yreka and burned 710 acres.

Additionally, two of the twenty largest fires in California's fire history have occurred within Siskiyou County. In 2008 the Klamath Theater Complex fire, which was started by lightning, burned 192,038 acres, and caused two fatalities. In 2014 the Happy Camp Complex fire, which was also caused by lightning burned 134,056 acres, as well as consuming 6 structures.

None of the fire events listed above occurred within the Yreka city limits.

Further historical data on wildfires that have occurred throughout Siskiyou County can be found under Chapter 16: Wildfire of the Siskiyou County Hazard Mitigation Plan and under Section 3: Defining the Wildfire Situation of the Community Wildfire Protection Plan.

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.

MINIMUM ROAD WIDTHS AND CLEARANCES AROUND STRUCTURES

Adequate emergency vehicle access to buildings is important for effective public safety service and emergency response. Emergency access is regulated by the California State Fire Code. Under the current State Fire Code, fire lanes shall be a minimum width of 20 feet.

Preventing the spread of wildland fires to and from structures also requires establishing defensible space around each structure through management of surrounding vegetation and clearing of fuel breaks. California Public Resources Code Section 4291 requires that in the State Responsibility Area (SRA), a person who owns, leases, controls, operates, or maintains a building or structure in or adjoining a mountainous area, forest covered lands, brush covered lands, or grass covered lands shall maintain a defensible space of 100 feet from all sides of the structure, but not beyond the property line. Proper clearance to 100 feet dramatically increases the chance of a house surviving a wildfire much more than the previous 30-foot clearance requirement.

INSURANCE SERVICES OFFICE (ISO) RATING

ISO stands for Insurance Services Office (ISO), which is an independent, for-profit organization that creates ratings for fire departments and their surrounding communities. The ISO scores fire departments on how well-equipped they are to put out fires in their community. The ISO rating scale scores fire departments from one to 10. In the ISO rating scale, a lower number is better: one is the best possible rating, while a 10 means the fire department did not meet ISO's minimum requirements. Yreka's ISO rating is four (4).

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

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excellent rating of four (4) with the Insurance Services Office (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~~ 40-140 pounds per square inch (PSI). The 2019 Water Audit showed average hydrant pressure is 84 PSI. Besides the City's fire hydrants, there are ~~five (5)~~ eight (8) water storage tanks with a capacity of 7.98 million gallons for firefighting purposes. The City maintains an adequate water supply, fire hydrant system, and water pressure to effectively suppress fires.

FIRE STATION STAFFING/EQUIPMENT

The Yreka Volunteer Fire Department consists of a ~~33-~~ 23-member crew operating three (3) Class A ~~pumps~~ vehicles, one (1) Class B ~~pump~~ vehicle, one (1) Class C ~~pump~~ vehicle, one (1) 65-foot aerial platform, and one (1) utility ~~rig~~ vehicle. 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.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.

PROGRAM PH.3.G. The City shall strongly encourage new development in Very High Fire Hazard Severity Zones to utilize fire-resistant building materials and consider the use of on-site fire suppression systems, including enhanced automatic sprinklers systems, smoke and/or detection systems, buffers and fuel breaks, and fire-resistant landscaping.

