CITY OF DORRIS
GENERAL PLAN

AUGUST 2007

PMC

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Cover photograph courtesy Siskiyou County Visitors Bureau. Photo by Kim Solga.

1.1 COMMUNITY OVERVIEW

COMMUNITY CHARACTER

The City of Dorris typifies the image of a rural, small American town. The population of 888 persons allows most residents to know each other in passing and many residents have spent most or all of their lives in Dorris. The character of Dorris is strongly rooted in the agricultural heritage of Butte Valley and the lumber industry of the area.

Among the most attractive qualities of Dorris is the relatively quiet and safe environment that has been lost in many larger cities of the nation, and the affordability of homes within the community. The qualities of a safe and friendly community continue to make Dorris a pleasant place for families and individuals seeking a peaceful, affordable place to live.

PHYSICAL DESCRIPTION & LOCATION

The City of Dorris is located in northeastern Siskiyou County along U.S. Highway 97 in northern California, approximately three miles south of the Oregon border. The City covers an area of approximately 0.72 square miles and is situated at the northern end of Butte Valley, a high desert plateau known for its agricultural value and wildlife viewing. The elevation of the City is approximately 4,240 feet. Land within the City is relatively flat with Dorris Hill rising from the valley floor at the northern end of the City. U.S. Highway 97 and the Union Pacific Railroad cross through and divide the town. According to the U.S. Census, Dorris had 886 residents in the year 2000, or roughly two percent of the population of Siskiyou County at that time. Based on the 2000 census, the California Department of Finance has estimated a population of 888 for January 2006.

1.2 PURPOSE

This document is the General Plan for the City of Dorris. It incorporates by reference the Housing Element (prepared and periodically updated separately), and any future elements to be adopted by the City as an element of the General Plan.

The General Plan, simply described, is the City's "constitution" for development. It is an effort by the City to consider and respond to the needs and expectations of its residents concerning future development. This "constitution" is formatted within the legal framework established by the State and is based on knowledge of existing physical and social potentials and limitations concerning the City of Dorris. The General Plan is developed by establishing basic "goals" and "programs" to resolve and/or direct significant community issues. Once a draft is completed, it is reviewed by the community and adopted by the City Council as the General Plan for the City. This document is then used regularly by the City Council and staff when dealing with matters affecting the physical, economic and social development of the community.

The General Plan is also regularly referred to by individuals and businesses contemplating potential development activity within the community. The document explains what the community expects from new development and where development should occur. Goals in the General Plan also aid the Council in seeking grants and other funding to address local issues and needs.

The State has mandated General Plan requirements to emphasize planning for the physical and environmental development of the City. However, there is another important aspect of a city's need to plan for the future, and that is the need to address the social and economic concerns of the citizens. Policy and implementing programs have been developed with consideration given to the impacts on low- and moderate-income households as well as on business development, employment, and the costs and revenues of the City.

The General Plan for the City of Dorris may be said to have the following main purposes:

- To enable the City Council to reach agreement on long-range development policies.
- To provide consistency in community development policy over the life of the plan. This allows for changes in the plan, but only after reasonable study and consideration.
- To provide a basis for the zoning of land for specific uses, and for judging whether private development proposals and public projects are consistent with the City's long-range policies.
- To allow other public agencies and private developers to design projects that are consistent with the City policies, or to seek changes in those policies, when warranted, through the process of amending the General Plan.

1.3 STATE MANDATES FOR THE GENERAL PLAN

Local planning and land use powers are granted to cities and counties by the State Constitution. However, State legislation shapes the manner in which these powers are exercised. California state law requires that every city and county adopt a General Plan to guide the physical development of the land within the jurisdiction's boundaries (California Government Code §65300). The general plan is intended to serve as the "constitution" for the jurisdiction concerning development and establishes guidelines for land use and development.

State law requires that the Plan be comprehensive and that specific subjects or "elements" be addressed in the Plan. The required elements as specified by Government Code §65302 (a) through (g) are:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

Some elements like the Open Space Element encompass a number of planning issues while others, such as the Noise Element, address a more specific topic. Because local conditions vary, the relevance and importance of each issue will differ from city to city. The General Plan needs only to address each required element to the extent that it is applicable to the City, as long as the minimum requirements of the law are satisfied.

State law also allows the local jurisdiction to include additional, or "optional" elements, to address specific issues of concern, as well as combining required and optional elements as deemed appropriate (Government Code §65303). The Dorris General Plan, for example, combines the Open Space and Conservation Elements.

1.4 TERM AND SCOPE OF THE GENERAL PLAN

Since the General Plan affects current and future generations, State law requires the Plan to take a "long-term" perspective, typically 10 to 20 years into the future. This Plan addresses planning for

Dorris through the year 2025. The City may, however, determine in the future that, due to changing circumstances and opportunities, various amendments or a comprehensive revision may be warranted prior to 2025.

In addition to addressing the mandatory planning topics, the General Plan must also have the following characteristics:

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

Comprehensive: The Plan must coordinate all major components of the community's development, covering the entire incorporated area of the City as well as any other land that bears relation to the City's planning issues. In addition, the Plan must address the full range of issues associated with the City's physical development including possible annexations and activities within the City's sphere of influence.

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

Internally Consistent: Policies of the General Plan must be fully integrated and consistent and can not conflict with or be inconsistent with other policies in the same element or in any of the other elements of the Plan.

1.5 USE OF THE GENERAL PLAN

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

Uses and Standards: The General Plan's land use classifications, as outlined in the Land Use Element, are not as specific as zoning ordinance classifications. For example, multiple zoning districts may be consistent with a single General Plan land use classification, as long as the densities and unit types allowed in each zoning district are also permitted in the relevant General Plan category. Further, zoning district standards will typically address building setbacks, building height, fencing and parking, while these details typically are not addressed in the General Plan.

Spatial Correlation: The City's Zoning Map should reflect the general pattern of land use depicted on the General Plan land use map. However, the two need not be identical. Boundaries of land use classifications depicted on the Land Use Map are intended to be generalized; zoning boundaries are more precise and parcel specific.

Timing: State law allows a "reasonable time" for reconciling any inconsistencies between the City's General Plan and the City's Zoning Ordinance. The City anticipates that all zoning and General Plan inconsistencies will be addressed within the first two years following adoption of the revised General Plan.

1.6 THE PLANNING AREA

Figure 1-1, Planning Area, depicts the planning area for the Dorris General Plan.

A general plan must include all of the territory within the boundaries of the jurisdiction for which the plan is adopted. It should also include any area outside the jurisdiction which, in that jurisdiction's judgment, bears a relation to its planning concerns. Since many planning and development issues cross over political boundaries, California planning law provides for extraterritorial planning. This is a process by which the City can indicate to its neighboring jurisdictions its concern for the future use of land and resources adjacent to the current city limits. In the case of Dorris, adjacent lands are primarily under the jurisdiction of Siskiyou County. Some land in the vicinity is managed by the U.S. Forest Service.

The Siskiyou County Local Agency Formation Commission (LAFCo) has adopted a sphere of influence for the City. The City's sphere of influence is coterminous with the city limits at this time. The area of the City is approximately 460 acres or .72 square miles.

1.7 CONTENT OF GENERAL PLAN ELEMENTS

Each element of this General Plan contains: 1) a statement concerning the legal basis for the element; 2) a brief narrative discussion of background issues to provide an understanding of issues being addressed; and 3) goals, objectives, policies and implementation measures to address identified planning topics. Goals often have multiple objectives, policies and implementation measures.

State planning law stipulates that specific background information be adopted for certain mandatory elements (e.g., Housing Elements) as part of each General Plan. Background information on the other elements may be adopted by reference or summarized in the Plan, but should be readily available to the decision-makers and citizens alike.

The following terms apply within this General Plan:

Goal: A declaration of the ideal future state of the community with regard to the issue being addressed (e.g., "An economically vital downtown commercial district").

Objective: A statement that provides for an attainable, and preferably measurable and time-specific, intermediate step toward achieving a previously stated goal (e.g., "City X would like to see 75% greater occupancy of vacant storefronts along Main Street within the next five years").

Policy: A specific statement that guides decision-making. It is based on and helps implement a previously stated objective (e.g., "In order to attract new businesses to the downtown commercial district, City X shall provide a variety of economic incentives to owners of properties located along Main Street for the improvement of building facades and interior retail spaces"). For a policy to be useful, it should be clear and unambiguous. The decision-makers need to be aware of the difference between "shall" and "should". "Shall" indicates an unequivocal directive, whereas "should" (and words such as "may" and "possibly) signifies a less rigid directive to be applied in the absence of compelling considerations.

