

# **CITY OF LOYALTON**

## **GENERAL PLAN**

**2008  
2015**

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# **H1. GENERAL PLAN VISION STATEMENT, GOALS AND OBJECTIVES**

## **1.1 General Plan Requirements**

California State Law (Government Code Section 65300) requires the City of Loyalton to adopt a general plan “for the physical development of the city, and any land outside its boundaries which . . . bears relation to its planning.”

The general plan serves as a “constitution” for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private. In summary, it is a statement of the City’s vision of its physical growth over the next 20 years to the year 2028.

## **1.2 General Plan Format and Consistency**

State Law is specific on the topics that must be addressed within the General Plan. The chapters, or Elements, of the Plan must address various State-mandated topics, but the organization of the Elements is at the discretion of each jurisdiction. Additionally, the State recognizes that each jurisdiction may face unique issues and authorizes the adoption of optional Elements that address issues of local concern.

The General Plan must fully integrate its separate parts and relate them to each other without conflict. Internal consistency applies as much to figures and tables as to the General Plan text. It also applies to the data, analysis, and policies.

All adopted portions of the General Plan, whether required by State Law or not, have equal legal weight. No Element may supersede another. Where policies or implementation measures in one element relate to other elements in the General Plan these will be noted in parentheses at the end of the statement.

The 2008 Loyalton General Plan addresses the State-mandated requirements through the following Elements:

1. Land Use Element
2. Housing Element
3. Circulation Element
4. Open Space and Conservation Element
5. Health and Safety Element
6. Noise Element
7. Economic Development Element (Optional)

The organization of material within each Element is at the discretion of the local jurisdiction. Each Element of this General Plan has been organized as follows:

- a) a brief Introduction that describes the Element’s content and mandatory components; and
- b) a Goals, Policies and Programs section that establishes the policies and regulations that will govern land uses and activities within the City.

This Plan is intended to be concise and easily understood.

## **1.3 City of Loyalton**

The City of Loyalton is located in the eastern portion of Sierra County, in the northeast quadrant of the State of California. Loyalton is a General Law City, incorporated in 1901, and is the only incorporated city in Sierra County. The City covers approximately 225 acres, with an east-west width two-thirds of a mile, and a north-south width of one-half mile. Loyalton is governed by the five-member City Council, where one member serves as Mayor.

The climate in Loyalton is characteristic of the eastern slope of the Sierra Nevada and is generally described as semi-arid. Summers are commonly dry, with moderate to high daytime temperatures and cool nights.

Winters are typically wet, with an average annual rainfall of approximately 25-30 inches per year. Most of the precipitation occurs between November and May and falls in the form of snow. Winter temperatures often fall below 32° F. Moderate to high winds occur during the summer months and strong down slope winds are not uncommon. Thunderstorms are common during the summer.

Though Loyalton receives a fair amount of snowfall, Sierra County (and Loyalton) can be accessed year round. Highways 49 and 89 are well maintained and rarely close due to inclement weather.



Figure 1 Loyalton with snow

Smithneck Creek is a central feature within the City. The creek runs south to north dividing the City. The creek provides essential recreational opportunities, but has also been the source of recurring flooding.

Agricultural lands surrounding the City are important both locally and have statewide significance. Conserving these lands is important in supporting continued economic development and maintaining the rural character and desirability of the City.



Figure 2 Agricultural land near Loyalton

#### 1.4 General Plan Vision Statement

To beautify and promote uniformity in the City by encouraging cleanliness, rehabilitation and maintenance of public and private property.

To create family sustaining jobs and a healthy well-balanced community

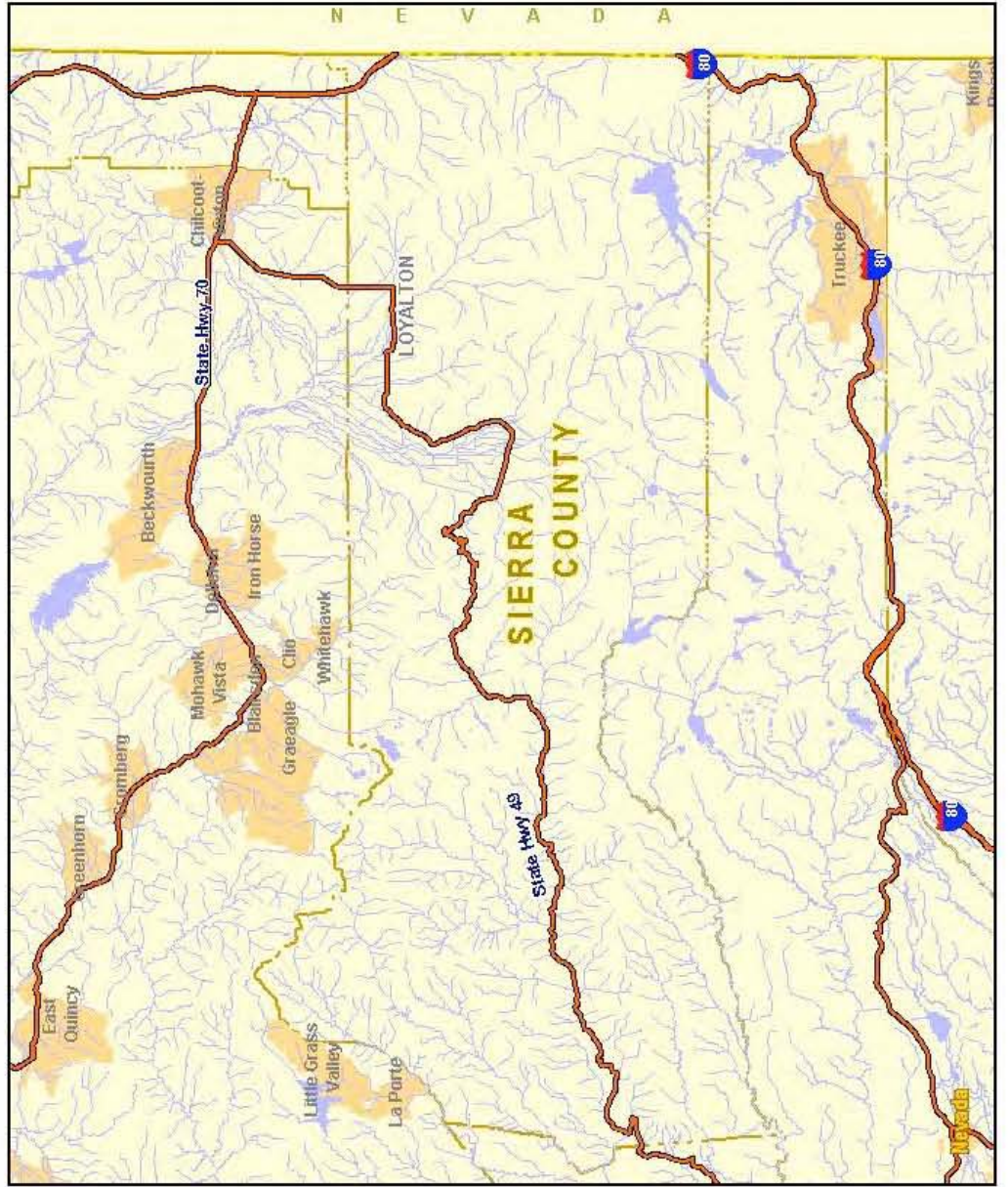
To provide public services and facilities that are compatible with the needs of the Community.

Maps of the City of Loyalton and Sierra County are shown on the following pages.






# SIERRA COUNTY



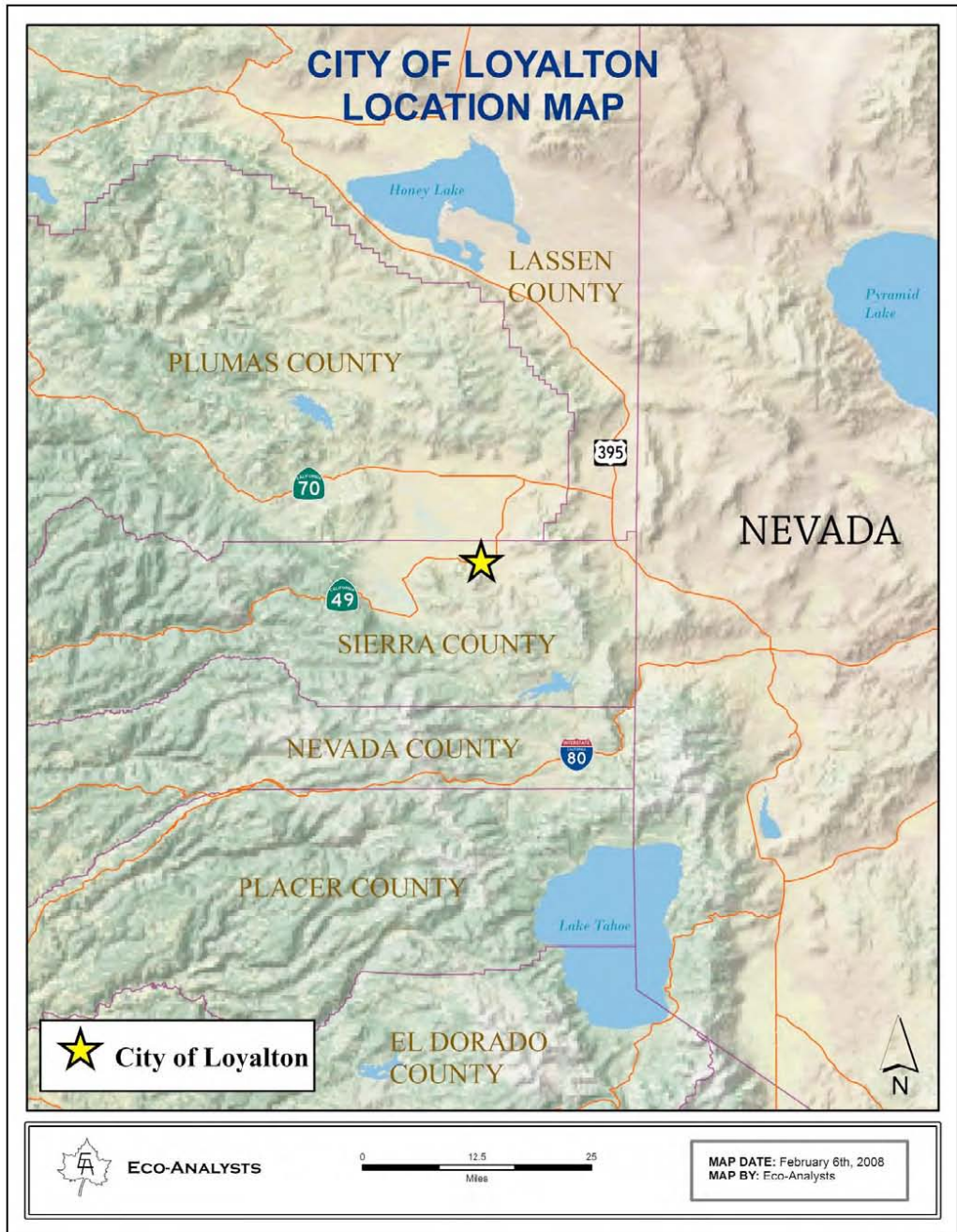
## Legend

 City Boundary

Site Coordinates  
Longitude: X: -120.244687  
Latitude: Y: 39.677334







City of Loyalton, General Plan  
 City Resolution 12-2008  
 Adopted December 2, 2008

## 1.5 General Plan Goals

1. Enhance and promote the physical, social, economic and environmental stability and economic viability of the City of Loyalton by maintaining orderly growth and physical development while ensuring the continuity of the City's "small town" atmosphere.
2. Strengthen the City's identity and distinctiveness.
3. Promote the expansion and retention of existing commercial establishments while encouraging new commercial development in the town core.
4. Enhance the City's natural resources by managing their use, protection, and maintenance consistent with community goals.
5. Ensure safe and scenic access to Smithneck Creek.
6. Ensure adequate park facilities consistent with growth.
7. Enhance the present quality of life. Keep Loyalton a compact community, surrounded by agriculture, open space and forest lands
8. Provide a safe and healthy living environment for all Loyalton residents by constructing and maintaining high quality municipal facilities and programs.
9. Improve circulation patterns within the City to ensure a safe and efficient circulation system that provides a variety of options
10. Protect and improve the City Core to encourage improvement of the City's historic structures, economic development and enhance the Old Town Core commercial base.



Figure 3 Loyalton

11. Guide the city's economy in a direction that protects existing businesses while encouraging employment growth, which will meet the economic needs of the city's residents.
12. Cooperate with the County to encourage annexation of land prior to development occurring within the City's planning area.
13. Assure parking is adequate in all commercial areas.
14. Diversify the economy and locate industry to avoid undue traffic impacts.
15. Preserve and enhance the quality of life by providing a variety of living environments and accommodating growth within the Sphere of Influence.
16. Geographic distributions and the timing of growth shall be directly related to the provision and/or improvement of public facilities, services and utilities.
17. Recognize that the general plan is a decision-making tool, which will be reviewed and revised periodically.

18. Recognize the need to plan for additional public service capacity to accommodate reasonable future growth.

### 1.6 **General Plan Objectives**

1. **Land Use:** To maintain the orderly growth and stable physical development of the City of Loyalton while enhancing the physical, social, economic and environmental characteristics of the community; and ensure the continuance of the City's "small town" atmosphere.

2. **Housing:** To ensure that the City of Loyalton offers adequate and safe housing in a suitable environment for all economic groups. This consists of the conservation and rehabilitation of existing and older areas as well as planning for new and innovative residential developments.

3. **Circulation:** To ensure the development of a circulation system, which will be both safe and efficient.

4. **Conservation:** To ensure the planned management of the community's natural resources, their permanency consistent with community goals and prevention of their misuse.

5. **Open Space:** To establish open space acres for the following:

- a) the preservation of natural resources,
- b) outdoor recreation, public health and safety, and
- c) to ensure the preservation and maintenance of these spaces consistent with community need.

6. **Health and Safety:** To provide all City residents with adequate public services for a safe and healthy community. This consists of the enhancement, construction and maintenance of streets, sewers, water and storm drainage systems adequate for public health, and the provision of police, fire, school, senior, recreation and cultural facilities.