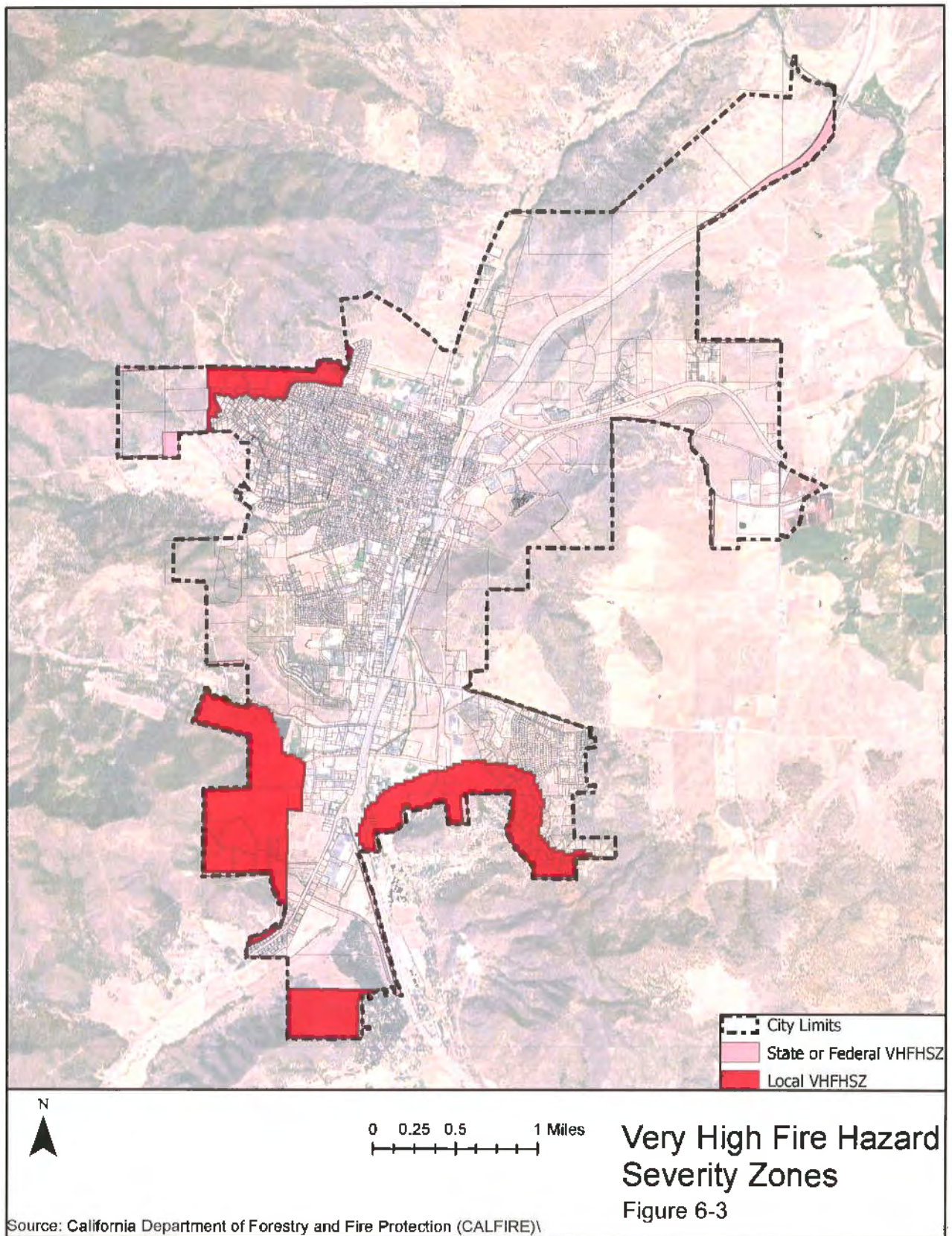
PROGRAM PH.3.H The City shall require all new development to plan for adequate evacuation and emergency vehicle access in accordance with State and local standards for emergency response and protection.

PROGRAM PH.3.I. For development projects located within Very High Fire Hazard Severity Zones and located within the City limits, the City shall develop a plan for fuel modification and vegetation

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management procedures adjacent to structures, roads, and driveways to enhance the safe travel of residents and firefighting personnel.

PROGRAM PH.3.J. The City shall encourage and promote installation and maintenance of smoke detectors and fire safety improvements in existing residences and commercial facilities that were constructed prior to the requirement for their installation.