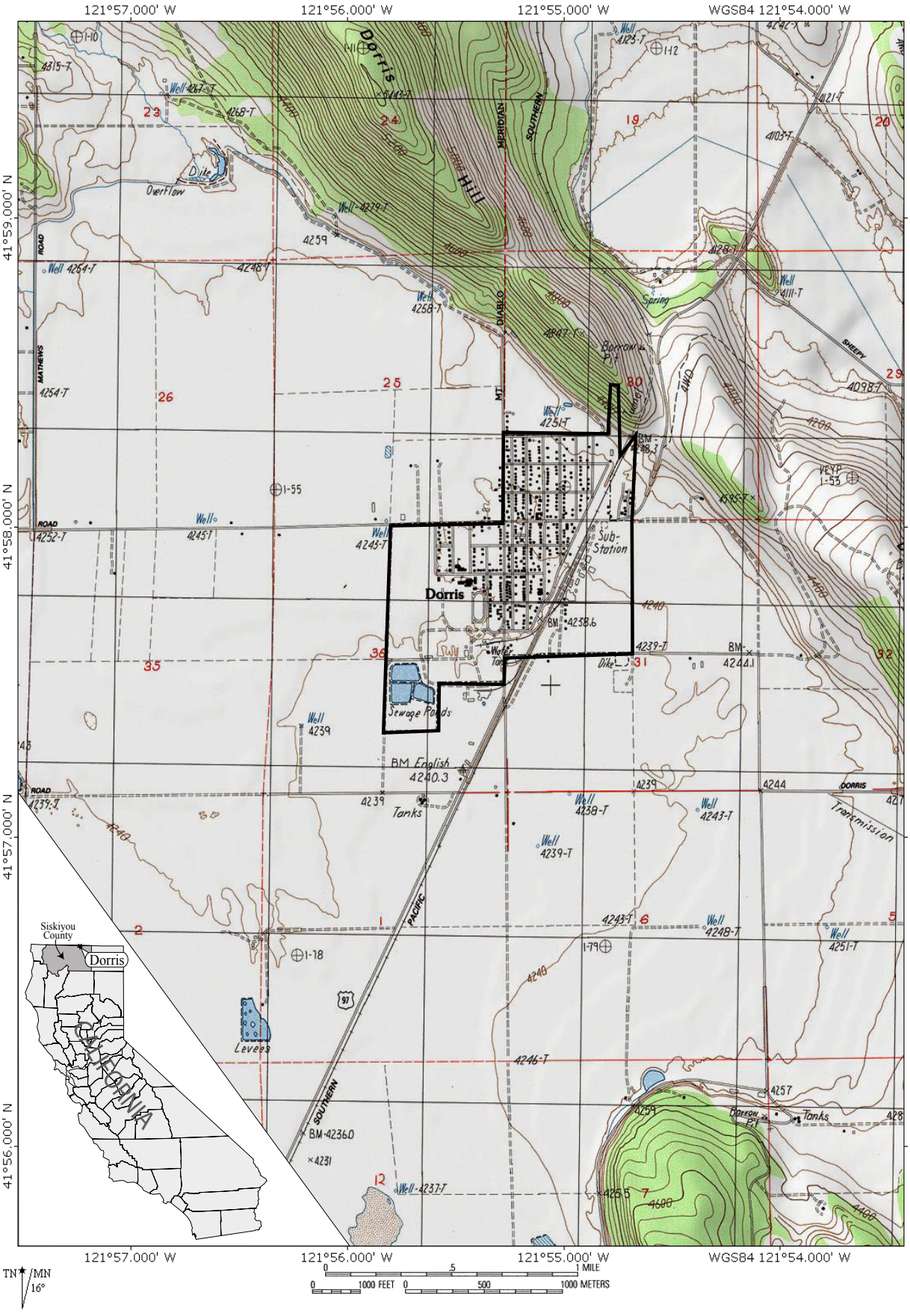
Implementation Measure: An implementation measure is an action, procedure or program that can be implemented by a City in order to facilitate the respective policy (e.g., "In order to attract

new retailers to the downtown commercial district, City X shall provide low-interest loans to businesses located along Main Street for the improvement of retail spaces"). An implementation program is an integrated set of measures and actions that the City intends to take to support and/or carry out a policy of the General Plan. It has been observed that a few well-conceived measures will usually accomplish more than a long list of possibilities. It should also be noted that proposed implementation measures are not intended to be exclusive. That is, the City may consider additional implementation measures in the future that may not have been anticipated when the General Plan was adopted. The fact that additional measures were not identified in the plan does not make them inconsistent with the General Plan. The necessary test will be that the new implementation measures are consistent with and support the policies of the General Plan. If, however, a proposed action is inconsistent with a policy of the General Plan, the General Plan may need to be amended to change or adopt policies that will support the proposed action.

1.8 KEY PLANNING ASSUMPTIONS

Assumptions are statements of apparent facts and observations concerning development and resource management issues and trends in the planning area. These assumptions, along with the goals, policies and implementation measures, provide the basic framework for the General Plan. The following assumptions serve as the basis upon which the General Plan for the City of Dorris is framed:

- Residents of Dorris locate or remain here primarily due to the small town atmosphere, natural beauty of the area, affordable housing and overall quality of life.
- The population will remain relatively unchanged during the life of the Plan.
- There will be a continuing demand for affordable single-family housing with limited demand for multiple-family housing.
- The primary means of transportation in the Dorris area will continue to be the automobile due to the need to access a greater variety of commercial and professional services in Southern Oregon and other areas of Siskiyou County.
- The State may realign, or initiate realignment of, Highway 97 during the planning period.
- Historically significant employment in the public sector, lumber industry and agriculture will remain unchanged.
- Due to limited employment opportunities in Dorris, individuals moving into the community will tend to be retired or will be employed elsewhere (e.g. Klamath Falls) and will commute or telecommute to work.
- Due to the relative isolation of the community, few large industries are expected to move to Dorris. The most likely industries are expected to be small businesses that employ less than twenty people.



Source: National Geographic Topo!

FIGURE 1-1
PLANNING AREA

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2.1 INTRODUCTION

As described in the California *General Plan Guidelines*, the land use element functions as a guide to planners, the general public and community decision-makers as to the desired and planned pattern of development for the city. In practice, the land use element is the most visible and often-used element in the local general plan. Although all general plan elements carry equal weight under the law, the land use element is often perceived as the most influential portion of the general plan.

The land use element also has the broadest scope of the seven required general plan elements. It integrates most of the concerns of the other elements relating to land use and plays a critical role of balancing land use needs and issues with other resource management issues and identified constraints and opportunities.

2.2 POPULATION TRENDS

Population projections can play an important role in the formulation of land use plans. Land use designations, especially the need for land designated for residential uses, need to consider the projected population of the community and the expected rate of population growth. The General Plan also needs to consider the need for supporting public facilities and community services.

Table 2-1, Population Trends
City of Dorris and Siskiyou County

Year	Siskiyou County	City of Dorris	Dorris as a Percentage of County
1940	28,598	863	3.02%
1950	30,733	892	2.90%
1960	32,885	973	2.96%
1970	33,224	840	2.53%
1980	39,732	836	2.10%
1990	43,300	890	2.06%
2000	44,301	886	2.00%

Table 2-2, Population Projections
City of Dorris

Year	Persons
2000	886
2010	892
2020	901
2030	910

(1) 2000-2006: The population will remain relatively unchanged.
(2) 2007-2026: The growth rate is expected to increase slightly to approximately 0.1% annually.

Table 2-1 shows historic population growth trends in Siskiyou County as a whole and the City of Dorris between the years 1940 and 2000.

As can be observed in **Table 2-1**, the population of Dorris has neither increased nor decreased significantly in the last sixty years, hovering around an average population of 883.

Table 2-2 projects a "moderate" population growth rate for the City of Dorris for the next 30 years. This growth rate assumes a constant annual growth rate of approximately 0.1 percent. This "moderate" projection would result in a population increase of 24 persons by the year 2030.

Making projections over the next 20 to 30 years is difficult when dealing with a population base as small as that of Dorris. The addition to the community of a small residential subdivision, apartment complex or mobile home park could potentially add 30 to 50 persons to the community in a year or two. The addition of 50 people to a population of 888[1] would represent a growth spike of approximately 6 percent. Should growth in the population occur at significantly larger rates than noted above, the City might need to make General Plan changes to accommodate the increasing population.

[1] Population estimate as of January 1, 2006 (California Department of Finance, Table E5a)

2.3 LAND USE ANALYSIS

Residential Land Use

The single-family dwelling is the most typical housing type available in the community of Dorris. The 2000 Census indicated a total of 411 housing units in the City. Of this total, 330 were detached single-family homes and 60 were classified as mobile homes. Multi-family units are very limited with only 17 housing units being available in multi-unit structures.

As noted in Dorris' General Plan Housing Element (Great Northern Corporation, 2006), 42 percent of all dwellings in the City were constructed prior to 1950. As a result, remodels and renovations within the community are becoming more common and necessary. Residential development has typically occurred on lots ranging in size from 6,500 to 13,000 square feet. New construction within the community, however, has been lacking. For example, during the period of January 2000 to January 2006, only three manufactured homes were added to the City. The lack of new housing has been attributed to a shortage of vacant, residentially-designated land that is available for sale. People looking to build homes in the City have, in many cases, found it difficult to purchase an available homesite. However, the Housing Element notes that there are over 200 undeveloped lots in the City. Should the owners of this vacant land decide to make it available for purchase, it could result in an interesting growth spurt in the community.

As noted in the Housing Element, of the 411 dwelling units in the City at the time of the 2000 Census, approximately 31 percent were rented.

A city's General Plan Land Use Element needs to correspond to the other elements of the city's General Plan, especially the Housing Element. Therefore, it is helpful in the Land Use Element to make reference to provisions of the Housing Element that are closely related to residential land use. This is done below, recognizing that some of the Housing Element provisions for the City of Dorris may be revised in the future, and that a revision of Housing Element provisions will not necessarily require a corresponding revision in the Land Use Element, except in cases where there are revisions of City policy. (Note: All references to the Housing Element are to the version authored by Great Northern Corporation and adopted by the City of Dorris in April 2006.)

The 2006 Housing Element states that the element represents a firm commitment on the part of the City of Dorris to comply with State laws and mandates regarding the provision of adequate housing for all segments of the community.

The Housing Element states: "Considering that there are currently an estimated 200 lots in the City and that the projected basic construction need has been determined to be 19 additional housing units (proposed Siskiyou County Regional Housing Needs Plan) by 2007, there is sufficient land available to meet the new construction needs for the planning period (2002-2007)." This assessment may be extended to say that there is ample land within the City of Dorris that is designated for residential development to meet projected housing needs. However, there is a recognized issue that much of the land designated for residential development is actually not available and, in some cases, may not be suitable for development.