7. **Noise:** To mitigate noise, maintain a livable environment in the City of Loyalton.



Figure 4 Open Space near Loyalton

## 2. LAND USE ELEMENT

### 2.1. Land Use Element Introduction

California Government Code Section 65302(a) requires that a land use element be included in a General Plan and more specifically mandates that the element address the following:

*“...the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public building and grounds, solid and liquid waste disposal facilities and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan...”*

This element describes the pattern of land development within the City of Loyalton and the proposed Sphere of Influence expansion area and provides direction for the future development envisioned for the City. Also included in this element are descriptions of geographic areas that are anticipated to be developed over the term of this General plan and Goals and Policies to guide the City’s decision makers in their review of development proposals.

This element also defines land use categories and provides supporting detail for the uses depicted upon the Loyalton General Plan Land Use Diagram.

The Land Use Element is viewed as the core of the General Plan and is frequently the most referred to element. The General Plan Land Use Diagram designates land uses for all lands within the City and visually depicts

the community’s physical form and areas for growth.

The Land Use Diagram is supported by text in this element that describes building intensity, population density and expectation of the citizens of Loyalton. The framework of goals and policies will guide the City’s decision-making throughout the term of the General Plan.

The Land Use Element must be consistent with the other elements of the General plan, which means “free from significant variation or contradiction.” According to the General Plan Guidelines,

The various diagrams, text, goals, policies, and programs in the General Plan must be consistent with each other, not contradictory or preferential. The term “consistent with” is used interchangeable with “conformity with”. The courts have held that the phrase “consistent with” means “agreement with; harmonious with.”

The term “conformity” means in harmony therewith or agreeable to (*Sec 58 Ops.Cal.Atty.Gen.21, 25[1975]*). California Law also requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning ordinance. As a general rule, an action program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.



## Land Use Element

The other elements of the General Plan which are supported by the various policies in the Land Use Element are shown in parentheses after the policy.

### **2.2. Future Development Within The Present Loyalton City Limits**

According to the Water and Wastewater Master Plan, the City of Loyalton has limited undeveloped parcels within the City limits. The largest undeveloped parcels include approximately 15 acres of industrial property on the east end of town, north of State Highway 49, and approximately 6 acres on the west side of town with mixed zoning of Community Commercial, Multi-Family Residential, and Single-Family Residential. There are development constraints in these areas due to being located in the Flood Zone. In addition to these parcels, there are a few small, undeveloped parcels scattered throughout the City.

Although the basic development patterns within the City Limits are already established, much can and should be done over the 20-year life of the 2008 General Plan. Many outstanding, though subtle, land use concepts and changes can enhance the City incrementally.

Loyalton has consistently met its State-mandated housing goals. In order to continue meeting these objectives and to expand the available types of housing, infill and annexation will provide available sites for housing through the term of this Plan. The City's downtown will benefit from becoming a core of mixed use, pedestrian oriented activity.

Renovation of individual homes and conservation of neighborhoods must keep up with further aging of an older housing stock. Existing commercial areas must renovate and

intensify. Housing code enforcement and effective use of re-development programs are essential "implementers" of the 2008 General Plan.

### **2.3. Loyalton City Expansion**

From a physical standpoint, City expansion depends on three primary resources, land availability, capacity of the water system and capacity of the sewage treatment system. Potential development outside City limits consists of the Sierra Pacific Industries (SPI) properties immediately south of the City boundary.

Sierra Pacific Industries has communicated a potential development of 13 lots of industrial property. Using the wastewater flow values previously presented, these properties would produce an average wastewater flow of approximately 64,000 gpd.

The Loyalton City Council formed a Planning Advisory Committee and appointed members of the community and interested parties to enhance public participation in the general plan update.



Figure 5 Bob Johnston, Chair of the Planning Advisory Committee

## Land Use Element

The Planning Advisory Committee held public meetings where prepared elements of the draft general plan were discussed. The Planning Advisory Committee created three alternatives for potential City Growth as follows:

- 1) No growth alternative;
- 2) Small growth alternative; and
- 3) Large growth alternative.

The three alternatives were presented during a well publicized and well attended community meeting.



Figure 6 Citizen Participation

Overwhelmingly, the Small Growth Alternative was supported by the community members present. Although ultimately City expansion is dependent on the eventual capacity of the water system and sewer system, it is the City's intention to implement the Small Growth Alternative. The adopted sphere of influence will reflect the Small Growth Alternative.



Figure 7 Citizens view  
Small Growth Alternative

### 2.3.1 Loyalton Opportunities

The City of Loyalton is surrounded by private property. Most of the properties adjacent to the City are in agricultural production with large acreages under Williamson Act Contract. The agricultural land provides the City with open space.

The City provides water and sewer to two residential developments, a mobile home park and senior apartments, south and east of the City limits. The small growth alternative proposes to annex these two developments.

The abandoned Sierra Pacific Industries lumber mill site lies immediately south of the City limits. Sierra Pacific Industries has communicated their intention to develop the property as a business park and residential planned development.

The small growth alternative includes that portion of the Sierra Pacific Industries site that has been identified for future development within the sphere of influence. While the City has adequate water capacity, wastewater capacity is limited having only



## Land Use Element

enough capacity for SPI's Phase I residential development.

The City of Loyalton is a desirable natural setting for those seeking low housing costs in the State of California, low crime rates, and outdoor recreation.

Employment opportunities are available in the public sector, health care, retail sales and ancillary services in Loyalton. New opportunities for businesses and industry will be unlocked as the business park development is available and the downtown area experiences redevelopment.

Loyalton is situated in an advantageous location for transport and distribution of goods and people. Reno-Sparks, Truckee, Quincy and many small communities providing and requiring goods and services are within a travel time period of one hour or less. Some types of industry, especially industry related to local agriculture will find Loyalton a good location for business.

### **2.3.2 Loyalton Water System**

The City of Loyalton can provide water to development outside the City Limits if approved by the City Council and by LAFCo of Sierra County. The City currently provides water to various locations outside their City Limits including a portion of the trailer park, the senior apartments, two ranches, and has entered into an agreement with SPI.

Sierra Pacific Industries (SPI) is currently the only new development project on the horizon that will have significant impact on the Loyalton water system demands. SPI is in the process of building a 13-lot industrial park on their property adjacent to the City of Loyalton. This may increase the average daily demand (ADD) by 64,000 gallons, and

the maximum daily demand (MDD) by 155,000 gallons.

Loyalton is expected to have sufficient water production capacity to meet these new demands. There is a possibility SPI's existing well could increase overall production capacity. However, the City has not accepted the well at this time. With the addition of a new well Loyalton water production facilities are sufficient to meet peak water demands.

Pursuant to California Government Code Section 65589.7, the City needs to prioritize and reserve future water capacity to lower income households in accordance with The City's Regional Housing Needs Allocation (RHNA). The actual number varies according to State requirements by Housing Element Update Cycles.

### **2.3.3 Loyalton Wastewater Treatment System**

- 3) The effluent disposal system is incapable of disposing of relatively normal wet-year flows, even with a surface discharge to the Bar One Ranch.

The Wastewater Treatment System had major deficiencies at its wastewater treatment facility. On June 24, 2005, the Central Valley Regional Water Control Board issued a Cease and Desist Order (CDO) R5-2005-0089 citing specific issues related to a lack of wastewater storage capacity and leakage from the City's discharge wastewater lagoon. The CDO requested the City complete several tasks, all of which have been completed and the CDO was rescinded on October 2014.

Permitted capacity as stated in WDR permit R5-2009-0108 is 182,500 GPD as a monthly

## Land Use Element

average ADWF for July, August and September and a monthly maximum flow rate of 206,000 gallons per day as a monthly average. The total Annual Flow Rate is 66,612,500 gallons per year (gpy).

Average Daily Flows in 2014 for July, August and September were 112,378 GPD, which is lower than the 182,500 gpd permitted capacity during those months.

For the past year (November 2013 through October 2014, the average monthly flow was 86,524 gpd, which is lower than the 206,000 GPD permitted capacity. Based on the average monthly flow of 86,524 gpd each of the 329 connections an average of 263 gpd is collected and processed at the Loyalton wastewater treatment plant (WWTP) per connection. At a permitted capacity of 206,000, the Loyalton WWTP capacity to serve an additional 454 connections. For summer capacities at a permitted capacity of 182,500 gpd, the average use is 341 gpd per connection, the treatment plant has a capacity to serve 202 additional connections during the summer months. Notwithstanding outstanding compliance orders, since available capacity is more limited during the summer months, to comply with the limitations of the wastewater permit, an additional 202 connections could be allowed.

For the past year the total flow was 10,382,940 GPY, which is less than the maximum permitted flow of 66,612,500 GPY.

Based on the above flows, the plant has additional capacity to accommodate additional growth provided however the requirements of CAO R5 2013-0070 and WDR R5 2009-0108 are met. To continue compliance with WDR R5 2009-0108 and Clean up and Abatement Order R5 2013-0070, the City has been granted additional time to acquire land and reconstruct a new

120 acre foot wastewater storage pond and meet WDR R5-2009-0108 requirements.

Pursuant to California Government Code Section 65589.7, the City needs to prioritize and reserve future water capacity to lower income households in accordance with The City's Regional Housing Needs Allocation (RHNA). The actual number varies according to State requirements by Housing Element Update Cycles.

### 2.4. Land Use Element Objectives, Policies and Implementation Program

#### 2.4.1 General Land Use

##### A. Objective

1. To maintain the orderly growth and stable physical development of the City of Loyalton while enhancing the physical, social, economic and environmental characteristics of the community; and ensure the continuance of the City's "small town" atmosphere.

##### B. General Land Use Policies

- GP-1 Provide sufficient areas for each type of land use to permit full development needed to meet the demands of population growth and economic advancement. (Housing Element)
- GP-2 Promote a combination of employment and residential uses that provide both jobs and housing for Loyalton's residents. (Housing Element)
- GP-3 Ensure an adequate supply and variety of commercial and industrial sites.

Land Use Element

- GP-4 Only allow projects which extend an orderly pattern of growth and do not cause “leap-frog” type development. (Circulation Element)
- GP-5 Consider the fiscal impacts of development in order to ensure that the City has adequate financial resources to fund community projects and programs.
- GP-6 Assure that all development in the City pays for its fair share of the cost of necessary public service and facilities. (Health and Safety Element)
- GP-7 Ensure a strong physical connection to Smithneck Creek, including convenient public access and recreational opportunities. (Open Space and Conservation Element)
- GP-8 Infill development of the vacant areas and redevelopment shall be encouraged in order for the City to provide services to its residents more efficiently. (Housing Element)
- GP-9 The City should strive to protect and promote the character and value of existing neighborhoods and historical structures.
- GP-10 Discourage development that results in land use incompatibility.
- GP-11 When considering development projects, the City may, at its discretion, authorize a Specific Plan or Planned Unit Development approach that allows flexibility within a project area. (Housing Element)
- GP-12 Civic uses should be expanded on lands adjacent to City Hall when the future need arises.
- GP-13 All retail commercial uses shall be located within the city limits and should be located on Main Street.
- GP-15 Support and require the following with respect to agriculture:
- a. Require a 300 to 500 foot buffer (on lands within the development project) from the boundary of an adjacent agricultural use or containing Class I –IV agricultural lands. When the buffer is not feasible, require an easement as suggested in (c) below.
  - b. Require a combination of a lesser buffer, and tree planting along the boundary to mitigate impacts of noise, dust and trespass. Such a proposal should be supported by the Farm Bureau, County Agricultural Commissioner or other recognized authority as deemed adequate to mitigate impacts.
  - c. Require agricultural land mitigation agreements through the purchase of permanent recorded agricultural easements with a 1 acre of development land to 2 acres conversion easement ratio on lands having equal agricultural value and risk of conversion as the lands proposed to be converted from agricultural to urban uses on lands within the Loyalton Planning area.
- GP-14 Continue to support and encourage surrounding agricultural uses recognizing the social, physical and

Land Use Element

economic benefits the agricultural community provides the City.

C. General Land Use Implementation Program:

- GI-1 Adopt a land use map for the City that designates adequate areas for housing, public service, commercial and industrial uses. Revise City zoning map for consistency with General Plan land use designations.
- GI-2 Develop and follow City guidelines for the fiscal analysis of development proposals and bonding for specific improvements.
- GI-3 Prepare and adopt fee and other programs that assure that the need of residents for services and facilities will be adequately served. (Housing Element)
- GI-4 Support rehabilitation of existing housing and commercial building and preservation of historic structures within the City. (Open Space and Conservation Element)



Figure 8 Loyaltown Building

- GI-5 Carry out General Plan policies through a Capital Improvement Program.
- GI-6 Require buffers between uses where appropriate and discourage locating sensitive uses (residential) adjacent to existing potentially objectionable uses or locating potentially objectionable uses adjacent to sensitive uses. (Noise Element)
- GI-7 Adopt Sierra County's right-to-farm ordinance and require an affidavit be recorded for all residential entitlements adjacent to agricultural lands.
- GI-8 Identify and pursue potential funding sources for street repair, infrastructure improvements and other investments in the public domain.
- GI-9 Pursue and enhance public use easements and public access to Smithneck Creek during the review of development proposals and flood prevention projects.
- GI-9 Require new utilities to be placed underground and encourage existing utilities to be placed underground.