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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)~~ twenty-one (21) employees in the Police Department (~~FY 2000-2001~~). Of these employees, ~~fifteen (15)~~ thirteen (13) are sworn officers (including the Chief of Police), ~~ten (10)~~ are Department Reserves, and ~~nine (9)~~ seven (7) are civilian employees. The ~~fifteen~~ thirteen sworn officers serve a current population (~~January 2001~~) (March 2021) of ~~7,200~~ approximately 7,500, resulting in approximately ~~480~~ 577 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*. Figure 6-4 shows nearby faults. 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.

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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

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shrink/swell and liquefaction potential of sites and recommend measures to minimize unstable soil hazards.

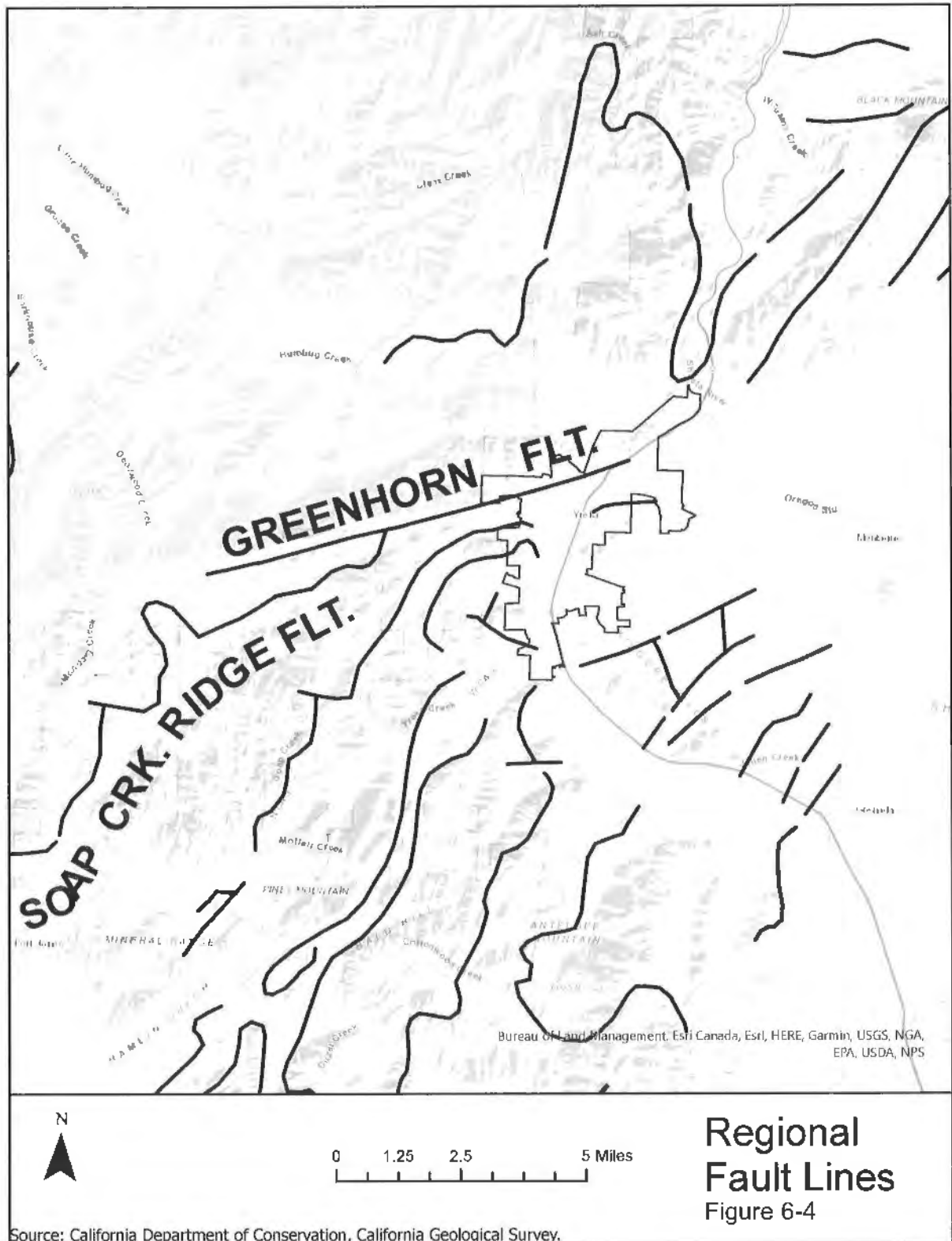
PROGRAM PH.5.B. Before construction of buildings three (3) stories or higher, probing for underground caverns shall be conducted.