The 2006 Housing Element recognizes that the two priority issues for housing are housing conditions and housing affordability. Related statements in the Housing Element are that any city where 85

percent of all units need rehabilitation (as is the case in Dorris) clearly must take continuous action to assist their residents in repairing their homes, and that the City of Dorris recognizes this obligation and is taking action.

In an assessment of infrastructure related to housing development, the City of Dorris projects that current water facilities can accommodate a population increase of approximately 6 percent and sewer an increase of approximately 40 percent.

Commercial Land Use

Properties located along U.S. 97 comprise the majority of Dorris' commercial area. To a limited extent, properties located along West Third Street also provide commercial services. Those businesses along U.S. 97 cater to both the traveling public and local residents, whereas businesses along West Third typically cater exclusively to the local population. The downtown area has a limited amount of vacant land, but sites are suitable for development of small commercial enterprises or expansion of existing businesses.

Industrial Land Use

Lands designated for industrial use are located within the southern and eastern portions of the City. The largest industrial establishment in the City is Dorris Lumber and Moulding. Whitsell Manufacturing Company is located just outside of the city limits to the south. Approximately 42.4 acres are designated and zoned for industrial use in the City with an estimated 25.4 acres being vacant and available for development.

Approximately 11.4 acres of land along West Fifth Street (i.e., where the Associated Lumber and Box Company was formerly located) is currently (prior to 2007) designated for industrial use. This property is not occupied with industrial uses and the City has considered that it may be better suited for residential or mixed use development with open space. Should the site be proposed for development, the developer will need to consider the site's former industrial past and may be required to survey the site for contamination. This General Plan removes the industrial designation on the vacant land along West Fifth Street and changes the land use designation to Mixed Use-Planned Development.

Mixed Use-Planned Development

The MU-PD land use designation is typically applied to lands that are suitable for a compatible mixture of land uses including, but not limited to, light industrial, commercial, residential, and/or public uses. Single-family residential use is permitted so long as there is no division of property. Prior to division of properties designated MU-PD, projects shall be subject to approval of a Development Plan that, when approved, is incorporated into a Planned Development Ordinance for the site, if appropriate. Approved Development Plans and related Planned Development ordinances for particular sites shall specify the appropriate development standards, code regulations and performance standards to be applied to development of the site. Lands designated MU-PD in the City include large undeveloped parcels south of the elementary and high schools.

Cottage Industries and Home Occupations

There is an increasing trend in rural communities for home-based employment and cottage industries, which are forms of commercial uses located in predominately residential areas. Home occupations include persons who have a home office, primarily using computers and the internet to accomplish their business tasks. These people may be self-employed, or they may "telecommute", in which case they are typically employed by a larger company but allowed to work at home rather than physically commute to an office in another city. Some home occupations take the form of cottage industries with small craft shops that produce products that are sold off site and over the internet. Cottage industries should not require extensive equipment, generate substantial amounts of noise, or create traffic in a manner that would impact the residential neighborhood.

Cottage industry and home occupation are not land use designations. The Dorris Zoning Ordinance allows issuance of permits for home occupations in residential districts under specified circumstances. A cottage industry could be allowed as a home occupation, subject to the approval of a permit that would only be issued if it can be determined that the proposed use would not impact the residential neighborhood in which it is proposed to be located. Retail sales and businesses with walk-in customers (e.g., barber shops) are generally not allowed as home occupations because of parking issues and traffic that may be incompatible with the residential character of the area. Cottage industries and occupations that can not successfully comply with the limitations of "home occupations" need to be located in appropriately zoned commercial districts.

Public Land Use

Public agency lands are lands that house schools, public and non-public utilities, government offices and other public and quasi-public facilities.

Open Space

Open space lands including land used for recreation are described in more detail in the Open Space and Conservation Element. Briefly, however, it should be noted that open space land uses include parks, the community garden and public recreation facilities.

2.4 DESCRIPTION OF LAND USE DESIGNATIONS

One of the fundamental sections of a general plan's land use element is the description of land use categories and designations. Descriptions of land use categories must include statements of the standards of population density and building intensity that are appropriate for the various districts of the planning area. For the City of Dorris, the descriptions of land use designations are provided in **Table 2.3, Land Use Designations and Standards,** below. **Figure 2.1, Land Use Map,** is the visual depiction of the land use designations throughout the City and serves as the City's official General Plan Land Use Map.

Since it is a requirement of law (California Government Code §65860) that a city's zoning ordinances be consistent with the general plan, it is also wise to describe the zoning districts that are typically associated with particular general plan land use designations. This information is provided below in **Table 2.4**.

Table 2.3: Land Use Designations and Standards

Land Use Designation	Units/Acre Persons/Acre*	Max. Lot Coverage	Description of Typical Uses
Residential Agriculture (RA)	1 unit/acre 3 persons/acre	20%	Large lot single-family residential with limited agricultural use due to higher residential density than conventional agriculture.
Low Density Residential (LDR)	1-7 units/acre 3-18 persons/acre	35%	Single-family residential dwellings.
Medium Density Residential (MDR)	1-12 units/acre 3-36 persons/acre	50%	Single-family residential dwellings and duplexes.
High Density Residential (HDR)	1-20 units/acre 3-60 persons/acre	75%	Single-family residential dwellings, duplexes, triplexes, apartments, elder housing, group homes, etc.
Mobile Home Park (MHP)	1-20 units/acre 2-40 person/acre	65%	Mobile homes.
Mixed Use - Planned Development (MU-PD)	Variable	Variable	Applied to large undeveloped parcels located south of the elementary and high schools. Single-family residential use is permitted so long as there is no division of property. Prior to division of property, development of a specific plan or planned development is required.
Commercial (C)	NA	Variable	Intended to serve the commercial and service needs of both residents and the traveling public. This designation includes food and drug stores, hardware stores, service stations, lodging and retail shops.
Industrial (M)	NA	75%	Light and heavy industrial uses, such as manufacturing, fabrication and storage.
Open Space (OS)	NA	NA	Public lands such as parks and playgrounds, the community garden, and other lands that provide recreational opportunities.
Public Agency (PA)	NA	NA	Public lands that house schools, public and non-public utilities, government offices and other public and quasi-public facilities.

* *For the purpose of specifying population density in this table, an average of three people per household and two people per mobile home in a mobile home park is assumed.*

* Amended February 20, 2018

FIGURE 2-1
LAND USE MAP
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Table 2.4, Land Use Designations and Corresponding Zoning Districts, outlines the General Plan land use designations with the zoning districts that are typically used in the City of Dorris to comply with and implement the designations:

Table 2.4: Land Use Designations and Corresponding Zoning Districts

	Land Use Designations		Typical Zoning Districts
RA	Residential Agriculture	R-A	Residential Agriculture
LDR	Low Density Residential	R-1	Low Density Residential
MDR	Medium Density Residential	R-1	Low Density Residential
		R-2	Medium Density Residential
HDR	High Density Residential	R-1	Low Density Residential
		R-2	Medium Density Residential
		R-3	High Density Residential
MHP	Mobile Home Park	M-H	Mobile Home Residential
MU-PD	Mixed Use-Planed Development	PUD	Planned Unit Development
C	Commercial	C-1	Community Commercial
		C-2	General Commercial
M	Industrial	M	Manufacturing
OS	Open Space	OS	Open Space
PA	Public Agency	PA	Public Agency

2.5 GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

GOAL LU-1: - A sufficient mix and quantity of land uses to serve the needs of the community.

OBJECTIVE: The City wishes to ensure that a sufficient variety of land uses are available to meet the housing, employment, service and social needs of the existing and future population.

Policy LU-1.1: The City shall provide for a compatible mix and quantity of land uses that will serve the needs of the community.

Implementation Measure LU-1.1.1: The City adopts General Plan **Figure 2.1, Land Use Map**, as the City's official General Plan Land Use Map.

Implementation Measure LU-1.1.2: The City shall allow for the development of commercial and industrial areas where suitable land exists with good access, adequate infrastructure, and where such uses will have a minimum of conflict with current and future adjacent land uses.

Implementation Measure LU-1.1.3: The City shall maintain flexibility in the Zoning Ordinance by allowing opportunities for the development of appropriate uses not allowed "by right" in particular districts through the Conditional Use Permit process.

GOAL LU-2: Maintain the distinct rural nature of a small town environment.

Objective: As a means to protect exiting neighborhoods from added noise, traffic, light and other characteristics that may adversely affect the neighborhoods, the City wishes to ensure that new development is compatible with adjacent land uses.

Policy LU-2.1: Careful attention should be given to preserving those aspects of the City of Dorris that add to its rural qualities as opposed to those characteristics of more concentrated urban population centers.

Implementation Measure LU-2.1.1: The City of Dorris will provide all types of land use that are necessary to meet the needs of a rural, agriculturally-oriented community.

Implementation Measure LU-2.1.2: Upon review of discretionary permits by the City, conditions shall be added to the project approval, when warranted, to support neighborhood land use compatibility.

Implementation Measure LU-2.1.3: Land use designations and zoning shall be applied in a manner that is consistent with the prominent existing development, taking care not to encroach upon an established neighborhood with potentially incompatible uses.

Implementation Measure LU-2.1.4: Land uses not conforming to the Land Use Map and corresponding land use designations may continue provided that the use qualifies and continues to qualify for recognition as a non-conforming uses pursuant to the City's zoning code.

Implementation Measure LU-2.1.5: The City will attempt to disperse future multi-family development throughout the town to preserve the feeling of "one community" rather than creating specific separate districts.