**2.4.2 Residential Land Use:**

A. Residential Land Use Policies:

- RP-1 Single-family residential areas must be protected from decline by maintaining streets, infrastructure and services. (Housing Element)
- RP-2 Encourage new development to be generally consistent with the historic scale, appearance, and "small town"

Land Use Element

- character of Loyalton. (Open Space and Conservation Element)
- RP-3 Protect existing residential areas from intrusion of incompatible land uses and disruptive traffic to the extent reasonably possible. (Circulation Element)
- RP-4 Promote, in areas where different land uses abut one another, land use compatibility by using buffering techniques such as landscaping, setbacks, and screening. (Noise Element)
- RP-5 The community will encourage compact, well defined living areas and will discourage residential sprawl.
- RP-6 Restrict or require increased setbacks or other measures for residential development proposed and adjacent to industrially or agriculturally designated or developed land to minimize land-use conflicts. (Open Space and Conservation Element)
- RP-7 Preserve the areas planned for multi-family residential development and discourage General Plan amendments and rezoning of such areas for other uses. (Housing Element)
- RP-8 Consider the cumulative effects of development on community facilities and services, such as transportation and schools, throughout the planning process. (Circulation Element)
- RP-10 Require the establishment of lighting and landscaping districts or community facilities districts, as appropriate, for new residential developments.
- RP-11 All residential development shall be required to construct and dedicate to the City and pay impact and other fees that represent their respective fair share of necessary public services and facilities. (Health and Safety Element)
- RP-12 Develop design review guidelines that encourage exceptional design and amenities for all housing including mobilehome parks. (Housing Element)
- RP-13 Encourage naming of subdivisions and streets to reflect Loyalton's geography and history. (Open Space and Conservation Element)
- B. Residential Land Use Implementation Program
- RI-1 Establish design review guidelines for reviewing development applications to ensure, prior to entitlement, compliance with all policies established in the General Plan.
- RI-2 Establish policies and standards that facilitate compliance in accordance with the Americans with Disabilities Act (ADA). (Housing Element)
- RI-3 Require proposed development to demonstrate compliance with policies, programs and standards for public services and facilities prior to project approval. (Housing Element)
- RI-4 Require design review of residential development.
- RI-5 The City of Loyalton shall prioritize future water and sewer system capacity for Lower-income

Land Use Element

Households based on criteria established in the City's Housing Element.

**2.4.3 Commercial Land Use:**

A. Commercial Land Use Policies

- CP-1 Heavy commercial areas should be located in separate areas, convenient to transportation facilities. (Circulation Element)
- CP-2 Commercial development should be buffered and be integrated with adjacent neighborhood development.
- CP-3 Encourage businesses that support and contribute to an economically vital and diverse Loyalton community.
- CP-4 Promote the location of highway commercial uses, such as gas stations, convenience stores, and restaurants in the downtown, to provide necessary services for the traveling motorist. (Circulation Element)
- CP-5 Ensure that, to the extent feasible, business areas are provided with adequate pedestrian, bicycle, and parking facilities. (Circulation Element)
- CP-6 Where appropriate, encourage the use of shared circulation and parking facilities for new and existing businesses. (Circulation Element)
- CP-7 Support infrastructure improvements. (Health and Safety Element)
- CP-8 The City shall encourage Mixed Use developments in Commercial Zones.

B. Commercial Land Use Implementation Program

- CI-1 Continue to pursue State and Federal funds for activities and infrastructure improvements that will promote economic growth.
- CI-2 Update the zoning code to expedite the permit process for all land uses in the city
- CI-3 Develop design guidelines for commercial development landscaping.
- CI-4 Establish an ordinance defining under which circumstances commercial developments are to dedicate land to the City, and pay impact and other fees that represent their respective fair shares of necessary public services and facilities.
- CI-5 Cooperate with the Local Chambers of Commerce for the promotion of commercial and industrial development.
- CI-6 The City shall consider regulations for Mixed Use development in Commercial Zones.

**2.4.5 Industrial Land Use:**

A. Industrial Land Use Policies

- IP-1. Encourage new, diversified industries to locate in the area.
- IP-2. Buffer industrial areas from residential and commercial areas and other uses, which might be adversely affected.

Land Use Element

IP-3. Provide adequate transportation facilities and public services to further development of an industrial economic base.

publicly maintained road. (Circulation Element)

IP-4 Coordinate economic development efforts with other public agencies and organizations promoting economic development in the region.

OP-5 Entitlements and ministerial permits shall conform to the requirements of the Floodplain Management Ordinance, which are incorporated into this General Plan by reference. (Health and Safety Element)

B. Industrial Land Use Implementation Program

OP-7 Protect F-1 floodway areas, riparian corridors, environmentally sensitive areas, environmental mitigation areas and support a bypass project for Smithneck creek to minimize flooding. (Open Space and Conservation Element).

II-1 Establish industrial zoning designations to ensure that there is an adequate mix of parcel sizes, zoning and infrastructure to accommodate new development.

B. Open Space Land Use Implementation Program

II-2 Establish zoning designations allowing a variety of commercial and industrial uses.

OI-1 Pursue opportunities, including grants to purchase rights of way, easements or other instruments to provide public access to the Smithneck Creek, parkland, open space, waterfront, or waterways.

**2.4.6 Open Space Land Use**

A. Open Space Land Use Policies

OP-1 Public facilities, such as fire stations, libraries, parks (including open space), and recreation centers should be located in those areas of the City where they will provide maximum benefit.

OI-2 Work with the school district when they are selecting future school sites.

OP-2 Encourage open space areas, of varying scales and uses, within the City's boundary. (Open Space and Conservation Element)

OI-3 Plan land uses adjacent to existing and proposed school sites, which do not generate significant noise, traffic or other similar effects.

OP-3 Enhance and/or restore selected existing natural habitat areas (including those along Smithneck Creek), as feasible.

OI-4 Give due consideration to school district input on developments, especially when overcrowding of schools is a concern of the district.

OP-4 All public recreational areas and facilities shall be accessible by a

**2.5. Land Use Designations**

This section of the Land Use Element describes land use designations for the various land uses throughout the City of

## Land Use Element

Loyalton. Having considered the preferences voiced by the residents of Loyalton, these Land Use Designations have been designed with the intention of maintaining Loyalton's small-town environment as the community grows to include a greater number and diversity of common, urban, commercial and retail amenities, and a greater number of residents.

By defining residential, commercial and industrial uses, along with the public and open-space lands, this portion of the Element provides clear direction for the various types of development that will occur in Loyalton. The Land Use Diagram by itself does not govern future development in Loyalton but must be used in conjunction with plan goals and policies.

### **2.5.1 Low Density Residential Land Use Designation**

The Low Density Residential Land Use Designation will allow up to 6 residential units per gross acre. Based on 2.58 persons per unit this would allow a population density of 15 people per acre. This category allocates lands for detached single-family housing. Any density up to the maximum may be permitted as long as environmental constraints are respected and urban services can be reasonable provided.

The zoning districts consistent with this designation are "R-1, Single Family Residential" or "PD, Planned development" of the proper density. Some areas of the City may be appropriate for large-lot development.

### **2.5.2 Medium Density Residential Land Use Designation**

The Medium Density Residential Land Use Designation allows up to 20 dwelling units per gross acre. Based on 2.58 persons per unit

this would allow a population density of up to 50 people per acre. The housing types planned for this density are duplexes, triplexes, four-plexes, townhouses and similar multiple-unit residential development. Apartment, condominium or cooperative units with Planned Development Zoning are permitted within this density category.

Urban services required for this increased density make location more selective than for lower density. Concerns regarding access, proximity to commercial services, impacts from adjoining uses and meeting housing needs should be addressed when applying this density to the plan. Mobilehome parks would be placed in this category.

The zoning districts which implement this density are "R-2, Duplex Residential" or "PD, Planned Development" of a density up to 20 dwelling units per acre.

### **2.5.3 Commercial Land Use Designation**

The Commercial Land Use Designation includes high activity land uses. These include retail, service, repair and storage uses. Additional uses would include warehouses, building material yards, contractors' storage yards, outside storage, repair establishments and other uses. The intensity factor would be 80% land coverage. These land uses cause increased traffic, noise, visual effects from signs and architecture, service demands and related concerns.

This plan strives to provide the necessary functions of commercial development without resulting in unacceptable consequences for adjoining areas and the City's circulation and public facilities.

The various types of commercial land use will be separated by the zoning districts within



## Land Use Element

this land use designation. Zoning districts appropriate for this category are “C-1, General Commercial District”, “C-2, Highway Commercial District” and “C-3, Heavy Commercial District.”

### **2.5.4 Industrial (Manufacturing) Land Use Designation**

The Industrial (Manufacturing) Land Use Designation includes all types of manufacturing and industrial use. Two zoning districts are compatible with this land use designation: “M-1, Light Industrial” and “M-2, Heavy Industrial”. The intensity factor would be 80% land coverage. Light industrial uses do not have smoke, fumes, risk of explosion or other noxious effects. Heavy industrial uses may have such effects if they cannot be fully avoided.

### **2.5.5 Public and Semi-Public Land and Open Space Land Use Designation**

The Public Land and Open Space Land Use Designation includes a variety of uses such as cemeteries, churches, fairgrounds, parks, recreation centers, public buildings, open space, and schools. These uses do not usually have adverse effects on other land uses. Public and non-profit agencies usually own and operate these facilities.

Land Use Element

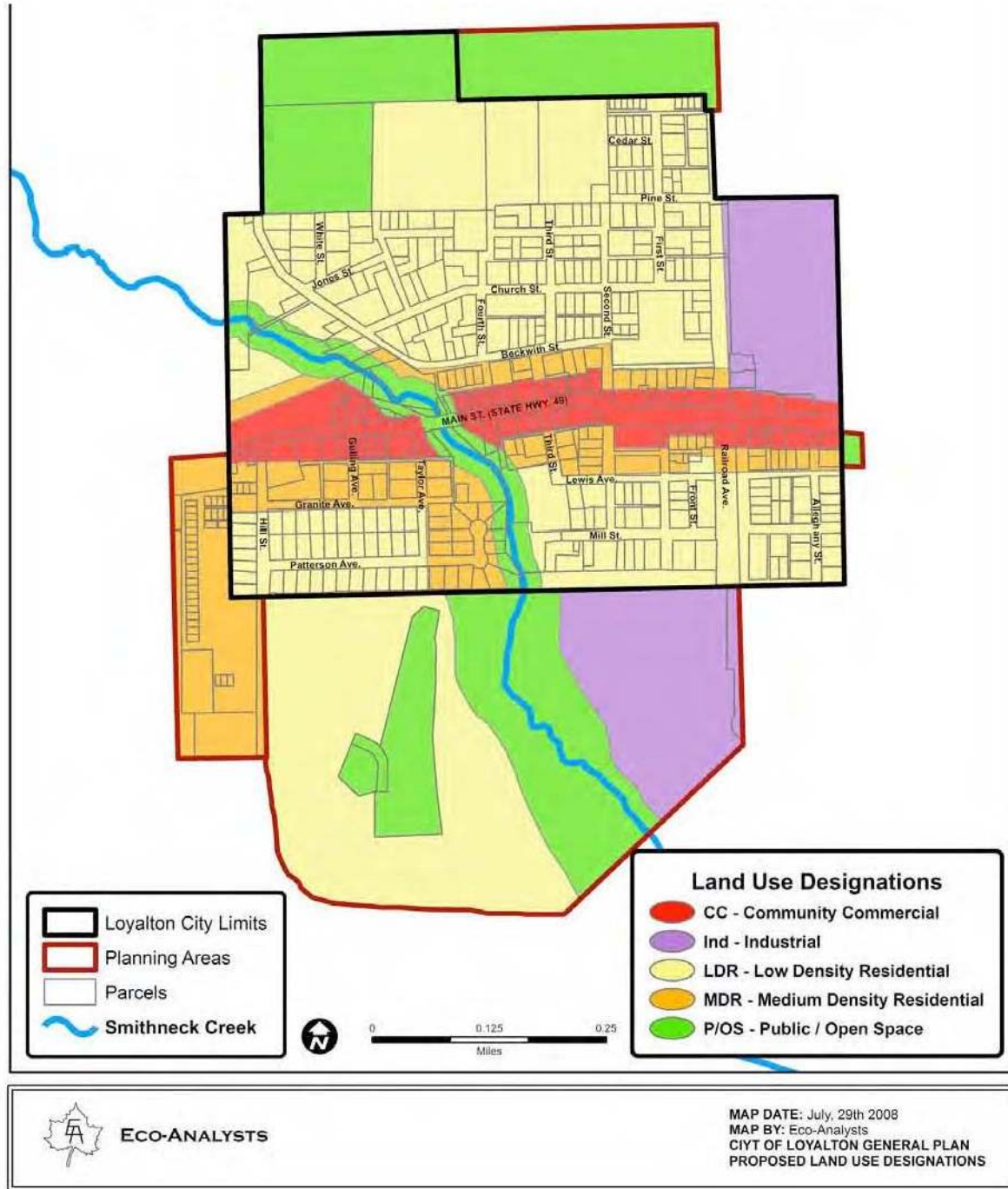
**2.5.6 Residential Density**

<u>Land Use Designation</u>	<u>Zoning Districts</u>	<u>Units per Acre</u>	<u>Population Density</u>
Low Density Residential	“R-1” Single Family Residential	4-6	15/acre
Medium Density Residential	“R-2, Duplex Residential”	12	30/acre
	“PD, Planned Development”		



Figure 9 Downtown Loyaltan

## LOYALTON GENERAL PLAN 2008 LAND USE DESIGNATIONS DIAGRAM



### **3. CIRCULATION ELEMENT**

#### **3.1. Circulation Element Introduction**

Circulation refers to the ability of people and goods to safely and efficiently move about the community. Mobility is essential to a community's success and quality of life for its residents.

The Circulation Element is one of the seven mandated general plan elements identified in the State Planning and Zoning Law. Section 65302(b) of the California Government Code specifies that each general plan must include "a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan." The Loyalton Circulation Element meets these requirements.

According to State Planning Law, the Circulation Element must be consistent with the other General Plan elements, which are all interrelated. Certain goals and policies of one element may address issues that are primary subjects of other elements. This integration of issues throughout the General Plan creates a strong basis for the implementation of plans and programs and achievement of community goals. California Government Code Section 65401 specifies that public works projects must be in conformity with the General Plan.

#### **3.2. Transportation in Loyalton**

Transportation policy evolved in tandem with land use policy during the course of the 2008 General Plan. Staff was determined to make the Circulation Element of the General Plan responsive to land use and environmental directives.

According to the "Sierra County 2005 Regional Transportation Plan", "Traffic volumes on the State Highways declined ...around Loyalton over the last ten years...." However, the population of Loyalton increased 9.4% from 1995-2005.