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 caves 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.

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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 1 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

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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.

6.8. Climate Change Hazards

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

Climate change refers to prolonged changes in temperature, precipitation, and wind patterns attributed to increased concentrations of greenhouse gases (Environmental Protection Agency, 2017). While some levels of these gases are necessary to maintain a comfortable temperature on Earth, an increased concentration of these gases traps additional heat, changing Earth's climate system. These effects can lead to an increase in frequency and intensity of climate change related hazards. Climate change hazards can include flooding, severe weather, wildfires, landslides, and drought conditions, among others (US EPA, Climate Change: Basic Information).

Impacts from climate change, which are already occurring in California, include loss of snowpack, drought, sea level rise, more frequent and intense wildfires, heat waves, more severe smog, and harm to natural and working lands (OEHHA, CalEPA, 2018). How climate change affects a specific community depends on its location, natural resources, built environment, and, most importantly, the varying degrees to which community members can respond to its impacts. The following sections describe climate change impacts that may affect Yreka in the future, and the populations that will be most vulnerable to them.

STATE LEGISLATION ON CLIMATE CHANGE

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

Executive Order S-3-05: In 2005, Governor Arnold Schwarzenegger issued EO S-3-05, which

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established the following greenhouse gas (GHG) emission reduction targets for the state:

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

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

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

Senate Bill 375: In 2008, California adopted SB 375, the Sustainable Communities and Climate Protection Act. This bill builds on AB 32 by setting regional GHG emissions targets and calls for regional planning agencies to prepare a "sustainable communities' strategy" (SCS) as an integral part of its regional transportation plan. Regional Transportation Planning Areas (RTPAs) which are not located within the boundaries of a metropolitan planning organization (MPO) are not required to prepare an SCS as part of their regional transportation plan. The Siskiyou County Local Transportation Commission is not located within an MPO; therefore, is not subject to the provisions of SB 375.

LOCAL CLIMATE CHANGE HAZARDS

As described in the *California Adaptation Planning Guide*, hazards are events or physical conditions that have the potential to cause fatalities, injuries, property and infrastructure damage, interruption of business, and other types of hard or loss (California Governor's Office of Emergency Services, 2020). Some natural hazards are not climate change related, such as seismic hazards and earthquakes. Climate change-related hazards

are natural hazards that can change in frequency and intensity due to climate change. This section discusses the climate change-related hazards Yreka may face based on projections provided by Cal-Adapt, the California Fourth Climate Change Assessment, the Federal Emergency Management Agency (FEMA), and scholarly research.

In climate research, emission scenarios are used to provide plausible scenarios of how the future climate may change with respect to a range of variables including socio-economic change, technological change, energy and land use, and emissions of greenhouse gases and air pollutants (van Vuuren et al., 2011). The goal of working with scenarios is not to predict the future, but to better understand uncertainties and alternative futures, in order to consider how to plan for a wide range of possible futures.

Over time, a variety of approaches to climate modelling scenarios have been used. In order to avoid inconsistencies between climate modelling groups, researchers use the same type of scenario when they are conducting studies. Currently, climate scientists use emissions scenarios based on the concept of Representative Concentration Pathways, or RCPs. A Representative Concentration Pathway (RCP) is a greenhouse gas concentration trajectory adopted by the Intergovernmental Panel on Climate Change (IPCC). The pathways describe different climate futures, all of which are considered possible depending on the volume of greenhouse gases (GHG) emitted in the years to come. For each category of emissions, an RCP contains a set of starting values and the estimated emissions up to the year 2100, based on assumptions about economic activity, energy sources, population growth and other socio-economic factors (Bjørnæs, 2015). Also included in the data is historic, real-world information.