GOAL LU-3: - Fiscally-sound and orderly expansion of the City to meet the needs of a growing population.

Objective: The City wishes to ensure that providing services to an expanding population does not place an undue burden upon limited City resources.

Policy LU-3.1: Promote infill to reduce the costly extension of services.

Policy LU-3.2: The City shall not extend City services outside the city limits without an agreement to annex.

Policy LU-3.3: As available housing and vacant land becomes limited, or if the City otherwise determines that expansion of the city limits is in the interest of the City, the City will consider annexation of lands adjacent to the City.

Implementation Measure LU-3.3.1: As vacant land within the City becomes limited, the City may petition LAFCo to expand the City's sphere of influence, as well as pursue annexation of land that can be readily served with City sewer and water, provided that the expansion of City services is consistent with the City's policies for annexation and expansion of municipal services.

Implementation Measure LU-3.3.2: When consistent with the City's policies for annexation and expansion of municipal services, the City will work with owners of property adjacent to the City to 1) pre-zone the proposed annexation area for land uses that are compatible with adjacent uses that are already within the city limits, and 2) develop the necessary infrastructure plans to support annexation and community expansion.

3.1 INTRODUCTION

Legal Basis and Requirements

This General Plan element combines the Open Space Element and Conservation Element requirements of California's General Plan provisions. Government Code Sections 65302(d) requires that the General Plan include:

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

Government Code Section 65560 requires that the General Plan include:

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

The purpose of the Conservation Element is to identify local natural resources and develop goals, policies and implementation measures to secure preservation and enhancement of natural resources.

3.2 BACKGROUND

Climate

The climate of the area is characterized by warm, dry summers and mild winters. When snow falls, it rarely stays on the ground more than two or three days. The average mean temperature is 48.4 degrees (Fahrenheit) with an annual precipitation of 13.06 inches. The average high temperature in July is 84.2 degrees with an average low in January of 21.2 degrees.

Soils

The soils in Dorris are primarily comprised of Modoc Loam and Poman Sandy Loam, with two Searles complex soils (the Searles-Orhood complex and the Searles-Rubbleland complex) occurring in the relatively small area of the City located on the slopes of Dorris Hill. Table 3-1 outlines the soils found in the planning area and particular soil characteristics.

The soils in this area have been classified as to their ability to withstand loads placed upon them by building foundations. Generally, soils in the Dorris area have a slight to moderate shrink-swell behavior and restricted permeability. The restricted permeability can increase the size of and complicate the design of septic tank leach fields. However, since the City provides sewer service throughout the community, the septic tank limitation is not a significant concern. Local soils are also identified as having a low potential for erosion.

Table 3-1
Dorris Planning Area Soil
Characteristics and Limitations

Soil Type	Approx. Acreage	Depth	Water Erosion	Shrink Swell Potential
Modoc Loam, 0-2% slopes	212	Moderately Deep	Low	Moderate
Poman Loamy Sand, 0-2% slopes	245	Moderately Deep	Low	Low
Searles-Orhood complex, 30 – 50% slopes	0.5	Shallow to Moderately Deep	Low	Moderate
Searles-Rubbleland complex, 50 to 75 percent slopes	3.5	Moderately Deep	Low	Moderate

Source: Natural Resource Conservation Service - Web Soil Survey 9/21/06.

Vegetation

Most of the City of Dorris is comprised of developed land with lawns, landscaping and vegetation typical of a small town. Undeveloped areas, while limited, are primarily comprised of juniper savannah, sagebrush and agricultural fields.

Air Quality

The City of Dorris is located in a region identified as the Northeastern Plateau Air Basin, which includes Siskiyou, Modoc and Lassen Counties. This large air basin is divided into local air districts, based on county lines, that are charged with the responsibility of implementing air quality programs. The City of Dorris is located in the Siskiyou County Air Pollution Control District (SCAPCD).

The SCAPCD reviews land development projects as part of the California Environmental Quality Act process to determine air quality impacts and apply local rules as a means to mitigate air quality impacts from projects.

Air quality standards are set at both the state and federal levels of government. When the pollutants within an area are below the allowed standards, that area is considered to be in attainment with the standards. Dorris and Siskiyou County do not have significant air quality problems and are considered to have attained all Federal and State Air Quality Standards. Particulate matter less than 10 microns in diameter (PM_{10}) and ozone are the only contaminants that periodically reach elevated levels in Siskiyou County and are the only air pollutants to receive continuous monitoring. Since the only air quality measuring stations in Siskiyou County are located in the cities of Yreka and Mount Shasta, precise data for Dorris is not available.

Wildlife Resources

Wildlife in Butte Valley and the vicinity of Dorris is abundant. Wildlife in the area seasonally includes a large variety of waterfowl, sandhill cranes, raptors, pronghorn antelope and deer. The region is well known for its bird watching and waterfowl hunting opportunities. The recently designated U.S.

National Grasslands is located south of Dorris. Within the planning area itself (i.e., the city limits of Dorris), wildlife variety is more limited because of the extent of development and community activity.

A search was made of the California Department of Fish and Game Natural Diversity Database (CNDDB) to determine if there are rare, endangered or threatened plants or animals in the Dorris area. Only three special status species were identified in the CNDDB as having the potential to occur within the planning area. These species are: bald eagles (*Haliaeetus leucocephalus*); Swainson's hawks (*Buteo swainsoni*); and bank swallows (*Riparia riparia*).

Hydrology

Groundwater in the Butte Valley is considered to be abundant. The City of Dorris receives its water from pumping groundwater.

Open Space

An Open Space Element generally deals with parcels or areas of land or water that are devoted to open space use. The subject of open space, in the context of a general plan, includes open space lands used for outdoor recreation, the preservation of natural resources, the managed production of natural resources, and public health and safety.

Open Space for Outdoor Recreation

Dorris has one public park located near the intersection of Fourth Street and Oregon Street. Its facilities include a playground, picnic area and youth building. The City also has a small park situated adjacent to City Hall that is home to the tallest flagpole west of the Mississippi River. Behind the Mountain Valley Health Center along Portland Street are two city-owned Little League baseball fields for public use with a concession stand and bathrooms. The Dorris Elementary School also has two baseball diamonds behind it that can be used for recreational activities, although public use is restricted during school hours. The field at the High School has been developed with a baseball diamond and track. The Dorris Community Garden across from City Hall provides open space of a different sort. While not owned by the City, the property owner allows Dorris residents to utilize the property for recreational gardening.

Table 3.2 below provides an estimated inventory of public and quasi-public open spaces in the City of Dorris:

TABLE 3.2: OPEN SPACE AREAS IN DORRIS

Table 3-2
Open Space Aras in Dorris

Open Space Area	Acres
City Park	0.53
City Hall Park	0.24
Tennis Courts	0.48
Baseball Diamonds	4.40
Elementary & High School Fields	11.36
TOTAL	17.01

As the City and the number of residents grow, more open space lands will need to be acquired to provide additional recreation opportunities. Accessibility to public open spaces should be improved to increase use and the ability of citizens to enjoy and appreciate the resource. Additionally, adding more open space within the community, usually in the form of small parks, will aid in maintaining the open feeling of the City and at the same time provide space for added recreation.

Quimby Act: The City of Dorris does not have a Quimby Act ordinance. The following discussion is intended to provide information about the Quimby Act in the event that the City decides to consider implementation of the process.

Local governments in California provide an important role in the establishment of parkland and open space for recreational purposes. The 1975 Quimby Act (California Government Code Section 66477) authorized cities and counties to pass ordinances requiring developers to set aside land, donate conservation easements, or pay in-lieu fees for park improvements. The intent of the Quimby Act was to assist local municipalities in providing adequate open space for their citizenry by requiring developers to mitigate the impacts of residential development projects. The provisions give authority for passage of land dedication ordinances only to cities and counties. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of existing park facilities, although they may be used for park rehabilitation.

The Quimby Act was substantially amended in 1982 to: further define acceptable uses of, or restrictions on, Quimby funds; provide ratio standards for recreation acreage and population; and provide formulas for determining exactions. Local Quimby Act ordinances must include definite standards for determining the proportion of land to be dedicated and the amount of the fee to be paid.

As the City of Doris has yet to pass such an ordinance (which is understandable given the limited growth that has occurred in the past), it may be in the interest of the City to do so prior to future residential development projects within the City. In order for a City to be able enforce a Quimby Act ordinance, the ordinance must be in effect for a period of at least thirty days prior to the filing of the tentative map of a subdivision or parcel map.

Open Space Lands for the Preservation of Natural Resources

It is desirable through the General Plan process to identify lands that contain natural resources that are an asset to, or are a product of, open space. As mentioned previously, natural resources within the city limits of Dorris are limited. Open space lands (not including vacant land that is designated for residential and other land uses) are primarily devoted to recreation uses. Therefore, it is concluded that there are no lands within the city limits that are considered to be open space for the preservation of natural resources.

Open Space Lands for Managed Production of Resources

No land is classified or zoned in the City of Dorris for agricultural production and no lands are held in Williamson Act contracts. There is no farmland in the City that has been designated as prime, unique or of statewide significance. There is no mineral extraction in the City or within its immediate surroundings. In conclusion, there are no lands within the City's planning area that are considered to be open space for managed production of resources.

Open Space for Public Health and Safety

Lands typically addressed in the category of open space for public health and safety include lands that may be subject to natural hazards such as landslides, flooding, high fire risks or watershed protection. With no steep slopes, streams or forests within the planning area, these hazards do not pose public health and safety issues in the context of open space. Public health and safety issues are given further attention in General Plan **Section 5.0, Safety Element**.