#### **3.2.1 Transit Service**

The community has few transportation alternatives to the automobile. The "Sierra County 2005 Regional Transportation Plan provides the following information regarding transit services:

There is no intercity bus service available to Sierra County residents. The nearest Greyhound Bus service is provided along the Interstate 80 corridor in Truckee. The Sage Stage Bus service operates along US 395. There is no scheduled fixed route bus service for the general public within the County, nor is there any local taxi service.

It is difficult to provide transit services in such a rural area in a cost-effective manner. The population density of Sierra County was estimated to equal 3.65 persons per square mile in 2005 (compared to the State of California with 236 persons per square mile (California Department of Finance).

Specialized transportation services for the elderly and handicapped are provided by Incorporated Senior Citizens of Sierra County. Scheduled transportation on the senior van is provided on a monthly basis. Volunteer and paid drivers are used to provide the service. Priority is given to the elderly and handicapped.

## Circulation Element

The general public may ride as space permits. A minimum of three passengers is needed for a scheduled trip; however, a special trip will be made for one passenger if the destination is a medical appointment. Trips are provided to the major communities in Plumas County (to the north) and in Nevada County (to the south).

With 17.7 percent of the population in Sierra County aged 65 and older in 2000 these services are needed. Also, 20.3 percent of the County gets personal income from transfer payments (retirement benefits, welfare, social security and unemployment insurance) (CSU Chico Center for economic Development).

Service to transport students to and from school is provided by contractors to the Sierra-Plumas Joint Unified School District, which serves all of Sierra County and the southern portion of Plumas County.

### 3.2.2 Walking and Biking

In a City where over 90% of all trips are made by automobile and other alternatives including bicycling and walking represent 1.5% or less of all work trips, alternative transportation is not expected to render vehicular transportation obsolete.

However, Loyalton has the potential to be a healthy walkable, bikeable City due to the small size of the City. Although alternative transportation modes are supplemental to the street and road system, a choice of circulation alternatives is increasingly important to the quality of life and public health in Loyalton. Recreational use of alternative transportation modes often leads to familiarity and acceptance.



Figure 1 Loyalton Sign

### 3.2.3 Regional Traffic

Loyalton is affected by regional traffic patterns. According to the "Sierra County 2005 Regional Transportation Plan" summer recreational-related traffic is expected to grow. Also, Loyalton may become a bedroom community for Reno, Nevada located 50 miles east as well as the Town of Truckee. Truckee.

## Circulation Element

Level of Service (LOS) is used to rate a roadway segment's traffic flow characteristics. Level of Service A has the fastest, freely flowing traffic and Level of Service F is the most congested. Several roads near Loyalton have Level of Service A, according to Caltrans, as follows:

- State Highway 49 from State Highway 89 Junction to Plumas County Line-LOS A
- Smithneck Road from State Highway 49 to Sierra Brooks-LOS C
- Smithneck Road, North of Sierra Brooks-LOS A

### 3.2.4 Air and Rail Transportation

The Sierraville-Dearwater Field Airport and the Loyalton Branch of the Union Pacific Railroad are also important elements of the regional transportation system. The Loyalton Branch of the Union Pacific Railroad connects Loyalton with the Feather River mainline route to the north in Plumas County. Although a team track is available to the general public, this branch primarily serves industrial uses in Loyalton.

The Sierraville-Dearwater Field Airport does not have a fixed base operator and does not provide commercial airline passenger service. Cargo and package delivery are incidental. The Reno/Tahoe International Airport, 50 miles east, provides commercial passenger airline services. The Tahoe-Truckee Airport, 35 miles south and the Nervino Airport, 25 miles north, both provide fixed base operator and fueling services.

### 3.3. Street Classifications

The following street classifications are used in this General Plan: arterial, collector and local street. These classifications are explained below. Freeways and State Highways are maintained by the California Department of Transportation (Caltrans). There are no Freeways or Expressways (divided highways) in Loyalton. State Highway 49 runs east-west and carries local (Intra-County) traffic, recreational and commercial traffic and is the alternate Trans-Sierra route when Interstate 80 is closed. The City of Loyalton has 7.2 miles of City Streets.

#### 3.3.1 Arterial

These streets provide the major routes for traffic flow within the City. They connect the areas of high traffic generation; therefore, their function is to move large volumes of traffic and should be designed to perform that function. Typical rights-of-way for arterials are 96 feet wide. Pavement width and lane width of arterials may vary. There are circumstances where arterial right-of-ways may be less than 96 feet within the City Limits. Access from adjoining property should be avoided if at all possible to prevent interference with traffic flow. Parking, if provided, may be converted to travel lanes if traffic warrants.

The only Arterial Street in Loyalton is State Highway 49. This road is a candidate for Scenic Highway status. The 2004 Peak Month Average Daily Traffic volume on State Highway 49 near Loyalton was 1900 vehicles per day (Caltrans, Traffic Volumes on CA State Highways). Additional traffic counts are shown in Appendix A.

### 3.3.2 Collector

Collectors are minimum two lane streets with a minimum 60-foot right-of-way. They provide circulation within and between neighborhoods and commercial and industrial areas. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network. Direct driveway connections to the collector streets are discouraged.

### 3.3.3 Local Street

These are used to provide access to abutting property, locations for utility easements, and fire breaks between buildings. Carrying through traffic is a secondary function of local streets and they should be designed to disperse traffic and incorporate traffic calming measures. The grid street pattern should be used where possible to provide for connectivity and walkability.

Local streets may use a variety of street designs including the following:

a) Traditional Local Street

The Traditional Local Street includes two twelve-foot wide traffic lanes, with parking, curb, gutter and sidewalk areas in addition to the traffic lanes within a sixty-foot wide right-of-way.

b) Special Local Street

The Special Local Street will be used in areas designated for planned development and to implement smart growth concepts. These streets may be narrow and have rights-of-way as small as forty-eight feet wide. The travel ways (including parking) may be twenty-four to twenty-eight feet wide. Typically trees or landscaping will separate the vehicle travel-way from the pedestrian sidewalk.

## 3.4. Objectives, Policies and Implementation Program

### Circulation Objective

To ensure the development of a multimodal circulation system which will be both safe and efficient.

### 3.4.1 Streets and Roadways

#### A. Streets and Roadways Policies

SP-1 Provide a street system, which will adequately serve homes, business, industry, recreation and other uses as they develop in accordance with the Land Use Plan. (Land Use Element)

### Street Design

SP-2 Provide an overall street pattern that has a functional relationship to land uses, accommodates future traffic volumes, and includes a wide variety of street types and designs to foster connectivity and walkability. (Land Use Element) (Health and Safety Element)

SP-3 Provide bicycle and pedestrian trails and facilities throughout the City (Health and Safety Element)

SP-4 In order to promote regional planning and efficiency coordinate design standards with area-wide construction standards.

Circulation Element

Street System:

- SP-5 Strive to maintain Level of Service (LOS) C as the minimum acceptable service standard for intersections during peak periods.
- SP-6 Provide easy access for trucks and employees from employment centers to major through routes. Direct trucks to appropriate truck routes. Direct non-local traffic onto collector streets and arterials. (Noise Element)
- SP-7 Monitor, improve and enhance traffic safety and reduce the potential for traffic accidents.
- SP-8 Maintain traffic speeds and volumes on neighborhood streets consistent with residential land uses through design and use of traffic calming measures.
- SP-9 Provide adequate capacity on collector and arterial streets to accommodate multi-modal travel within the City.

New street facilities

- SP-10 Address future roadway needs through both new road construction and management of existing and planned roadway capacity.
- SP-11 Maintain an infrastructure fee program and other funding programs adequate to assure sufficient financing and land to maintain and achieve prescribed Levels of Service.

B. Streets and Roadways Implementation Programs

Street Design:

- SI-1 Incorporate provisions for bicycle, pedestrian, and public transit modes during the planning and development review processes for new development and new roadways. (Health and Safety Element)
- SI-2 Encourage and promote car pools, vanpools, alternative work hours, employee shuttles, and other incentives to reduce single-occupant vehicle trips.
- SI-3 Coordinate with local fire protection and law enforcement agencies on emergency response routes and plans. (Health and Safety Element)
- SI-4 Design residential streets to balance bicyclist and pedestrian safety with vehicular movement and safety to avoid creating hazards.
- SI-5 Various street designs, including traditional grid street designs, may be used and may include such traffic-calming features such as narrow streets, roundabouts and bulb-outs to encourage pedestrian-friendly development.
- SI-6 Adopt standards to allow narrow street sections in areas featuring grid systems and redundant parallel streets when combined with group parking and other safety features.



## Circulation Element

### Street System:

- SI-7 Maintain and develop a network of arterial and collector streets with proper consideration for existing and proposed circulation and land use patterns.
- SI-8 Monitor intersection Levels of Service on a biannual basis at key reporting intersections.
- SI-9 Keep roadway facilities in optimal condition to maximize traffic safety.
- SI-10 Maintain a pavement management program, and identify and prioritize projects in the City's Capital Improvement Program to maintain the quality and integrity of the City's roadway system.
- SI-11 Street maintenance shall include regular cleaning and upkeep of bicycle routes to remove debris and alleviate poor pavement conditions that discourage bicycle riding.
- SP-12 Select safe traffic standards and provide consistent and comprehensive traffic safety law enforcement throughout Loyalton. (Health and Safety Element)

### New street facilities

- SI-13 Prior to approval of all projects, the applicant shall demonstrate that traffic levels of service and approved performance standards will be maintained.

- SI-14 Ensure that developers fund traffic impact studies that identify on-site and off-site effects and mitigations, and that they contribute appropriate funding to ensure that on-site and off-site improvements are constructed.
- SI-15 If it cannot be demonstrated prior to project approval that levels of service will be met, the City may consider the development but defer its approval until the standards can be met or assured.
- SI-16 In the event that a signalized intersection exceeds the applicable level of service standard, the City may approve projects if the City can establish appropriate conditions of approval and/or mitigation measures.
- SI-17 Prioritize roadway improvement projects based on traffic volume, traffic safety, pedestrian and bicyclist safety, availability of funding and other measures of need as appropriate.



Figure 2 Brick Store (former IOOF Hall)

Circulation Element

**3.4.2 Bicycle and Pedestrian Circulation**

A. Bicycle and Pedestrian Circulation Policies

- BP-1 Strive to provide bicycle and pedestrian transportation facilities on all arterial and collector streets.
- BP-2 Bicycle and pedestrian routes shall lead to schools, shopping centers, recreational areas and connect with regional bikeway systems. (Health and Safety Element)
- BP-3 Provide maximum opportunities for bicycle and pedestrian circulation on existing and new roadway facilities. (Health and Safety Element)
- BP-4 Enhance opportunities for bicycle and pedestrian activity in new public and private development projects. (Health and Safety Element)
- BP-5 Create a bicycle and pedestrian system that provides connections throughout Loyalton and with neighboring areas, and serves both recreational and commuter users. (Open Space and Conservation Element)
- BP-6 Design new roadway facilities to accommodate bicycle and pedestrian traffic. Include Class I, II or III bicycle facilities as appropriate. Through the Design Review process, provide sidewalks to all roads, except in cases where very low pedestrian volumes and/or safety considerations preclude sidewalks.

B. Bicycle and Pedestrian Circulation Implementation Programs

- BI-1 Plan bicycle and pedestrian routes to form a continuous system to connect as many parts of the City as possible. Avoid dead-end trails. (Health and Safety Element)
- BI-2 Coordinate City bicycle routes with Sierra County and State bicycle routes.
- BI-3 Encourage greater support and use of bikeways and trails.
- BI-4 Design trails to avoid unnecessary impacts to wetlands, drainages and sensitive species. (Open Space and Conservation Element)
- BI-5 Develop a strategic approach to pursuing State and Federal funding for bicycle and pedestrian improvement projects, working closely with neighboring jurisdictions.
- BI-6 Coordinate with local schools to create well-designed Safe Routes to Schools, maps for bicyclists and pedestrians, and to provide adequate facilities to park bicycles.

**3.4.3 Parking**

Parking facilities are a necessary part of any circulation plan. Parking facilities should be landscaped and shared by multiple users.

A. Parking Policies

- PP-1 Parking requirements shall ensure attractive, safe and adequate parking for each type of land use.

Circulation Element

PP-2 Parking facilities should be used to encourage car-pools.

PP-3 Designs for shaded pedestrian connections should be included in all parking facilities.

B. Parking Implementation Measures

PI-1 Develop parking standards for each zoning district.

PI-2 Shared parking solutions between retail, office, residential and community uses shall be encouraged.

PI-3 Develop landscaping and lighting standards for parking areas.

PI-4 Parking access shall be adequately signed.

**3.4.4 Public Transportation**

A. Public Transportation Policies

TP-1 Design new roadways and facilities to accommodate public transit.

TP-2 Ensure that new public and private development supports public transit. (Land Use Element)

TP-3 Encourage transit providers to improve transit routes, frequency, and level of service to adequately serve the mobility needs of Loyalton residents, including those dependent on public transit in a cost-effective manner.

B. Public Transportation Implementation Programs:

TI-1 Coordinate with public schools to promote access and roadway designs that support school bus requirements.

TI-2 Use transit programs to maintain the highest level of public transit service possible.

**3.4.5 Railroad Service**

A. Railroad Policy

RRP-1 Maintain the highest level of rail service for economic development.

B. Railroad Implementation Program

RRI-1 Assist businesses to work with Union Pacific Railroad to maintain sidings for freight service.

**3.4.6 Utilities—Gas Lines, Power Lines, Fiber Optic Cable**

According to the General Plan Guidelines “The circulation element is not simply a transportation plan. It is an infrastructure plan addressing the circulation of people, goods, energy, water, sewage, storm drainage, and communications.” In this Plan the water and wastewater treatment systems are addressed in the Health and Safety Element. The storm drainage issues are addressed in the Open Space and Conservation Element.

In Loyalton electrical power is supplied by the Sierra Pacific Power Company with offices in Reno, Nevada. New development must be coordinated with Sierra Pacific Power to insure that the required infrastructure can be made available in a timely and efficient manner.

Communication lines are supplied by AT&T (telephone) and wireless communication systems are also available.

Circulation Element

A. Utility Policy:

UP-1. Ensure that utilities are available for new development.

UP-2. Encourage state-of-the-art electronic communication connections for all new development.

UP-3. Encourage co-location of wireless communication facilities.