The emission scenarios used in this General Plan span from a low-end scenario that requires significant emissions reductions resulting in zero global emissions by 2080 (RCP 2.5) to a high-end, "business-as-usual," fossil-fuel-intensive emissions scenario (RCP 8.5). RCP 4.5 is described by the IPCC as an intermediate

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scenario. Emissions in RCP 4.5 peak around 2040, then decline (IPCC, 2014). In RCP 8.5 emissions continue to rise throughout the 21st century (IPCC, 2014).

Rising Temperature

Temperature is a direct indicator of climate change, and is an important factor affecting agriculture, forestry, and water supplies as well as human and ecosystem health. Overall temperatures are projected to rise in California during the 21st century by at least a few degrees (OEHHA, CalEPA, 2018). Although the temperature increases may appear modest, the projected high temperatures are substantially greater than historical norms (OEHHA, CalEPA, 2018).

The observed annual average maximum temperature in Yreka between the years of 1961 to 1990 was 64.4°F. By mid-century (2035-2064), following a RCP 8.5 scenario, Cal-Adapt shows the annual average maximum temperature will be 70.1°F (California Energy Commission, Cal-Adapt, 2018). By end-century (2070-2099) the annual average maximum temperature is projected to be 74.0°F (CEC, Cal-Adapt, 2018).

Rising temperatures can lead to a chain reaction of other changes around the world as increasing air temperature affects the oceans, weather patterns, snow and ice, and plants and animals (Buis, 2019). The warmer it gets, the more severe the impacts on people and the environment will be (Buis, 2019).

Extreme Heat

The warmer temperatures brought on by climate change are also likely to cause an increase in extreme heat events in all parts of California. Extreme heat occurs when temperatures rise significantly above normal levels. In Yreka, an extreme heat day occurs when temperatures reach above 98.5 °F (CEC, Cal-Adapt, 2018). Between the period of 1961 to 1990, Yreka experienced approximately 4 extreme heat days per year. Cal-Adapt shows that under a RCP 8.5 scenario the projected number of extreme heat days in Yreka is projected to increase to an

average of 29 extreme heat days per year by mid-century and an average of 56 extreme heat days by the end of the century (California Energy Commission, Cal-Adapt, 2018).

Extreme heat can also occur in the form of warmer nights, as temperatures do not cool down overnight and provide relief from the heat. In Yreka, a warm night occurs when the temperature remains above 58.0 °F (CEC, Cal-Adapt, 2018). Between the period of 1961 to 1990, Yreka experienced approximately 4 warm nights per year. Under an RCP 8.5 scenario, the projected number of warm nights in Yreka is projected to increase to an average of 29 warm nights per year by mid-century and an average of 61 warm nights per year by the end of the century (CEC, Cal-Adapt, 2018).

Increased Precipitation Variability

As described in the *North Coast Region Report* from the *California Fourth Climate Change Assessment*, future trends in precipitation are uncertain, with some models suggesting modest increases in annual precipitation while others suggest lower precipitation relative to recent historical conditions (Grantham, 2018). California's climate varies between wet and dry years. Dry years are also likely to be followed by dry years, increasing the risk of drought. While California does not see the average annual precipitation changing significantly in the next 50-75 years, precipitation will likely be delivered in more intense storms and within a shorter wet season (Grantham, 2018).

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

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

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2018).

Between the period of 1961 to 1990, Yreka experienced an average rainfall of approximately 19.2 inches per year (CEC, Cal-Adapt, 2018). No clear trend is evident in the amount of yearly precipitation Yreka will experience in the future. It is estimated that years with extremely low and extremely high precipitation will become more frequent as the climate continues to warm (CEC, Cal-Adapt, 2019).