Concerning fire safety, northern and eastern portions of Dorris have been identified as being in a "Very High Fire Hazard Severity Zone" pursuant to California Government Code §51178. Hillsides are particularly susceptible to high fire risks. However, only a portion of Dorris Hill is within the city limits and no development exists on its hillsides. The remaining fire risk is a result of extensive sage brush ground cover. However, as sagebrush is replaced with housing, irrigated lawns or agricultural fields, the risk of fire decreases considerably.

3.3 OPEN SPACE ACTION PLAN

Government Code §65564 states that every local open space plan (i.e., a general plan open space element) shall contain an action program consisting of specific programs that the legislative body intends to pursue in implementing its open space plan. Thereafter, any action by the city by which open space land is acquired or disposed of, or its use restricted or regulated, needs to be consistent with the local open space plan. In the case of Dorris, the open space plan is this General Plan Open Space Element. The open space action plan consists of **Section 3.4**: **Goals, Objectives, Policies and Implementation Measures**, which follows.

3.4 GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

GOAL OC-1: - Protection of the City's water resources.

Objective: The City's water supply is vital to the community. The City must protect the quality of its groundwater.

POLICY OC-1.1: Work with public agencies and private landholders to protect the quality of the region's groundwater and the City's municipal water supply.

> **Implementation Measure OC-1.1.1:** The City shall continue to monitor the quality of water at all existing and future sources of water in the City's system.
>
> **Implementation Measure OC-1.1.2:** The City shall work with property owners and Siskiyou County to control uses of land in Butte Valley that may threaten the quality of the City's water resources.

GOAL OC-2: - Ample and accessible public open space resources for outdoor recreation within the City.

Objective: Meet the needs of the community by providing and maintaining an adequate amount of public open space for outdoor recreation.

POLICY OC-2.1: The City, in cooperation with other agencies and non-profit organizations, shall continue to enhance and, when warranted, increase open space resources in the City, as well as improve accessibility to existing resources.

Implementation Measure OC-2.1.1: Where practical, the City shall acquire additional lands to expand City parks.

Implementation Measure OC-2.1.2: Where practical, the City shall improve City-owned open space with designated access points, parking, picnic areas and trails.

Implementation Measure OC-2.1.3: Maintain a ratio of not less than five acres of community park land per one thousand City population.

Implementation Measure OC-2.1.4: The City shall adopt a "Quimby Act" ordinance to enable the City to collect capital improvement and acquisition fees for parks from new residential development.

4.1 INTRODUCTION

California Government Code §65302(d) states that the circulation element of a general plan shall consist 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 of the Dorris General Plan is based upon: an assessment of the existing street and highway system; the existing and proposed land use pattern; the estimated future population and its distribution; local transportation trends; and geographic features within the planning area. The ability of the transportation system to accommodate demands within the planning area generated by the expected build-out of the land use plan, and the relationship of local streets to U.S. Highway 97, are the central issues addressed

4.2 BACKGROUND

Existing Street and Highway System

Primary access to Dorris is from U.S. Highway 97 (U.S. 97), which also serves as an important interregional and interstate travel route. The entire California portion of U.S. 97 (54 miles long) is within Siskiyou County. It connects with Interstate 5 at Weed and proceeds north through central Oregon, Washington and British Columbia. U.S. 97 through Dorris is also part of the recently designated Volcanic Legacy Scenic Byway All American Road.

Caltrans reports that, in 2005, U.S. 97 was carrying approximately 570 vehicles through the City of Dorris during peak hours and 4600 vehicles per day as an annual average (with 5700 average daily trips in the summer when traffic volumes are the heaviest).

U.S. 97 is also a major route for trucks, especially trucks transporting regional and interstate agriculture and timber products. Caltrans has calculated that, in the year 2005, the annual average daily count of trucks on the highway through Dorris was 1223 trucks, or 26.6 percent of the total annual average daily number of vehicles (4600). Traffic increases periodically on U.S. 97 when winter snowfall forces closures on Interstate 5 (which has higher mountain passes), and trucks are rerouted through Dorris.

A major constraint for traffic on U.S. 97 concerns three 90-degree turns that vehicles must manage on the highway through town. Oversized trucks (i.e., tractor-semis longer than 65 feet, as defined by the Surface Transportation Assistance Act [STAA] of 1982) cannot make the required turning movements and are therefore prohibited from using the highway through Dorris.

In Dorris, U.S. 97 also serves as part of "main street" and is heavily used by local traffic. The highway is considered to be an arterial street due to the large area and uses it serves, as well as its width, limited access points, wide shoulders and design speed. In combination, these design features accommodate heavy traffic volumes. With the exception of U.S. 97, the streets in Dorris are considered to be either collector streets (which serve a large area or deliver traffic to destination areas such as work, schools, shopping, etc.) or local streets. Local streets typically serve residential neighborhoods and provide access to collector streets or arterials.

The primary collector streets in Dorris are:

- Main Street
- First Street
- Third Street
- Butte Street

Collectors are typically two-lane streets like all other local streets but, since they typically carry more traffic than local streets, are designed as through streets with fewer stop signs and more access limitations than local streets.

Following are typical standards for new arterials, collectors and local streets:

Arterial	80 to 100 feet	2-4 lanes	Typically right- and left-turn lanes
Collector	64 to 80 feet	2 lanes	Usually no right- and left-turn lanes
Local	56 to 60 feet	2 lanes	

Since Dorris is a small community located in a rural environment, two-lane streets adequately carry current traffic volumes. With the limited expected increase in the population of Dorris over the next 20 years, new development and related traffic volumes are not expected to increase significantly. Consequently, the existing road network is more than adequate to handle existing and projected traffic volumes related to the growth of the community. While no significant road improvements are necessary, road maintenance will continue to be necessary to keep roads in a safe traveling mode.

The volume of regional traffic on U.S. 97, however, is expected to increase at a much faster rate than locally-generated traffic. Consequently, the impacts of increasing traffic on U.S. 97 and the intersections of City streets with the highway, are expected to be the most challenging transportation issues within the city limits. Caltrans has proposed and has been planning a realignment of U.S. 97 in the Dorris area for many years. Such a realignment would function as a "bypass" around the City to the east. Such a change could have significant repercussions on the City. As this latest revision of the City's General Plan is being prepared (November 2006), Caltrans is not actively pursuing development of the bypass. Therefore, the General Plan does not consider the potential realignment of U.S. 97 to be a likely occurrence during the life of the plan. However, should the proposal be reactivated, the City will need to consider how a realignment will affect the City's land use and circulation plans.

Rail Facilities

Beginning in the early 1900s, the development of Dorris, both historically and physically, has largely been shaped by the development of the railroad. Many of the original buildings in Dorris were brought over from the community of Picard, four miles away, in order to take advantage of the arrival and alignment of the railroad in Butte Valley in 1907.

Trains still have a substantial impact on the community. The Union Pacific Railroad provides transcontinental freight services through Dorris with, on average, about 16 trains a day running through town. Rail passenger trains are ran by Amtrak through Dorris. However, to access Amtrak, residents must journey to the nearest Amtrak station, approximately 20 miles to the north in Klamath Falls.

Bus Services

At this time, Dorris is not served by Siskiyou County's local bus service, Siskiyou Transit and General Express (STAGE). The STAGE mainly serves southern and central Siskiyou County. Similar to Siskiyou County's local bus service, Klamath County, Oregon is served by Basin Transit Service (BTS). BTS primarily serves the City of Klamath Falls, with some service extending into outlying County areas as well. It is unfortunate that neither of these transit systems extend into Dorris, as residents would benefit from the availability of bus service to areas beyond. Greyhound, which provides access to other parts of the Country, has daily buses passing through Dorris. However, unless requested, these buses pass through without making stops. Residents must typically travel to the nearest station, located in Klamath Falls, to access Greyhound's services.

Aviation

The nearest air facility is the Butte Valley Airport, a small air strip located approximately six miles southwest of Dorris. The airport, with its runway length of approximately 4,300 feet, functions occasionally as a base for agricultural operations and provides emergency service needs. There are no commercial airlines serving any of the airports in Siskiyou County. The nearest airport with passenger service is located in Klamath Falls.

Trucking Services

Freight movement to the Dorris area is provided by inter- and intrastate firms. However, there are no local terminal facilities in Dorris. Being located on U.S. 97, which is a major north-south truck route in California, Oregon and Washington, hundreds of trucks pass through Dorris daily.

Parking

The provision for parking is an integral part of a transportation system. Whether at home or at some point of destination, sufficient space must be provided to park vehicles. Typically, this is done through the application of standards in a city's zoning ordinance, which require specific amounts of off-street parking based on the type and intensity of use.

Most City streets are of sufficient width to provide some on-street parking. This helps to offset situations where off-street parking has not been provided in the past, as well as giving neighborhoods more available parking for guests. The on-street parking area also provides a space for snow storage when needed.

Electrical Transmission

Pacific Power and Light Company (PP&L) provides electrical service to the City and surrounding areas. Electrical power lines generally follow transportation corridors and are above ground. However, according to current Public Utility Commission regulations, all new facilities for subdivision and commercial developments must be located underground.

Level of Service

Level of Service (LOS) is a standard established by the Institute of Transportation Engineers (ITE) as a means to quantify the subjective measure of traffic efficiency and tolerance. To try to prevent roads from reaching a level in which traffic moves with poor efficiency from point to point, cities establish guidelines at which a street or road is considered to have reached the highest service volumes that are

tolerable within a community. Rated in grades from LOS A (best) to F (worst), levels of service are based on increasing amounts of congestion and delay.