B. Utility Implementation:

UI-1. Coordinate development planning with utility providers.

UI-2. Review utility plans for large projects to ensure connectivity to gas, electricity and electronic communication.

UI-3. Allow co-location of wireless communication facilities where sites are available.

UI-4. Require new development to provide underground utilities.

## Open Space and Conservation Element

### 4. OPEN SPACE AND CONSERVATION ELEMENT

#### 4.1. Open Space and Conservation Introduction

Valuable resources in the vicinity of the City of Loyalton include biological resources, historic and cultural resources, open space and scenic resources, agricultural resources and good air quality. The Open Space and Conservation Element focuses on the protection and enhancement of such resources to ensure a high quality living environment for years to come. The City of Loyalton is located in the Sierra Valley in eastern Sierra County.

Sierra County is comprised of two very different regions. On the west side of the crest of the Sierra it is mountainous and heavily forested, therefore supporting miners and loggers. On the east side of the County is the 5,000-foot-high Sierra Valley, which was an ancient lake bed. It is one of the largest alpine valleys in the Sierra Nevada Mountains.

The Open Space and Conservation Element expresses community goals to protect environmental resources, open space, and scenic resources. Specifically, resources addressed in this element include the following:

- a) Biological resources, including significant habitat areas and special status plant and animal species.
- b) Cultural resources in terms of known and potential archaeological and paleontological resources.
- c) Historic resources that are nationally designated, recognized by the State of California or locally significant.

- d) Open space resources, including natural and improved open space areas that are physical, functional, and visual.
- e) Scenic resources as predominant physical characteristics of the community.
- f) Agricultural resources, including quantity and quality of agricultural lands within the Planning Area.
- g) Air quality in terms of local and regional compliance with air pollutant standards.



Figure 12 Loyalton Church

The Open Space and Conservation Element meets the State requirements for Open Space and Conservation Elements as defined in Sections 65301, 65302(d), 65302(e), and 65560 of the California Government Code, respectively. According to these requirements, the Open Space Element must contain goals and policies to manage open space areas, including undeveloped lands and outdoor recreation areas.

## Open Space and Conservation Element

Specifically the Open Space Element must address several open space categories such as those used for the preservation of natural resources and managed production of resources, as well as open space maintained for public health and safety reasons.

The Conservation Element must contain goals and policies to protect and maintain natural resources such as water, soils, wildlife and minerals, and prevent wasteful resource exploitation, degradation and destruction.

In adopting the requirement that all jurisdictions must prepare an Open Space Element, the Legislature found that the preservation of open space land is necessary not only for the maintenance of the economy of the State, but also for the continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation, and for the use of natural resources.

The Legislature further found that discouraging premature and unnecessary conversion of open space land to urban uses is in the public interest because it discourages non-contiguous development patterns that tend to increase the costs of community services to community residents.

Finally, the Legislature found that the anticipated increase in the population of the State demands that cities, counties, and the State make plans at the earliest possible date for the preservation of valuable open space land and take positive action to carry out such plans by the adoption and strict administration of laws, ordinances, rules and regulations.

### 4.2. Environmental Protection and Enhancement

Loyalton's environmental setting is both the object of affection and concern for the citizens of Loyalton. The area's valley setting, mountain views, Smithneck Creek, streams, trees, and wetlands draw and captivate residents. But these same natural features are sensitive to alteration, and may be destroyed or seriously impaired in the course of land development.

Environmental challenges and opportunities are many; setting aside environmentally sensitive areas; preserving open space; park and nature trail development; and restoring or reclaiming abused areas. All are addressed effectively in this 2008 General Plan.

Rare botanical species and their supporting environs in and near Loyalton have been identified and described by the California Native Plant Society.



Figure 13 Open Space

## Open Space and Conservation Element

### **4.3. Objectives, Policies and Implementation Program**

#### Open Space Objective:

To establish open space acres for the following:

- a) the preservation of natural resources,
- b) the managed production of resources,
- c) outdoor recreation, public health and safety, and
- d) to ensure the preservation and maintenance of these spaces consistent with community need.

#### Conservation Objective:

To ensure the planned management of the community's natural resources, their permanency consistent with community goals and prevention of their misuse.

#### **4.3.1 Biological Resources**

The City's Plan Area supports a diverse assemblage of plant and wildlife species throughout several habitat types. Sensitive habitat areas in Loyalton contain valuable Biological Resources. Efforts to identify and preserve these valuable resources will improve the quality of the environment for Loyalton residents. Protection of Biological Resources also includes protection of soil and water quality.

Two laws related to the protection of Biological Resources are the Federal Endangered Species Act and the California Endangered Species Act. The Federal Endangered Species Act (ESA) is administered by the U.S. Fish and Wildlife Service. This Act applies to impacts to

Federally listed species, or to habitat occupied by Federally listed species. ESA Section 9 forbids specified acts that directly or indirectly harm listed species. Section 9 also prohibits "taking" any species of wildlife or fish listed as endangered. These restrictions apply to all Federal agencies and to all persons subject to United States jurisdiction.

The California Endangered Species Act (CESA) is a State program similar in scope and nature to the federal ESA, but focused on plant and wildlife species identified as threatened and endangered within the State of California. The California Department of Fish and Game administers the CESA regulations.

Both the U.S. Fish and Wildlife Service and California Department of Fish and Game have regulations to protect wildlife resources. Special permits are required for the alteration, dredging, or activity in any lake or stream, as well as other activities that may affect fish and game habitat. Both agencies also regulate impacts to sensitive plant and animal species. Future development in Loyalton potentially affecting wildlife habitat will be subject to the regulations of both of these Federal and State agencies.

Waters of the U.S. include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, and wet meadow.

The U.S. Army Corps of Engineers (Corps) regulates discharge of dredged or fill material into waters of the U.S. under Section 404 of the Clean Water Act (CWA). In addition, Section 401 of the CWA (33 U.S.C. 1341) requires any applicant for a Federal license or permit to conduct any activity that may result in a discharge of a pollutant into water of the

## Open Space and Conservation Element

U.S. to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards.

The Sierra Valley has more German brown trout, mile for mile, than anywhere else in California. Smithneck Creek is a favorite among fishermen seeking this elusive trout. This area is also home to Nevada mule deer, grouse, chucker, and California mountain quail. The Smithneck Creek area off Smithneck Road travels through extensive aspen groves with scenes of beaver activity—dams, stick lodges, and beaver-logged timber.

### A. Biological Resources Conservation Policies:

BRP-1. Retain the riparian vegetation along Smithneck Creek.

BRP-2. Preserve any remaining wildlife habitat areas where feasible.

BRP-3. Avoid soil erosion from flooding. (Health and Safety Element)

BRP-4. Maintain high levels of water quality and quantity in Smithneck creek and the surrounding groundwater basin.

BRP-5. Preserve water rights of all water sources; and groundwater for the benefit of the City.

BRP-6. For each proposed development site with Jeffrey Pine Woodland or Sagebrush Shrubland the City shall require qualified biologists to identify and map all sensitive biological resources, including special-status species (as defined in Federal and State Law) and their habitats; using methods and protocols developed or

acceptable by the California Department of Fish and Game, make recommendations for avoiding sensitive biological resources to the extent feasible; and flag or fence sensitive resources to be avoided. This requirement shall apply prior to City approval of any development proposal for the site.

### B. Biological Resource Conservation Implementation:

BRI-1. Treat areas adjoining Smithneck Creek as high value resource areas providing an amenity to the City where feasible.

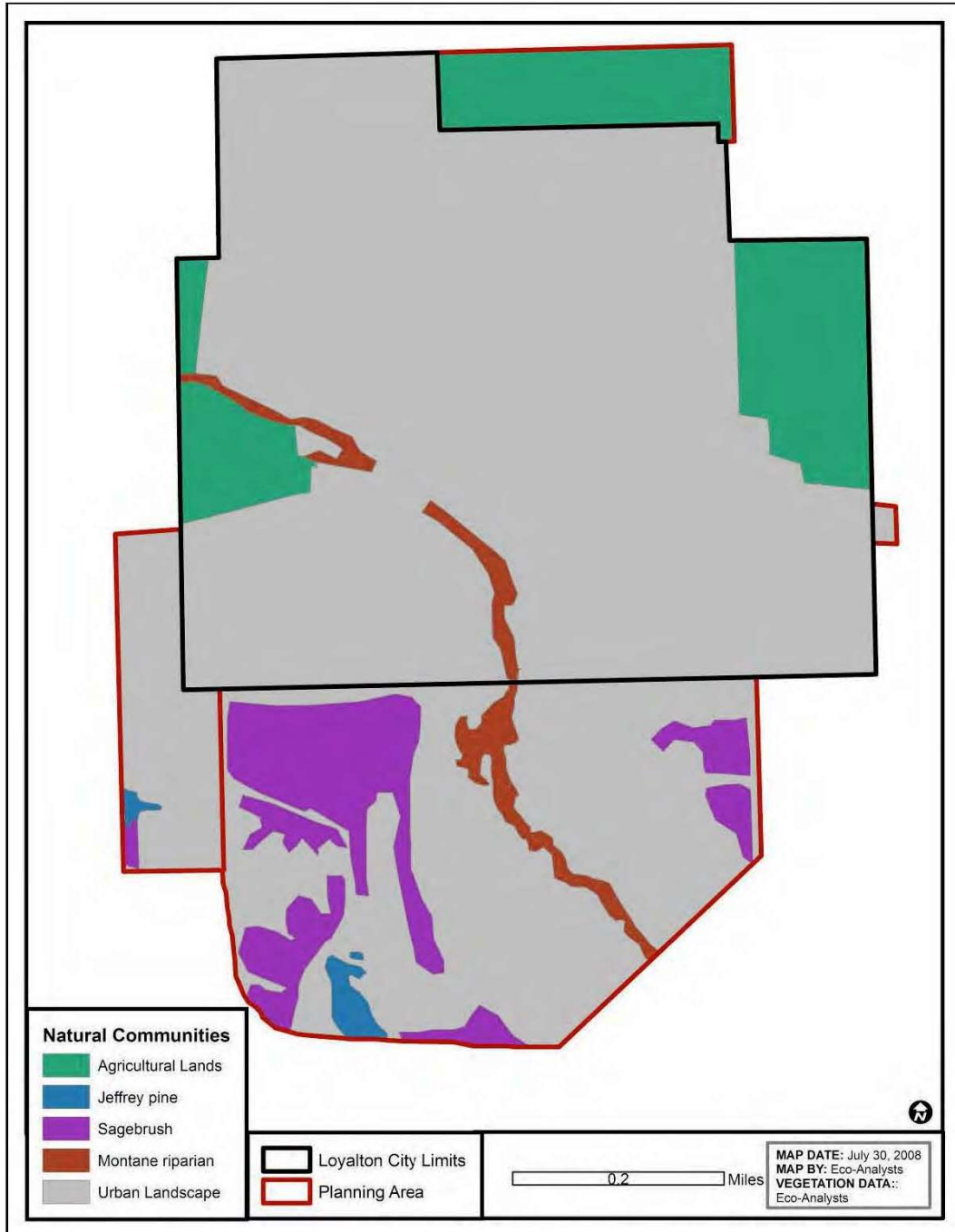
BRI-2. Maintain the flood damage prevention requirements of FEMA.

BRI-3. Prohibit significant reduction of water quality or quantity.

BRI-4. Cooperate with other local agencies and State agencies on water related issues.



### NATURAL COMMUNITIES IN LOYALTON



### 4.3.2 Cultural Resources

The Maidu and Washoe Indians were the first residents of this area of the Sierra Nevada. During spring and summer they came into the mountains to hunt, fish and gather pine nuts, grass and seed. During the fall and winter, the Maidu returned to the foothills and valleys below. The Washoe occasionally wintered in the Sierra Valley or went into Long Valley to the east, Truckee Meadows, Washoe Valley or Carson Valley to the south. They gathered in the Lake Tahoe area in the late spring for fishing and in the Pine Nut Mountains in the fall to gather pinon nuts. Artifacts such as spears and arrowheads, bedrock mortars, pestles and other grinding rocks (matates and manos) have been found. John Marshall's discovery of gold at Coloma signaled the ending of their peaceful way of life.

Gold in the mountains and valleys in the region of the North and Middle Yuba Rivers and their tributaries was so plentiful that by April 1852 the area was heavily populated. Given the rich history of the City of Loyalton and region, the City will continue to require site evaluation prior to discretionary development of undeveloped areas, as well as require procedures if artifacts are unearthed during construction. The City will work with local Indian tribes to assure that archeological sites are properly cared for.

#### A. Cultural Resources Policy:

CRP-1. Preserve areas that have identifiable and important archaeological or paleontological significance.

CRP-2. Consult with local Indian tribes to monitor all development projects during grading and excavation.

CRP-3. Consultation with the Native American Heritage Commission (NAHC)

to determine religious, historical or cultural significance of site and notification of appropriate tribal group or descendants as identified by NAHC.

#### B. Cultural Resources Implementation:

CRI-1. Assess development proposals for potential impacts to significant archaeological resources pursuant to Section 15064.5 of the CEQA Guidelines. Require a study conducted by a professional archaeologist for projects located near creeks or identified archaeological sites to determine if significant archaeological resources are potentially present and if the project will significantly impact the resources.

If significant impacts are identified, either require the project to be modified to avoid the impacts, or require measures to mitigate the impacts. Mitigation may involve archeological investigation or recovery in consultation with both professional archaeologist and Tribal representatives.

CRI-2. In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, shall monitor all ground-disturbing activities.

CRI-3. All recovered artifacts shall be located in appropriate institutions as determined in consultation with culturally affiliated Native Americans.

CRI-4. Health and Safety Code Section 7050.5, CEQA Section 15064.5(e),

## Open Space and Conservation Element

and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

### 4.3.3 Historic Resources

James Beckwith, the famous Non-Native American, discovered the Sierra Valley in 1851 and settled there; by the 1860's it was one of the finest agricultural regions in California. Its population has been devoted to cattle raising and farming since 1853.

Sierra County, California, with its rich California Gold Rush history, was created on April 16, 1852, from Yuba County, an original California county. The northernmost county in the Mother Lode, Sierra County was named for the part of the Sierra Nevada, which in Spanish means "saw teeth," which applied to this portion of the mountain chain with its jagged, serrated, saw tooth-like peaks.