Drought

A drought occurs when conditions are drier than normal for an extended period of time, making less water available for people and ecosystems. Droughts are a regular occurrence in California; however, scientists expect that climate change will lead to more frequent and more intense droughts statewide (Grantham, 2018).

The universally used indicator of drought is called the Palmer Severity Drought Index. The Palmer index measures the duration and intensity of long-term drought patterns based on recent precipitation and temperature (National Centers for Environmental Information, National Oceanic and Atmospheric Administration, 2021). From 2012 to 2016, California experienced record high temperatures, and a year (2015) of record low snowpack which lead the state to experience its most extreme drought since instrumental records began in 1895 (OEHHA, CalEPA, 2018).

Severe drought can reduce agricultural production, increase the threat of wildfires, and increase the demand for energy used for cooling. The high annual variability in California's precipitation means that each year could hold the possibility of either record wet or record dry conditions (Department of Water Resources, 2020). In the absence of the ability to reliably predict seasonal precipitation, Yreka must be prepared for the possibility of extreme wet or dry conditions in any year.

In order for local governments to improve their resiliency to drought, actions like conserving water, enhancing water efficiency throughout landscapes, identifying alternative water supplies, and emergency planning for drought can be taken

to prepare for future conditions.

VULNERABLE POPULATIONS

Climate change creates significant and evolving challenges to the health and well-being of the entirety of California's population; however, some Californian's are particularly vulnerable. There is a broad range of environmental hazards attributed to climate change including heat waves, wildfires and wildfire smoke, air pollution, sea level rise and inland flooding. Some of the public health risks posed by climate change include risks related to heat, outdoor and indoor air quality, water quality and availability, extreme weather events, flooding, infectious diseases, limitations on health services, and food safety and food security (Natural Resources Agency, 2014).

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

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

LOCAL ADAPTATION STRATEGIES

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

Yreka has existing policies, plans and programs

6. PUBLIC HEALTH AND SAFETY

to adapt to climate change and reduce potential impacts. Resources to address flooding and storm events are described in Section 6.3 of the Safety Element, and resources for fire prevention are covered in Section 6.4. In addition, the Siskiyou County Office of Emergency Services (OES) has a Hazard Mitigation Plan that includes and analysis of climate change impacts and adaptation and resiliency strategies.

CLIMATE CHANGE GOALS & PROGRAMS

GOAL PH.7 -- Protect the community from risks posed by climate change.

Objective: Increase Yreka's ability to adapt and become resilient to the effects of climate change, while achieving other health and environmental benefits.

PROGRAM PH.7.A. Monitor federal, state, and regional plans and programs to stay informed on emerging information, practices, and strategies to address climate change.

PROGRAM PH.7.B. Support public education, adaptation, and emergency response services in response to the potential long-term impacts of climate change.

PROGRAM PH.7.C. Seek to provide the community with information relating to sustainability, climate change, and innovative development strategies that directly affect City residents.

PROGRAM PH.7.D. In the event of severe weather conditions such as excessive heat, provide dedicated response services including the deployment of emergency services, opening of local cooling shelters, and community notifications.

PROGRAM PH.7.E. Participate in regional activities and initiatives to help reduce risks and economic impacts of potential disasters related to extreme weather.

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

PROGRAM PH.7.G. Reinforce critical infrastructure to ensure resilience to the potential negative impacts of climate change.

6.9. Environmental Justice

The way in which a city is planned and physically constructed provides the landscape for the way in which its community members will live their lives, and will therefore influence various aspects of overall wellness, including environmental health, levels of activity, food and nutrition, and relationships with other community members. At its most basic level, ensuring good environmental health means making sure a community's essential environmental needs, such as clean water and clean air, can be safely met, and that people are not at risk of undue or unnecessary exposure to hazardous materials in their surroundings.

California Government Code Section 65040.12(e) defines Environmental Justice as "the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." In other words, your health should not suffer because of the environment where you live, work, play or learn.