LOS E represents traffic levels at the full capacity of the road segment with the road unable to carry more traffic. Prior to reaching this level, it is important for the City to have plans to either improve the street to acceptable levels, or construct another street to relieve the crowded street. **Table 4-1** shows the approximate volumes of traffic (expressed in terms of "average daily trips", or ADT) that a particular type of roadway can usually accommodate at each level of service. These figures are not precise because road alignments, intersection controls, types of traffic and adjacent land uses all factor into the handling capacity of a given roadway.

TABLE 4-1
ROAD TYPE AND APPROXIMATE AVERAGE DAILY TRIPS BY LEVEL OF SERVICE

Road Type	Average Daily Trips (ADT)				
	LOS A	LOS B	LOS C	LOS D	LOS E
4-Lane Divided Arterial w/Turn Lane	22,000	25,000	29,000	32,500	36,000
2-Lane Arterial w/Turn Lane	11,000	12,500	14,500	16,000	18,000
2-Lane Arterial	9,000	10,500	12,000	13,500	15,000
2-Lane Collector	6,000	7,500	9,000	10,500	12,000
Local	600	1,200	2,000	3,000	4,500

Notes:
1. Based on Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.
2. All volume thresholds are approximate and assume ideal roadway characteristics. Actual thresholds for each LOS listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection spacing, driveway spacing, percentage of trucks and other heavy vehicles, lane widths, signal timing, on-street parking, volume of cross traffic and pedestrians, etc.
3. Based on Traffic Impact Analysis Guidelines, County of Sacramento, July 2004.

4.3 Goals, Objectives, Policies and Implementation Measures

GOAL C-1: - Safe and efficient access to and from all land uses.

Objective: An adequate street system is the backbone of the community, permitting safe and convenient transportation from home to schools, work, recreation, shopping, and to all other community services. Adequate and safe walkways, bikeways and trails for non-motorized transportation is also important. It is the objective of the City to see that all transportation routes within the City, motorized and non-motorized, are appropriately designed, constructed and maintained.

POLICY C-1.1: The City shall review existing and proposed roadways, bikeways and walkways to ensure that they meet general safety standards. If it is found that any routes are not safe, the City should make or require the necessary improvements to ensure that the routes are improved to appropriate safety standards.

> **Implementation Measure C-1.1.1:** The City shall work with the Siskiyou County Local Transportation Commission to coordinate, as appropriate, the incorporation of the City's Circulation Element provisions into the County's Regional Transportation Plan, and will use the regional planning process to help improve the City's transportation network.

Implementation Measure C-1.1.2: The City will seek resources to develop a non-motorized circulation plan to provide more specific direction for appropriate bikeway and pathway routes and recommendations to accomplish the development of those routes.

Goal C-2: - A transportation system that provides for the social, economic and environmental well-being of City residents.

Objective: Ensure that new development does not result in a decline in the effectiveness of the existing transportation network.

POLICY C-2.1: Existing roads should be maintained at levels of service that ensure they are safe, efficient and economical.

Implementation Measure C-2.1.1: Support long-range plans for improvement of U.S. Highway 97 through Dorris by the California Department of Transportation to maintain safety and efficiency of traffic.

Implementation Measure C-2.1.2: New streets to serve developing areas should be adequate in size and design to support new construction as well as future development.

Implementation Measure C-2.1.3: New development projects shall dedicate adequate rights-of-way to allow for construction of roadways and utilities as determined by the City Engineer.

Implementation Measure C-2.1.4: Existing local collector streets should eventually be fully improved with curb, gutter, sidewalk and a minimum paving width of 36-40 feet.

Implementation Measure C-2.1.5: In coordination with Caltrans, require turning lanes at key access points from U.S. 97 to maintain safety and road capacity.

Implementation Measure C-2.1.6: The City shall encourage the enhancement of the visual appearance of both pedestrian and vehicular routes

Implementation Measure C-2.1.7: The City may establish fees, assessment districts, reimbursement agreements or other mechanisms to either pay for or reimburse construction of roadways and roadway improvements and parking.

Implementation Measure C-2.1.8: During development of the preliminary City budget each year, the City shall consider a proposed improvement program for City streets.

POLCIY C-2.2: New development shall provide adequate off-street parking spaces to accommodate parking demands generated by the use.

Implementation Measure C-2.2.1: 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.

Implementation Measure C-2.2.2: The City's zoning ordinance shall specify the required amount of off-street parking needed for various types of land uses.

POLICY C-2.3: Level of service shall be the standard for judging whether a road has adequate capacity for average daily traffic to be generated by a proposed project.

POLICY C-2.4: Level of service "C" shall be the minimum acceptable service level during normal conditions, as indicated by **Table 4-1**. Peak-hour reduction to level of service "D" may be permitted provided there are plans in place to make improvements required to improve the level of service.

Implementation Measure C-2.4.1: As part of the CEQA process, the City will require traffic analysis to be conducted for proposed projects that will generate traffic volumes that may substantially impact the level of service of City streets, and will require mitigation if it is determined that the resulting impacts will be significant. The City will be particularly concerned if: 1) it is determined that a street serving the project is already at LOS "C" or worse, or 2) the addition of traffic from the proposed project will bring the level of service of a street serving the project to LOS "C" or worse.

Implementation Measure C-2.4.2: When a project proposed within the city limits will impact U.S. 97 or the intersection of a City street with the highway, the City will coordinate with Caltrans to address and resolve issues that may affect the safety and efficiency of related traffic.

POLICY C-2.5: The City supports the provision and improvement of sidewalks and trails to provide for the safety of pedestrians, bicyclists and other non-motorized transportation.

Implementation Measure C-2.5.1: The City will support the development of sidewalks and/or bike lanes on major streets, when appropriate, as a means to accommodate a variety of transportation modes.

Implementation Measure C-2.5.2: The City should prioritize the provision of sidewalks in the vicinity of schools on major streets that are used by school-bound pedestrian traffic.

Implementation Measure C-2.5.3: The City should work with Caltrans to develop a carpooling lot to encourage and support regional commuting.

Implementation Measure C-2.5.4: The City shall encourage the inclusion of bike and pedestrian paths in subdivision design.

Goal C-3: - The availability of public transit for the citizens of Dorris.

Objective: Public transit provides an opportunity for efficient use of roads, allows an affordable alternative to car ownership, and reduces air quality impacts. The objective of this goal is to expand public transit services such as provided by STAGE or BTS to citizens of Dorris.

POLICY C-3.1: The City shall encourage and promote the expansion of public transit to serve the City of Dorris.

Implementation Measure C-3.1.1: The City shall encourage the expansion of Siskiyou Transit and General Express (STAGE) and/or Basin Transit Service (BTS) to serve the City of Dorris.

Implementation Measure C-3.1.2: When appropriate, the City shall incorporate transit facilities such as bus turnouts and shelters into new and reconstructed roadways and private development.

5.1 INTRODUCTION

Noise is usually defined as unwanted and unhealthy sound. In recent years it has been increasingly recognized that excessive noise levels can have adverse health effects on people. There is a certain amount of background noise that is tolerable within a community. This is the result of human activities (e.g. traffic, other people's conversations, air conditioning, other machinery and other activities). This average background noise becomes intrusive somewhere in the upper 50 decibel range. It is the intrusive noise with which the Noise Element is particularly concerned, although gradual increases in ambient noise resulting from urban development is also a concern.

The basic purpose of a general plan noise element is:

1. To provide sufficient information concerning the community noise environment so that noise may be seriously considered in the land use planning process. Noise level criteria are to be developed that would be usable in future planning, zoning and building inspection processes that promote the maximum compatibility of land uses and generated noise; and

2. To protect existing areas whose noise environments are determined to be acceptable, to predict the noise climate, and to determine the level of future monitoring and review.

Noise elements need to include implementation measures and possible solutions that address existing and foreseeable noise problems. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.

(Note: **Table 5-3** at the end of this Noise Element provides useful definitions of technical terms used herein.)

5.2 BACKGROUND

Dorris, being a small, rural community situated in a high elevation valley, would not typically be associated with the types and levels of noise typically found in more urban environments. However, with both a main line of the Union Pacific Railroad and U.S. Highway 97 bisecting the community, areas of town are substantially impacted by transportation noise. This situation is not entirely new since the railroad and related noise have been factors in Dorris from the time of the community's inception in the early 1900's. U.S. 97 was commissioned in 1934 and, while it too has been part of Dorris' existence for many years, related impacts have increased as regional vehicular travel and interstate commerce, including heavy truck traffic, has increased.

Due to the presence of these two major noise sources, which extend the full length of the community, portions of Dorris have been substantially impacted by transportation noise for years. Sufficient information is available to identify affected areas, apply standards, and/or require project related noise analysis and mitigation as a means to minimize the impact of noise, especially for new development.

Railroad Noise Issues

The railroad was the catalyst for the existence of Dorris, and it remains an inevitable part of life in the community due to the proximity of the tracks through town. This proximity, along with several at-grade crossings in town, makes train operations one of the most significant sources of noise in Dorris. Train

whistles used when trains approach railroad crossings are quite loud and, even though they only last for a few moments, have a pronounced effect on the local noise environment. Adding to the impacts is the continuance of daily railroad operations into the evening and nighttime hours, especially during the winter when idling diesel engines holding at the sidetracks at the south end of town are not shut down due to cold temperatures.