Another reason for the separation from Yuba County was the distance from Marysville; with the result that the only government officers to visit were the tax collectors. With no courts, matters were often decided by "Judge Lynch." One such case involved a young lady named Juanita, who was hanged from a bridge in Downieville on July 5, 1851. She was the only woman to ever be lynched in California.

By the mid-1850s, Downieville, the County seat, was one of the largest towns in California--surpassed only by San Francisco, Sacramento, Grass Valley, and Nevada City. It missed becoming the state capital by only one vote!

The ranches provided dairy products, hay, and cattle for Truckee and the western Sierra County mines and also to the Comstock Mines in the 1860s. Many of the existing ranches and barns were built in the 19th century.

The lumber industry was also part of this healthy agricultural economy. Sierra Valley timber supplied the Comstock mines, Central Pacific Railroad, and California fruit industry from the 1860s to the turn of the century. The early 1900s marked a decline in the timber demands with the closing of mines in California, but the Sierra Valley lumber industry continued to be an important aspect of the economy and culture until the late 20th century.

Loyalton was originally known as Smith's Neck. The sentiment of loyalty to the Union Cause during the civil war in 1863, led to changing the name to Loyalton. In 1901, Loyalton was incorporated as a dry town; the size was set at 50.6 square miles. At that time, it was California's second largest city after Los Angeles. Today, Loyalton is the only incorporated city in Sierra County.

The Loyalton Museum is located in Loyalton at the city park. This historic building features displays on logging, agriculture, the Washoe Indians, and fraternal organizations including the Rebekah Lodge. The old hotel in Loyalton is currently vacant and for sale. Outdoor exhibits include logging wagons, a donkey engine, and farm equipment.

The Brick Store in Loyalton was built around the turn of the 20th century and is currently used as a retail shop. This building, along with the grocery store in Sierraville, are two of the few remaining buildings constructed of Sierra Valley brick. Numerous historic barns and farmhouses throughout Sierra Valley

## Open Space and Conservation Element

date back to the 19th century. Many are still in use.



Figure 14 Loyalton House

### A. Historic Resources Policy

- HP-1. Promote the compatibility of new development located adjacent to existing structures of historic significance with the architecture and site development of the historic structure.
- HP-2. Respect the character of the building and its setting during the remodeling and renovation of facades of historic buildings.
- HP-3. Encourage the use of the State Historic Building Code for historic buildings and other structures that contribute to the City's historic character. Use flexibility when applying zoning regulations to historic sites and buildings.
- HP-4. Recognize the value of Loyalton's historic resources as an economic development tool.
- HP-5. Ensure that the integrity of historic structures and the parcels on which

they are located are preserved through the implementation of applicable design, building and fire codes.

- HP-6. Work with property owners to preserve historic features within the community.

### B. Historic Resources Implementation Programs

- HI-1. Encourage owners of eligible historic properties to apply for State and Federal registration of these sites and to participate in tax incentive programs for historic restoration.
- HI-2. Identify funding mechanisms, including funding from the City to the extent possible, to support programs to preserve, restore, and enhance unique historic sites.



Figure 15 The Brick Store

- HI-3. Assess development proposals for potential impacts to significant historic resources pursuant to Section 15064.5 of the CEQA Guidelines.
- HI-4. Develop an inventory of historic sites within the City.

#### 4.3.4 Open Space Resources

Open space resources in Loyalton consist of designated parkland, natural and recreational open space areas and Smithneck Creek (privately owned). Generally, open space land is unimproved and used for habitat preservation, recreation, public safety, and/or managed production of resources. Other open space lands are in the Williamson Act or in a Farmland Security Zone designation. The public has historically walked along Smithneck Creek.

The City of Loyalton maintains 10 acres of parkland. A 6.84-acre cemetery exists in the southwest quadrant of the City.

Goals, policies and programs in this section address the City's desire to preserve, enhance, and expand open space resources to maintain the natural physical and visual quality of Loyalton. The Open Space Resources Implementation and Action Plan shown below shall meet the requirement for the Open-Space Action Program required by Gov. Code Section 65564.

##### A. Open Space Resources Policy

OSP-1. Encourage public access in multiple forms and improvements along the City's waterways. (Circulation Element)

OSP-2. Establish buffers from adjoining land uses to protect the natural open space resources in the City.

OSP-3. Encourage preservation.

OSP-4. Where feasible and desirable, major open space components shall be combined and linked to form a visual

and physical system in the City. (Housing Element)

##### B. Open Space Resources Implementation

OSI-1. Adopt land use controls that prevent incompatible uses for parcels adjacent to existing open space resources. (Noise Element)

OSI-2. Pursue opportunities for additional open space land in the form of enhancement of the watershed, natural waterways, and areas important for the maintenance of natural vegetation and wildlife populations.



Figure 16 Sierra Valley

OSI-3. Participate with regional, State and Federal entities and agencies to establish open space areas that include wildlife habitat and provide passive recreational opportunities.

#### 4.3.5 Scenic Resources

The scenery in Sierra Valley varies from conifer and aspen forests, to drier woodland forests, to a large valley covered with cover crops, pastures, and wildflowers in the spring. Smaller valleys and meadows are laced with meandering streams. Old platy-barked ponderosa pine trees are a special feature in the landscape along the upper stretches of Highway 89 near Truckee. The 1994 Cottonwood fire destroyed a majority of the Smithneck creek watershed

Fields of blue and orange flowers flow with the breeze during springtime in the valley. Along the waterways, many marshland plants and several species of buttercups paint a picture of color and serenity.

The City supports the preservation of scenic resources and views.

##### A. Scenic Resources Policies:

SRP-1. Encourage preservation and enhancement of views of the Sierra Nevada to the extent possible.

SRP-2. New development and redevelopment along Smithneck Creek and throughout the City should take advantage of view opportunities.

SRP-3 Encourage preservation of trees and landscaping as a scenic resource.

##### B. Scenic Resources Implementation Measures:

SRI-1. Develop guidelines, as funding becomes available, for development to maintain the visual quality of the area.

SRI-2. Review development applications for discretionary actions to determine aesthetic impacts and visual compatibility with surrounding property.

SRI-3 Encourage protection and preservation of the nighttime environment by adhering to the standards set forth by the International Dark-Sky Association (IDA).

#### 4.3.6 Agricultural Resources

Loyalton has historically been an agricultural community; however, the present focus is on hunting, fishing, recreation and tourism. The City recognizes the historic role of agriculture within the Loyalton community and supports continued agriculture. The City is also aware that a large portion of the Sierra Valley, including Loyalton, is designated as “Critical Deer Summer Range.”

##### A. Agricultural Resource Policies

- AP-1. Agricultural land can best be preserved by encouraging development within the City Limits so that viable agricultural operations in the unincorporated area can continue.
- AP-2. Allow the keeping and raising of animals in undeveloped areas (planned for future growth), which are suitable for such use and compatible with established neighborhoods.
- AP-3. Avoid conflicts between agriculture and urbanization within the City’s incorporated area. Reduce the negative impacts resulting from urban uses and neighboring agricultural uses in close proximity. (Land Use Element)
- AP-4. Protect and retain areas suitable for supplemental farming. (Land Use Element)
- AP-5. Incorporate parks, open space and trails between urban and agricultural uses to provide buffer and transition between uses.

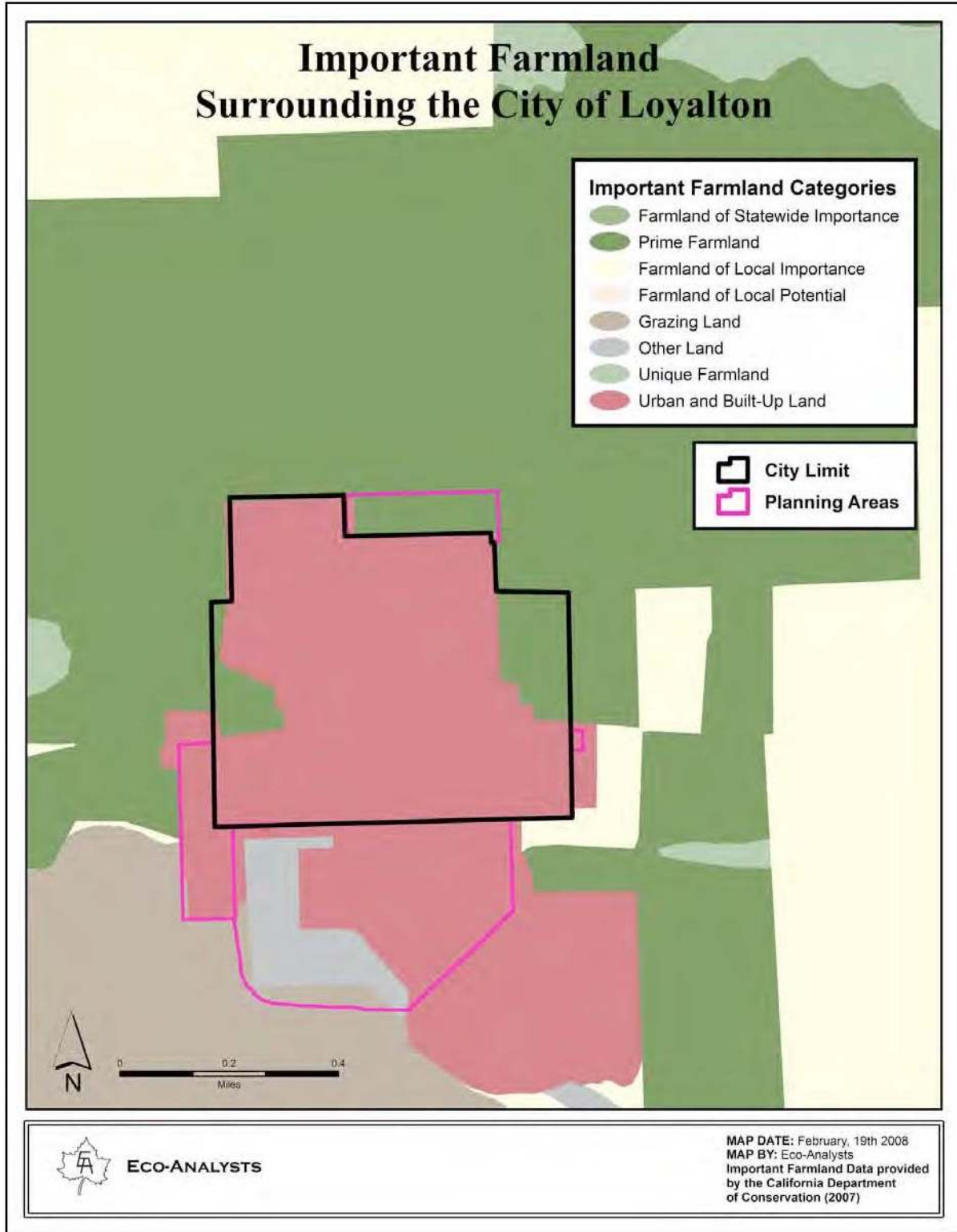


Figure 17 Loyalton Social Hall and Museum

##### B. Agricultural Resource Implementation

- AI-1. Apply land use designations on the land use plan and zoning map based on findings of urban needs.
- AI-2. Use the California Department of Conservation Important Farmland Map in the review of development applications.
- AI-3. Encourage consolidated development with appropriate land use buffers of parks, open space and trails, for proposed land divisions adjacent to prime agricultural lands.







#### 4.3.7 Air Quality Resources

The City of Loyalton is included in the Air Quality Element of the Sierra County General Plan. The City is subject to the Air Pollution Control District regulations.

##### A. Air Quality Policies:

AQP-1. Support efforts to maintain and improve the air quality of the area, including efforts to establish greenwaste pickup and/or greenwaste drop-off facilities in order to provide alternatives to open burning for disposal of waste vegetation.

AQP-2. All new roads and new parking areas shall be paved.

AQP-3. Review development projects for impact on air quality.

AQP-4. Encourage non-polluting industries to locate and expand within Loyalton.

AQP-5. Support improvements to existing industries, which reduce negative impacts to air quality.

##### B. Air Quality Implementation:

AQI-1. Cooperate with the Air Pollution Control District to maintain and improve air quality of the Loyalton area.

AQI-2. Implement zoning and subdivision standards requiring that all new roads and new parking areas be paved.

AQI-3. Support Sierra County policies and projects relating to improvement of the area's air quality.

AQP-4. All wood-burning devices installed in residences must meet Phase II EPA standards, as set forth in Part 60, Title 40, Subpart AAA Code of Federal Regulations February 26, 1988. All new residential construction shall include a non-wood heat source adequate for heating the entire residence (excluding garages and appurtenant structures).

AQP-5. Insulation of residential units shall be at or above current state standards of Title 24. The use of higher quality insulation or alternative fuel sources will reduce the amount of gas and electricity needed to heat homes during winter and will therefore reduce the amount of emissions.

AQP-6. The City shall require developers to submit construction Dust Control Plans to reduce the fugitive dust generated by construction. The Dust Control Plan required under NSAQMD Rule 226 (dust control for any project with more than one acre of surface disturbance) shall also be submitted to the City of Loyalton. Dust control measures shall be included on all Grading Plans submitted to the City of Loyalton

At a minimum, plans should include the following measures:

A. Water all active construction areas at least twice a day to prevent fugitive dust.

B. Use tarpaulins or other covers for covering exposed soils created by construction activities.

Open Space and Conservation Element

C. Pave or water all unpaved access roads and staging areas for construction sites.

AQI-7. The City of Loyalton shall encourage the provision of commercial and professional services within the City to reduce the need to travel further for these services.

AQI-8. The City of Loyalton shall encourage tree planting.

AQI-9 The City of Loyalton shall install traffic signal lights with the newer, energy efficient diode lights as funding permits and as needed.

AQI-10 The City of Loyalton shall replace City-owned vehicles with more fuel-efficient vehicles whenever possible.

AQI-11 The number of fireplaces and wood burning appliances in new homes within the City shall be limited.

AQI-12 The City shall adopt a mitigation fee to allow fireplaces and wood stoves in new homes, with the funds to be used for replacement of older fireplaces and stoves in lower income households in Loyalton.