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

State Legislation

The first State environmental justice legislation

6. PUBLIC HEALTH AND SAFETY

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

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

Disadvantaged Communities

A "disadvantaged community" means an area identified by the California Environmental Protection Agency (CalEPA) pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

CalEPA examines both characteristics of the population and the pollution burden they bear. Characteristics of the population include the number of people most vulnerable to pollution, i.e. "sensitive receptors" (children, pregnant women, the sick and the elderly), and their socioeconomic status, such as poverty level and unemployment status. Social factors that may

also contribute to increased environmental vulnerabilities include a lack of access to fresh food, lack of park and recreation opportunities, as well as an overabundance of liquor stores and fast-food facilities. Pollution burden is measured by the presence of direct environmental threats (i.e. proximity to a toxic cleanup site) as well as to exposure to other toxins such as air and water pollution.

CalEPA assists cities in identifying disadvantaged communities within their jurisdiction through a mapping tool called CalEnviroScreen 3.0. Using multiple environmental 'indicators', the mapping tool identifies census tracts that are disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen 3.0, there are no designated disadvantaged communities in the Yreka Planning Area (OEHA, 2018).

While the City does not have any designated disadvantaged communities, it is nevertheless important that the City continually consider the effects of planning and land use decisions on the lives of residents and ensure that no area or population is disproportionately affected by City actions or decisions. As a result, the City has chosen to update its General Plan with an "environmental justice in all policies" format. As such, the goals and policies related to environmental justice are not found in a single element but are placed throughout the General Plan to ensure the topic is present throughout the entire document.

Although goals, objectives, and programs addressing environmental justice are present throughout various sections of the entire General Plan, the following section is meant to serve as a comprehensive set of goals and programs to detail direct actions the City will take to ensure fair treatment of all people in Yreka.

ENVIRONMENTAL JUSTICE GOALS & PROGRAMS

GOAL PH8-- Treat all segments of the community fairly in the process of creating a healthy environment and strive to equally share the benefits and the burdens associated with public services, facilities, amenities, and decisions across all members of the community.

Objective: Reduce potential environmental health risks by promoting public facilities, food access, safe and sanitary homes, physical activity, and civic engagement while reducing pollution exposure and other environmental hazards.

PROGRAM PH.8.A. The City should consider environmental justice issues as they pertain to the fair and equal distribution of public services, housing, amenities, and environmental quality.

PROGRAM PH.8.B. Apply environmental protection measures equally among geographic and socioeconomic sectors of the City.

PROGRAM PH.8.C. The City should encourage all members of the community to meaningfully participate in any civic public decision-making process.

NOTICE OF EXEMPTION

CEQA: California Environmental Quality Act

To: ☐ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

☒ County Clerk
County of Siskiyou
311 Fourth Street, Room 201
Yreka, CA 96097

From: City of Yreka
701 Fourth Street,
Yreka, CA 96097

Project Title: General Plan Amendment 2022-01: Circulation and Safety Elements

Project Location - Specific: N/A
- City: Yreka
- County: Siskiyou

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

Name of Public Agency Approving Project: City of Yreka

Name of Person or Agency Carrying Out Project: City of Yreka

- ☐ Ministerial (Sec. 21080 (b) (1); 15268);
- ☐ Declared Emergency (Sec. 21080 (b) (3); 15269 (a));
- ☐ Emergency Project (Sec. 21080 (b) (4); 15269 (b) (c));
- ☒ Categorical Exemption. Type and Section Number: §15061(b)(3) "General Rule"
- ☐ Statutory Exemption. Code Number:

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

Lead Agency Contact Person: Juliana Lucchesi, Planning Director

Area Code/Telephone/Extension: (530) 841-2324.

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☒ Yes ☐ No

_____ Signature:	_____ Date	<u>Planning Director</u> Title
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☐ Signed by Lead Agency **Date Received for Filing At OPR:**