It is difficult to forecast the future of railroad noise impacts since plans for railroad operations are difficult to gather. It is noted that railroad operations have expanded significantly since the prior update of the General Plan (1992). In 2006, an average of 18 trains per day pass through Dorris, while the 1992 General Plan noted an average of only seven daily trains. Areas of town closer to the tracks, and more importantly nearer the railroad crossings, are affected by railroad noise considerably more than other areas. The Siskiyou County Draft Noise Element (December 2005) notes that the predicted distances from the railroad to the 60 dB L_{dn} and 65 dB L_{dn} noise contours are 703 feet and 326 feet respectively. When warning horns or whistles are applied within 1,000 feet of a crossing, the predicted 60 dB L_{dn} and 65 dB L_{dn} noise contours are 1,666 feet and 774 feet respectively.

One possibility for the reduction of noise associated with train whistles is a new Federal Railroad Administration Rule (49 CFR Parts 222 and 229) effective June 24, 2005. This rule provides an opportunity for localities nationwide to establish quiet zones. To qualify, communities wishing to establish quiet zones must equip proposed grade crossings with adequate safety measures to overcome the decrease in safety created by silencing the train horns. The additional safety measures must be constructed at the community's own expense and must meet federal specifications. The rule also contains language which, for the first time, restricts the volume of train horns.

U.S. Highway 97 Noise Issues

U.S. Highway 97 (U.S. 97) is a major north-south arterial between northern California and the Pacific Northwest. The Siskiyou County Draft Noise Element (December 2005) estimated the 60 dB L_{dn} and 65 dB L_{dn} noise contours for the highway as being located 410 feet and 194 feet from the centerline respectively. Noise problems associated with the highway are exacerbated for those housing units located between the highway and the railroad. The population in that area is subject to both of these noise sources at 60 dB(A) or greater.

Airport Noise Issues

Aircraft operations generally do not cause noise problems in Dorris. The Butte Valley Airport, owned and operated by Siskiyou County, is located four miles southwest of the City. Because the airport is located in an agricultural setting well outside of the City, and it receives little use with no service for commercial aircraft, the projected 65 dB (CNEL) noise contours for the airport do not affect existing residences in the City of Dorris.

Non-vehicular Noise

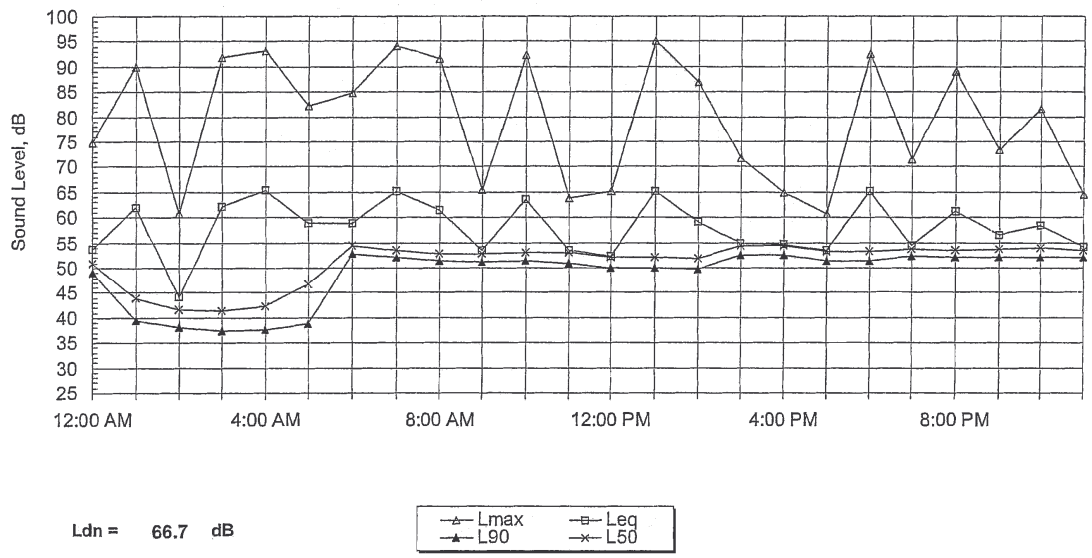
Typically, many communities have businesses or industries that generate noise at levels significant enough to have an effect on sensitive receptors in the vicinity. In Dorris, the Dorris Lumber & Moulding Company is such a facility. The facility is located at 103 East Fourth Street. The primary noise sources are fans, blowers, a hog, ripsaws, and moulders. Heavy trucks visit the site about 10 to 15 times per week, and forklifts are used on site. Hours are typically Monday through Friday from 6:30 a.m. to 11:45 p.m., though activities sometimes occur on Saturdays as well. The Siskiyou County Draft Noise Element (December 2005) indicates that sound measurements were taken approximately 100 feet

from the facility's northwest property line. This location produced measurements of 62.5 dB, with the 50 dB and 45 dB hourly L_{eq} noise contours located at 420 feet and 750 feet respectively.

Community Noise Survey

Siskiyou County conducted a community noise survey, which included Dorris, during an intended update of the County's Noise Element in 2005. While that Element had not been adopted by the County at the time of this writing (i.e., November 2006), the information contained within it, as it pertains to Dorris, is worth noting. During August 13 and 14, 2002, the community was surveyed to determine the noise levels that were present at that time. The noise measurements were conducted continuously over a 24-hour period and the results summarized at hourly intervals. As the monitoring occurred over a 24-hour period, noise level data includes the average (L_{eq}), maximum (L_{max}), and minimum (L_{min}) noise levels recorded. Hourly L_{eq} values shown in **Figure 5-1** below are representative of energy average sound levels, and are very sensitive to single events such as vehicle pass bys. L_{max} values represent the maximum values measured each hour. Results of that survey follow:

Figure 5-1: Measured Hourly Noise Levels



Source: Siskiyou County Draft Noise Element (December 2005)

5.3 GOALS, OBJECTIVES AND IMPLEMENTATION MEASURES

GOAL N-1: - Citizens protected from unhealthy noise levels.

Objective: It is the City's desire to control noise within existing developed areas as well as in areas that may accommodate future development.

Policy N-1.1: The City shall take measures within its authority to protect residents and noise-sensitive land uses from high noise levels that would be detrimental to public health and comfort.

Implementation Measure N-1.1.1: To the extent practical, new residential development and development of structures containing other sensitive receptors shall take necessary steps to reduce exposure to the impacts of existing and projected vehicular noise upon future occupants to acceptable levels as specified in the standards of Noise Element Table 5-1. This action should occur during City review of parcel maps, subdivisions, conditional use permits and other discretionary actions.

Implementation Measure N-1.1.2: During review of proposed noise generating uses that are non-vehicular, the City shall require compliance with noise standards noted in Table 5-2 at the property line when adjacent uses are residential or otherwise determined to be sensitive receptors.

Implementation Measure N-1.1.3: The City shall consider the potential effects of noise in consideration of all proposed general plan amendments or rezoning actions, with the intent to allow only those uses that can, when practical, meet the standards noted in Table 5-1 and Table 5-2 of this Noise Element.

Implementation Measure N-1.1.4: The City shall develop and adopt an ordinance that requires the implementation of noise reduction techniques, when necessary to achieve the City's standards, on ministerial permits adjacent to sensitive receptors.

Implementation Measure N-1.1.5: The City should develop a noise monitoring program to identify areas in the community having substantial noise impacts from U.S. 97 and the railroad, and monitor changes in noise levels over time.

Implementation Measure N-1.1.6: All housing receiving CDBG grants for rehabilitation should, if practical, include improvements to reduce noise exposure to acceptable levels.

Implementation Measure N-1.1.7: The City will continue to work with the Union Pacific Railroad to seek development of mitigation measures to reduce noise impacts through operational modifications or other measures, where possible.

TABLE 5-1:
MAXIMUM ALLOWABLE NOISE EXPOSURE
FOR TRANSPORTATION NOISE SOURCES

Land Use	Outdoor Activity Areas[1] L_{dn}/CNEL, dB	Interior Spaces	
		L_{dn}/CNEL, dB	L_{eq}, dB[2]
Residential	60[3]	45	--
Transient Lodging[4]	60[3]	45	--
Hospitals, Nursing Homes	60[3]	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls, Schools	60[3]	--	40
Office Buildings	--	--	45
Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

(1) The exterior noise-level standard shall be applied to the outdoor activity area of the receiving land use. Outdoor activity areas are normally located near or adjacent to the main structure and often occupied by porches, patios, balconies, etc. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 dB Ldn shall be applied at the building facade, in addition to a 60 dB Ldn criterion at the outdoor activity area.

(2) As determined for a typical worst-case hour during periods of use.

(3) Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available noise reduction measures, higher noise levels may be allowed provided that practical exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

(4) In the case of hotel/motel facilities or other transient lodging outdoor activity areas, such as pool areas, may not be included in project design. In these cases, only the interior noise-level criterion will apply.

TABLE 5-2:
NOISE LEVEL PERFORMANCE PROTECTION STANDARDS
FOR NOISE SENSITIVE LAND USES
AFFECTED BY NON-TRANSPORTATION* SOURCES

Noise Level Descriptor	Daytime 7 a.m. - 7 p.m.	Evening 7 p.m. - 10 p.m.	Night 10 p.m. - 7 a.m.
Hourly Equivalent Sound Level (L_{eq}), dB	55	50	45
Maximum Sound Level (L_{max}), dB	70	60	55

Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

The City can impose noise level standards that are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site.

The exterior noise level standard shall be applied to the property line of the receiving property. The above standards shall be measured only on property containing a noise sensitive land use.

*Note: For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Control of noise from facilities of regulated public facilities is preempted by California Public Utilities Commission (CPUC) regulations. All other noise sources are subject to local regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, schools, hospitals, commercial land uses, other outdoor land use, etc.