Figure 18 A Sierra Valley Ranch

## 5. HEALTH AND SAFETY ELEMENT

### 5.1. Health and Safety Introduction

This Element addresses the following issues:

1. Public Safety and Police Protection
2. Fire Protection
3. Geology and Seismic Hazards
4. Flood Hazards
5. Hazardous Materials
6. Public Protection and Emergency Planning
7. Health
8. Water System
9. Wastewater Treatment.

The Health and Safety Element is a required element of the General Plan. It establishes a framework of objectives, policies and implementation programs that will be the basis for proficient land use planning to reduce unreasonable risks and to protect public health and welfare.

California Government Code Section 65302(g) requires that a Health and Safety element be included in a General Plan, and more specifically mandates that the element address the following:

*...the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, tsunamis, seiches, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peak load water supply requirements, and*

*minimum road widths and clearances around structures, as those items relate to identified geologic and fire hazards...*

### 5.2. Goals, Objectives, Policies, and Implementation Program

#### Health and Safety Goal:

Provide a safe and healthy living environment for all Loyalton residents by constructing and maintaining high quality municipal facilities and programs.

#### Health and Safety Objective:

To provide all City residents with adequate public services for a safe and healthy living environment. This consists of the construction and maintenance of adequate streets, sewers, water and storm drainage systems, and the provision of police, fire school, recreation and cultural facilities.

### 5.3 Public Safety and Police Protection

The Sierra County Sheriff's Department provides police protection services to the entire County including the incorporated City of Loyalton. The Department is presently staffed by ten full time sworn personnel and four full-time and part-time dispatchers/jailers, which allows for 24-hour coverage of the jail and dispatch center in Downieville. Additionally, the Sheriff's Department has five reserve deputy sheriffs that provide staffing assistance for an active boating program from April to October as well as providing year-round assistance when needed. The reserves live in Goodyear's Bar, Downieville, Sierra City, Alleghany and Loyalton (Sierra County General Plan 2012).

During the day, the Sheriff's Department on-duty staffing consists of one patrol person on each side of the County. Each is responsible for calls for service on their respective sides of Yuba Pass. Depending on the nature of

## Health and Safety Element

the call, additional personnel might be called out on overtime, whether the call is one that requires additional personnel, or a more timely response.

During the evening hours, staffing remains the same. On Friday and Saturday evenings, every effort is made to have two deputies on duty for each side of the County (Sierra County General Plan 2012).

The Sheriff's Department operates both two- and four-wheel drive vehicles, assigned by geographic need. Four vehicles remain at the courthouse complex during periods of non-operation. These include two sedans and two four-wheel drive utility vehicles. All are equipped for prisoner transportation, and the four-wheel drive vehicles are also equipped for trailer towing.

The sergeant and deputies in Sierraville, Alleghany, Loyalton, Sierra City, and Verdi have 24-hour access to their vehicles. The California Highway Patrol (CHP) serves Sierra County with one day-shift patrol officer out of the Grass Valley Substation and provides on-call service outside the normal day shift patrol times (Sierra County General Plan 2012).

Staffing levels appear to be adequate to meet countywide demands. Continuation of existing levels of service of one sworn personnel per 350 residents and at least one officer on duty on either side of the County at all times is recommended.

The following policies and implementation programs are designed to ensure that the City of Loyalton will get sufficient revenue from new development to continue the present level of police protection provided to residents of the City.

### A. Public Safety and Police Protection Policies

PPP-1. Consider the fiscal impacts of development in order to ensure that the City has adequate financial resources to fund community projects and programs.

PPP-2. Assure that all development in the City pays for its fair share of the cost of necessary public service and facilities.

PPP-3. Strive to maintain a service ratio of 1 sworn officer per 350 persons.

### B. Public Safety and Police Protection Implementation

PPI-1. Require a financial impact analysis during the review of development projects so the financial impacts to the City of providing required public facilities and services will be explained and require that each project properly compensate for the full cost of providing those facilities and services through fee and other programs.

PPI-2. Annually review and amend fee and other programs that assure that the need of residents for services and facilities will be adequately served.

## 5.4 **Fire Protection**

### 5.4.1 **Fire Protection Services**

The City of Loyalton (and immediate adjacent lands) and the Sierra Brooks subdivision are provided fire protection services from the Loyalton Fire Department. Sierra Valley and The City of Loyalton are designated as Local Responsibility Areas (LRA). In LRA's, wild land fire protection is the responsibility of the local entity. The City of Loyalton and the east end of Sierra Valley are within the Loyalton Fire Department service area.



Figure 19 Fire Station

The Loyalton Fire Department consists of a Fire Chief, an Assistant Chief, four Captains, five Engineers, and 18 total volunteers, all of which are active (the City is authorized to have 27 volunteers total). The average age of the Fire Department volunteers is approximately 40 years old.

The Loyalton Fire Department has two Emergency Medical Service (EMS) personnel and one Emergency Medical Technician (EMT) position. All medical calls are handled by the Eastern Plumas District Hospital Loyalton Campus. The Loyalton Fire

Department assists the Eastern Plumas District Hospital with automobile accidents.

Training for Fire Department personnel includes the North Tree Fire Training Program providing Hazmat and structural fire protection programs. The Sierra Plumas Training Association and the USDA Forest Service provide additional training for the Loyalton Fire Department.

The Fire Department operates Fire Stations #1 and #2 at 210 Front Street in Loyalton. One structure has four heated bays and the other has two heated bays. The other station (#3) has three heated bays and is located at the junction of Longhorn Drive and Roundup Drive with the Lodge in Sierra Brooks (Sierra County Fire Safe Council and Community Fire Safe Plan, 2002). This Sierra Brooks Station operates through a contract with the County, and is called "Service Area 5a." All stations are unmanned unless a call for service is received (Fire Chief Joe Marin, March 2005).

### 5.4.2 **Fire Protection Regional Perspective**

Most wild land fires within Sierra County are controlled at less than 10 acres. Thirteen fires accounted for 55,369 acres of the 55,512 total acres burned during the most recent 13-year period. The other 143 acres burned were the result of 471 fires. Fire occurrence in Sierra County is similar to that in the Sierra Nevada region with a high percentage of small fires and the occasional large damaging fire.

The total population served by the Loyalton Fire Protection Department is approximately 1,200 people. Full build-out of the City of Loyalton and the area outside the City of Loyalton but within the Loyalton Fire

Health and Safety Element

Department could result in an additional 564 housing units.

Response time is 3 to 5 minutes in the community core area and 10 to 15 minutes in outlying areas exist within the service area. Elevation for the City is approximately 5,000 feet (Sierra County Fire Safe Council and Community Fire Safe Plan, 2002).

**5.4.3. CDF Ratings for Fuel Hazard, Weather, and Overall Ratings**

<i>Community</i>	<i>Fuels Hazard</i>	<i>Weather</i>	<i>Overall Rating</i>
Calpine	High	High	High
Sattley	Medium	High	Medium
Sierraville	Medium	High	Medium
Loyalton	Medium	High	Medium
Loyalton Pines	Medium	High	Medium
Sierra Brooks	Medium	High	Medium
Verdi	Very High	High	High

Source: Sierra County Fire Safe Plan, September 2002.

The CDF Wildland Fire Danger ratings for this area on the Nevada-Yuba-Placer Fire Management Plan 2000 maps indicate that the general vicinity is susceptible to large, fast moving fires such as the Cottonwood Fire in 1994, but the town is fairly well protected (Sierra County Fire Safe Council and Community Fire Safe Plan, 2002).

The Fire Department has (up to) 1,000 gallons per minute (gpm) of water available for fire protection (this number varies in different parts of Loyalton), but desires between 1,500 to 1,700 gpm for commercial flows. The Department can draw from one 210,000-gallon tank, but by summer 2005, the Department is slated to have

approximately 520,000 gallons available through two 260,000-gallon tanks.

Outside the City of Loyalton water system, the Department can draw on two additional wells and one spring source. Present and proposed improvements to the City’s water system (including additional electronic metering equipment) will aid in increasing fire flows to desired minimum levels.

The City uses dry barrel type fire hydrants for fire protection; however, spacing varies in different parts of the community. The City is in the process of replacing inadequately spaced hydrants and is following American Water Works Association (AWWA) standards of approximately 500-foot intervals (Fire Chief Joe Marin, March 2005).

**5.4.4 Fire Prevention Measures**

The Loyalton Fire Department uses the following pre-suppression tactics:

- 1) PRC 4291 (Defensible Space) Inspections: Fire Department inspects facilities such as schools and hospitals, but not individual lots.
- 2) PRC 4290 Input to Proposed Development: The Fire Department reviews proposed developments.
- 3) The Fire Department uses a Disaster Plan for fire and flood emergencies.
- 4) The Fire Department provides input for proposed development and reviews single-family residential dwellings

**5.4.5. Loyalton Fire Department Equipment**

<b>STA. #</b>	<b>Equipment</b>	<b>Type</b>	<b>Make</b>	<b>Year</b>	<b>Capacity (gallons)</b>	<b>Pump (gpm)</b>	<b>4X4</b>
#1	Engine	I	FMC	1987	1,000	1,250	No
#1	Engine	I	Ford/American LaFrance	1977	800	1,250	No
#1	Engine	I	Ford/Weststates	1988	800	1,000	No
#2	Rescue Vehicle		Ford	1995			No
#2	Command Vehicle		Dodge Dakota	2000			No
#3	Engine	I	International	1968	1,000	1,000	No
#3	Engine	II	American LaFrance	1960	500	750	No
#3	Brush Engine	IV	Ford/slip-on	1978	200	50-60	Yes

Source: Sierra County Fire Safe Plan, September 2002.

Overall, department equipment can be described as adequate to meet the fire protection needs of Loyalton, adjacent lands and the Sierra Brooks subdivision.

- 4) Medical Aids:  
3 vehicle accidents,  
1 search and rescue

**5.4.6 Fire Protection Service Calls**

Recent activity by the Fire Department includes a variety of different service calls as follows:

- 1) Structural Fires:  
4 structural,  
6 chimneys,  
2 dumpster,  
3 propane leaks
- 2) Wildland Fires:  
5 lightning,  
5 mutual aid,  
5 brush,  
3 OES,  
3 smoke checks
- 3) Vehicle Fires:  
2 vehicle fires,  
1 Hazmat

The number of service calls has increased in the last few years, averaging approximately 40 calls for service per year for all types of emergencies (medical included).

**5.4.7 Fire Protection Mutual Aid Agreements**

The Department has a formal (written) mutual aid agreement with the following agencies:

- 1) United States Forest Service (Tahoe National Forest),
- 2) Fire Districts (Sierra County #1, Beckwith, and Sierra Valley FPD-Plumas County),
- 3) The five party "California Fire Assistance Agreement" (OES)
- 4) The California Department of Forestry and Fire Protection (CDF).



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The Tahoe National Forest operates five fire stations on the eastside and four on the west side of the Sierra Nevada in Sierra County. The Mutual Aid Coordinator for Region 3 (Sierra County) is Lee Brown. During circumstances requiring mutual aid, the Loyalton Fire Department shares 3 firefighting personnel and no equipment. All the formal mutual aid agreements listed above expire in approximately five years.

### 5.4.8. Fire Protection Funding

The Loyalton Fire Department is funded by the following three sources:

- 1) City General Fund (utilities and insurance paid from separate funds)—\$50,000.
- 2) Contract with Sierra County for Sierra Brooks—\$20,000.
- 3) Contract with Sierra County for the Senior Center—\$5,000.  
(Sierra County Fire Safe Council and Community Fire Safe Plan, 2002).

The City of Loyalton has not established any type of fire tax or assessments.

Target levels of service would be to achieve an ISO rating of 4 within the City and 7 for the outlying areas and a response time of 3 to 5 minutes in the Community Core Area and 10 to 15 minutes in outlying areas within the service area (Sierra County Fire Safe Council and Community Fire Safe Plan, 2002).

The Fire Department maintains an ISO rating of 6 with the average response time for fire and EMS service at 3 to 4 minutes, including calls to remote parts of the service area (Fire Chief Joe Marin, March 2005). Problems to access include snow in the winter and access to fire hydrants (year-round). Overall, access

in the service area can be considered good (Fire Chief Joe Marin, March 2005).

Future needs of the Loyalton Fire Department were discussed in the Environmental Impact Report prepared for the 2012 Sierra County General Plan (adopted in 1996). In this document it is indicated the Sierra Brooks station would need to be enlarged in the future and fire station equipment would need to be replaced during the time frame of the Sierra County General Plan.

Based on the above information, funding for the Fire Department and revenue for capital improvements are scarce. Development of a Fire Tax would be a prudent policy to aid in increasing Fire Department revenue to fund necessary capital improvements to lower the City's ISO rating to desired levels, since at present there is no Fire Tax.

It should be noted; however, that the law does not permit impact fees to pay for the cost of upgrading or remedying current deficiencies. If the Department is currently not meeting adopted federal/state standards or if the some part of their facility has deficiencies that impair operations, the cost of remedying those deficiencies must be paid for by the current population served (i.e., a Fire Tax).

### 5.4.9 Fire Protection Policies and Implementation Measures

#### A. Fire Protection Policies

- FP-1. Maintain the present level of fire protection in developed areas and extend the same or greater level of service to new developments. (Land Use Element)

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FP-2. Ensure that fire safety is considered when capital improvements (such as water line extensions) and development proposals are planned.

### B. Fire Protection Implementation:

FI-1. Continued review of all new development projects by the Loyalton Fire Department.

FI-2. Cooperation with the Loyalton Fire Protection Department in sizing new water lines and locating hydrants.

FI-3. Improve water system capabilities as they affect fire protection.

FI-4. Use the Uniform Fire and Building Codes in the City of Loyalton.

FI-5. Periodically review the City's capital improvements, both existing and planned.

FI-6. The City of Loyalton shall establish AB1600 Development Impact Fees for fire protection and all new development shall pay the required fee.