TABLE 5-3:
NOISE ELEMENT DEFINITIONS

Noise exposure information is typically presented in terms of noise contours expressed in Community Noise Equivalent Level (CNEL) of Day-Night Average (L_{dn}). CNEL means the average equivalent a-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 p.m. to 10 p.m. L_{dn} means the average equivalent a-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

Decibel, dB	A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
A-Weighted Sound Level	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response to the human ear and give good correlation with subjective reactions to noise.
L_{10}	The A-weighted sound level exceeded 10 percent of the sample time. Similarly, L_{50}, L_{90}, etc.
Equivalent Energy Level, L_{eq}	The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. L_{eq} is typically computed over 1, 8- and 24-hour sample periods.
CNEL	Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of 10 decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.
L_{dn}	Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m. (Note: CNEL and L_{dn} represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the equivalent energy noise exposure for a shorter time period, typically one hour.)
Noise Exposure Contours	Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and L_{dn} are the metrics utilized herein to describe annoyance due to the noise and to establish land use planning criteria for noise.
Ambient Noise Level	The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
Intrusive Noise	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, and frequency and time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.
Noisiness Zones	Defined areas or regions of a community wherein the ambient noise levels are generally similar (within a range of 5 dB for example). Typically, all other things being equal, all sites within any given noise source will be of comparable proximity to major noise sources. Noise contours define different noisiness zones.

6.1 INTRODUCTION

Concerning general plans, *California Government Code* Section 65302(g) requires that each city and county develop a Safety Element, "… for the protection of the community from any unreasonable risks associated with the effects of seismic activity, dam failure, slope instability leading to mud or land slides, flooding and wildfires." The purpose of the Safety Element is to introduce safety considerations into the planning process in order to reduce loss of life, injuries, property damage, and social and economic dislocation due to seismic activity, fire, flooding, and other natural hazards. The major safety concerns in the City of Dorris are fires, earthquakes and vehicle accidents along U.S. Highway 97.

In addition to the information contained herein, the City of Dorris participated in the development of a Multi-Jurisdictional Local Hazard Mitigation Plan for Siskiyou County. The Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) for the City of Dorris planning area was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's Local Hazard Mitigation Plan guidance. The LHMP 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 LHMP is incorporated into the City of Dorris General Plan Safety Element by reference and is available on the City's website.

6.2 BACKGROUND

The City of Dorris is located at an average elevation of 4,240 feet above sea level in Butte Valley, approximately 39 miles northwest of Mount Shasta, a dormant volcano with a height of 14,162 feet. Two major surface transportation facilities, U.S. Highway 97 and the Union Pacific Railroad, bisect the City.

There are a variety of safety issues that should be considered in the City's General Plan Safety Element. The following sections consider these issues:

Fire Hazards

Due to the agricultural nature of the surrounding area, the primary fire hazard in the City of Dorris is from structural fires. Fire protection is provided by the City through a trained volunteer fire crew. The fire station is centrally located on So. Main Street. Mutual aid agreements are in effect with the California Department of Forestry and Fire Protection (CDF), the Pleasant Valley Fire Company, Butte Valley Fire Protection District and Tule Lake Fire Department. The Butte Valley Ambulance Service, a non-profit organization, provides ambulance service to the City.

Juniper scrublands abut the City along portions of its northern edge (i.e., the slopes of Dorris Hill). According to the Natural Hazard Disclosure (Fire) Map for Siskiyou County, published by the CDF in 2000, the northern and eastern portions of the community have been identified as "wildland area that may contain substantial forest fire risks and hazards." However, much of this area is comprised of active and fallow agricultural

fields. Regardless, fires originating outside the City, especially if accompanied by high winds, could severely threaten and impact structures in the community.

Flood Hazards

Flood hazards in the planning area are extremely localized, short-lived and limited to paved surfaces during peak storm events. With no drainages or other water bodies in the planning area, the Federal Emergency Management Agency has not mapped floodplains and/or areas subject to flooding.

Volcanic Hazards

Mount Shasta, located approximately 39 miles southwest of Dorris, is a large and imposing volcano. It is believed to have erupted approximately ten or eleven times during the last 3,400 years, and at least three times in the last 750 years. While it has not erupted at regular intervals, its history suggests that it erupts at an average rate of roughly once every 250 to 300 years. The last eruption was believed to have occurred in 1786. Even though the volcano has not been active for two centuries, Mount Shasta, like Mount St. Helens before 1980, is only dormant and almost certainly will erupt again. (*Volcanic Hazards at Mount Shasta, California*, by Dwight R. Crandell and Donald R. Nichols. U.S. Geological Survey, pamphlet, 1987.)

Although Dorris is not expected to be subject to hazards from volcanic lava or mud flows, it is vulnerable to hazards from volcanic ash. Volcanic ash resulting from an eruption of Mount Shasta could cover a large area and could reach depths of two inches or greater, depending on the amount of ash released into the atmosphere and the direction of wind at the time. Given that prevailing winds in the region often blow from the southwest, the probability is high that ash from Mount Shasta would fall in the vicinity of Dorris.

Seismic Hazards

Seismic safety consists of an identification and appraisal of seismic hazards, including surface ruptures, ground shaking and the possibility of mud and landslides. The City of Dorris lies within the Modoc Volcanic Plateau geomorphic province. Five active faults are located within 19 miles of the City. All of Siskiyou County is located in Seismic Zone 3, as recognized in the California Uniform Building Code, and all new construction must meet the applicable requirements. The planning area is located in a "moderate" seismicity zone with a possible maximum earthquake intensity of VI or VII on the Modified Mercalli Scale. Earthquakes of this magnitude would be noticeable by the public and could cause minor to moderate structural damage. The planning area has been subject to minor earthquakes.

A fault rupture is an actual crack or breaking of the ground along a fault during an earthquake. The planning area is subject to low levels of seismicity and low risk of fault surface rupture.

Hazardous Materials

Hazardous materials consist of injurious substances that may include flammable liquids and gases, poisons, corrosives, explosives, oxidizers, radioactive materials, biowaste and medical supplies. Hazardous materials are transported on U.S. Highway 97 and on the Union Pacific Railroad (UPR).

U.S. 97 is a major transportation route for trucks hauling agriculture, timber and other products, including hazardous materials. Highway traffic is currently routed directly through town. The greatest design deficiencies of U.S. 97 through Dorris are three 90-degree curves. These sharp curves increase the potential for tractor-trailer accidents and pose safety problems for the general public. There is a history of vehicles accidents on U.S. 97 in Dorris, including a few hazardous materials spills from overturned trucks. Notable accidents occurred in 1987 at the intersection of Fourth Street and Butte Street and in 1991 on First Street. These accidents involved trucks that rolled over, resulting in traffic delays and the clean-up of hazardous materials, including one toxic spill that required evacuation of residents in the vicinity.

The most common types of materials transported by rail are flammable and non-flammable gases, corrosives and flammable liquids. The California Highway Patrol and UPR both maintain hazardous material response units. However, these units are not locally based and, therefore, the local fire department and County Sheriffs Office are expected to respond first to incidents in the planning area.

Snow Removal

For communities located at high elevations, the need to respond to and manage snow accumulation can play an important role in the design of community facilities. While it is rare for large accumulations of snow in Dorris, when there are significant amounts of snowfall, removal and storage can become a substantial problem. To relieve the problems associated with such an event, it is important to have snow storage areas in parking lots and adequate street width to maneuver plows, store snow and still provide for on-street parking to the extent needed. Fortunately, Dorris normally does not receive large quantities of snow. Regardless, City standards for street width and parking lot design should recognize this need and accommodate moderate amounts of snow storage.

6.3 GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

GOAL S-1: - Protect residents from fire hazards.

Objective: It is the objective of this goal to reduce the likelihood of fire losses through preventative measures in project development.

Policy S-1.1: In the review of proposed development projects, the City shall consider fire-related hazards and appropriate fire protection measures.

Implementation Measure S-1.1.1: During the environmental review phase of proposed projects (CEQA), the City will review fire protection issues and appropriate safety standards, including adequate fire flow supply and emergency access.

Implementation Measure S-1.1.2: The City shall take appropriate measures to support a well staffed, trained and equipped volunteer fire department, and will maintain supportive mutual aid agreements with other fire protection agencies.

GOAL S-2: - A city that has minimized, to the extent feasible, the dangers of injury, loss of life, property damage and social and economic dislocation as a result of natural disasters.

Objective: It is the objective of this goal that the City will be prepared to adequately respond in the event of seismic, volcanic and other natural disasters.

Policy S-2.1: The City shall take measures to minimize impacts to the City and its citizens should a natural disaster strike.

Implementation Measure S-2.1.1: Participate with Siskiyou County in the development and periodic review of an Emergency Services Plan that outlines procedures to respond to natural disasters, and inform the public of the plan's content and implications.

Implementation Measure S-2.1.2: All emergency personnel and facilities should develop the capability to function when utility services are interrupted.

Implementation Measure S-2.1.3: The domestic water system should have a method and capacity for retaining stored treated water for emergency use.

Implementation Measure S-2.1.4: Maintain enforcement of safety standards for new construction contained in the California Uniform Building Code for seismic zone 3.

GOAL S-3: - A city protected from potential hazardous material spills.

Objective: With two major transportation routes and the daily transport of hazardous materials through the City, it is likely that hazardous material spills will affect the City at various times in its future. It is the City's objective to minimize both the potential for hazardous materials spills and the resulting impacts should one occur.

Policy S-3.1: The City shall take reasonable steps to prepare for a hazardous materials spill and protect its residents should one occur.

Implementation Measure S-3.1.1: The City will, in cooperation with other emergency service providers, maintain an emergency response plan that identifies the necessary steps to be taken in the case of hazardous materials spills related to the railroad and/or the highway, and will be prepared to quickly implement these measures in the event of an accident.

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