### 5.5 Geology and Seismic Hazards

Seismic Hazards include the following:

1. Surface rupture or ground rupture
2. Ground shaking
3. Tsunami
4. Seiches
5. Dam failure
6. Mudslides
7. Landslides
8. Subsidence
9. Liquefaction

During an earthquake, ground rupture with horizontal and/or vertical displacement may occur. Ground rupture tends to occur along lines of previous faulting. According to the Sierra County General Plan, "No verified cases of ground surface rupture associated with faulting has been recorded within Sierra County." Sierra County is within Seismic Zone 3 for Uniform Building Code requirements.

Ground shaking is the most hazardous effect of earthquakes because it is the most widespread and accompanies all earthquakes. The largest losses of life and property during an earthquake are due to structure failure caused by violent ground shaking and resulting ground failures. Ground shaking can be described as ranging from high to low intensity.

Higher magnitude earthquakes generally produce higher shaking intensities over wider areas, which may result in greater damage. This is reflected in the Modified Mercalli intensity ratings.

The Mercalli Intensity Scale is a subjective measure of the observed effect (human reactions, structural damage, geologic effects) of an earthquake. The Mercalli Scale is expressed in Roman numerals from I to XII with XII being the worst earthquake and I being the mildest earthquake.

One earthquake took place with an epicenter near Loyalton in 1959 that caused about \$5,000 worth of property damage. Intensity near the epicenter was VII on the Modified Mercalli Intensity Scale. (Draft EIR for the Subdivision of Sierra brooks Units 2B, 2C, 2D, & 2E. 1977)

According to the Sierra County General Plan, *Effects of ground shaking can be expected to be more severe in areas of unconsolidated*

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*alluvium, such as a valley floor. Unconsolidated material typically exaggerates the effects of seismic waves, while competent bedrock minimizes these effects. During the 1966 Truckee Earthquake ground shaking was noted within parts of the County. In the town of Loyalton, several stores reported loose objects falling and severe building damage and pipeline rupture was reported in the Loyalton Lumberyard.*

A Seiche is an earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay. Since Loyalton is at a low risk for earthquakes as noted above, the City is also at a low risk of damage from a Seiche.

Various processes are grouped within the general phenomenon called ground failure. These include seismically induced landslides, mudslides, liquefaction and subsidence. Liquefaction is the transformation of loose, wet soil from a solid to a liquid state. Subsidence is the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Since the City is at a low risk of earthquake activity these problems are not expected to occur.

A. Seismic Safety Policies:

- SSP-1. Minimize risk to life and property from seismic activity.
- SSP-2. Include seismic safety considerations in public utility systems improvements and expansions.
- SSP-3. Continue implementation of Uniform Building Code in construction.
- SSP-4. Plan for appropriate densities and types of land use on sloped lands.

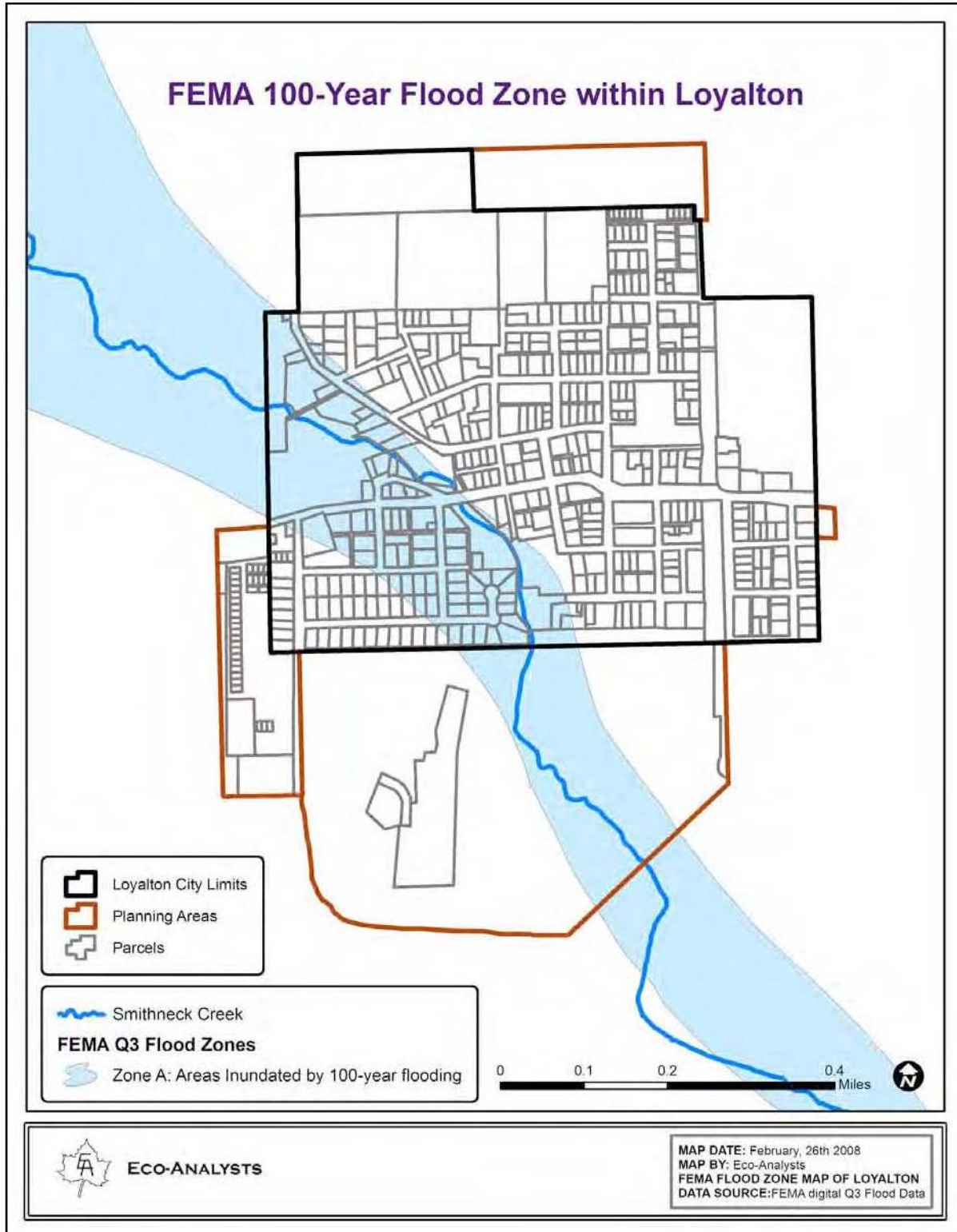
B. Seismic Safety Implementation:

- SSI-1. Continued updating of the emergency plan.
- SSI-2. Encourage programs designed to give citizens training in first aid and knowledge of proper action in emergency situations.
- SSI-3. Continued improvement of the water and sewer systems.

**5.6 Flood Hazards and Drainage System**

The purpose of the Flood Hazard policies and implementation measures is to protect public safety and to minimize the risk to life and property from flooding. The City of Loyalton participates in the Federal Emergency Management Agency's (FEMA's) flood damage prevention program. The City's flood-prone areas are shown on Flood Insurance Rate Maps as modified by Letters of Map Revision.

The City is currently in the process of updating its flood plain ordinance, its permitting procedures within flood plain areas for and is anticipated to complete the process by Spring 2015.



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A. Flood Hazard and Drainage System Policies

FHP-1. Reduce damage from flooding. (Housing Element)

FHP-2. Encourage open space uses for F-1 primary floodplains. (Open Space and Conservation Element) (Recreation Element)

FHP-3. Prevent drainage problems in future developments.

FHP-4. Encourage basin-wide or regional drainage planning for our area. (Open Space and Conservation Element)

FHP-5 Consider flood control mitigation for the flood control channel of Smithneck Creek.

FHP-6 The City will require drainage plans to delineate the Federal Emergency Management Agency (FEMA) 100-year flood plain for all subdivision and multi-family projects to avoid or mitigate the potential flood hazard.

B. Flood Hazard Implementation

FHI-1. Implement a flood damage prevention ordinance and other regulations related to flood prevention.

FHI-2. Review dam failure inundation maps for safety consideration.

FHI-3. Cooperate with FEMA in keeping flood hazard maps up to date.

FHI-4. Require measures, which mitigate to acceptable levels (one hour run-off) run-off from future projects.

FHI-5 The City should seek appropriate methods for drainage along Smithneck Creek.

FHI-6. The City of Loyaltan shall establish AB1600 Development Impact Fees for storm drains and all new development shall pay the required fee.

**5.7 Hazardous Materials**

The purpose of the Hazardous Materials policies and implementation programs is to provide guidance for protection from hazards associated with the use, transport, treatment, and disposal of hazardous substances. According to the County of Sierra Hazardous Waste Management Plan, 1988, "The hazardous waste generated in Sierra County generally falls into the category of household hazardous waste."

A. Hazardous Materials Policies:

HMP-1. Hazardous waste releases from both private companies and public agencies shall be identified and eliminated.

HMP-2. Storage of hazardous materials and wastes shall strictly follow State regulations.

HMP-3. Secondary containment and periodic examination shall be required for all storage of toxic materials.

HMP-4. Industrial facilities shall be constructed and operated in accordance with current safety and environmental protection standards.

HMP-5. Industries which store and process hazardous materials shall provide a buffer zone between the installation

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and the property boundaries sufficient to protect public safety. The buffer zone shall be determined by the Planning Department. (Open Space, Noise and Conservation Elements)

### B. Hazardous Materials Implementation Programs:

HMI-1. Coordinate with the Sierra County Health Department, the State Department of Health Services and the California Highway Patrol to review permits for radioactive or hazardous materials on a regular basis and to promulgate and enforce public safety standards for the use of these material, including the placarding of transport vehicles.

HMI-2. Request that State and federal agencies with responsibilities for regulating the transportation of hazardous material review regulations and procedures, in cooperation with the City, to determine means of mitigating the public safety hazard in urbanized areas.

### 5.8 Public Protection and Emergency Planning

Emphasis on public protection and emergency planning will support a high level of public protection services and coordination of services in an emergency. The City of Loyalton adopted an Emergency Plan in 1973.

#### A. Emergency Planning Policy:

EP-1. The City shall delineate evacuation routes and alternate evacuation routes. (Circulation Element)

EP-2. In order to ensure prompt public protection services, address numbers shall be required to be easily seen from the street or road.

EP-3. Provide adequate access for medical emergency equipment in new developments.

EP-4. Design and construct all buildings to provide a safe environment and a plan for evacuation. (Housing Element) (Noise Element)

### B. Emergency Planning Implementation:

EI-1. In cooperation with adjacent cities and public protection agencies, delineate evacuation routes, emergency vehicle routes for emergency response and, where possible, alternative routes where congestion or road failure could occur.

EI-2. Require major developments to provide access and funding for fire-fighting services adequate for the proposed development.

EI-3. Update the City of Loyalton Emergency Response Plan that identifies specific response procedures and responsibilities for responding to emergency situations and that includes regular testing of the Plan at appropriate intervals.

### 5.9 Health

From the beginning, town planning involved issues of public health. Urban planning and public health professions both came out of a desire to prevent urban outbreaks of

## Health and Safety Element

infectious disease. Recently health professionals have taken a new look at urban design and have become advocates for designing and building healthy places, especially those designs, which will promote increased physical activity.

Land use policies and programs that support active-living include the following:

- Mixed Use development
- Transit-oriented development
- Urban infill
- Parks
- Recreation
- Trails

These policies can all be included in the term “smart growth” and are said to ameliorate many medical conditions; including respiratory and cardiovascular diseases (heart disease and stroke), cancer, obesity, diabetes, depression and anxiety. According to the Surgeon General, as little as 30 minutes of moderate exercise each day, including brisk walking, can bring significant health benefits.

Mixed Use development allows planning and zoning to site residential, retail, office and educational facilities within close proximity to each other to encourage walking and biking as a routine part of everyday life.

Transit-oriented development includes bus and paratransit options and gives residents and commuters more opportunities to combine biking and walking with other means of getting to work, school or shopping centers. Public transit does not replace walking or biking, but integrates them into the transportation mix.

Urban infill is often associated with Mixed Use development, which results in compact communities that can encourage walking

and biking opportunities to jobs, schools and shopping centers.

Parks can provide opportunities for family recreation, play areas, restrooms, and sports fields. Parks located close to residential areas and/or schools can increase opportunities for biking and walking.

Recreation can either be active or passive. Active recreation is activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children’s play equipment. Passive recreation is activity that does not require the use of organized play areas such as nature observation.



Figure 20 Recreation

Trails for biking and/or walking can promote increased activity with smaller amounts of land than large parks and can often use “left-over” or unwanted land. Promotion of trails is necessary to gain the full public health benefits of increased use.

All sections of the General Plan are designed to promote the health of Loyalton residents. The implementation of bicycle and pedestrian trails has been demonstrated to promote a healthy life-



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style. The Housing Element promotes adequate shelter for all.

Recreation programs promote a sense of community and good health. Open-space and preservation of scenic vistas all contribute to good health. The sense of security is important to good health. It is easier to have many of these things in a small City such as Loyalton than in large urban areas.

### **5.10 Water System and Water Supply**

#### **5.10.1 Groundwater**

Groundwater in the Loyalton area is part of the Sacramento River Hydrologic Region. This Region covers approximately 17.4 million acres (27,000 square miles). Geographically, the region extends south from the Modoc Plateau and Cascade Range at the Oregon border, to the Sacramento-San Joaquin Delta.

Loyalton falls into the Sierra Valley Sub basin (Sub-basin 5-12.01) of the Sacramento River Hydrologic Region. This area contains approximately 117,700 acres of land, with average well yields around 640 gallons per minute (gpm) and maximum well yields as high as 1,500 (gpm).

The recharge of groundwater occurs predominantly during winter rain and snowstorms. The groundwater quality can be considered good, with drinking water to Loyalton supplied by three wells and one spring.

#### **5.10.2 Water Sources**

The City's primary water source is the Park Well located near the swimming pool. The Park Well produces up to 650 gpm. Wells #2 and #3 provide a secondary water

source. In addition, the City owns the water rights to 80% of water from Lewis Springs with local ranchers owning the remaining 20% of the water (City Maintenance Director John Cussins, March 2005).

The City uses two wells to supplement the Park Well. Well #1 is located approximately 100 yards east of the Lewis Springs pump house. Well #1 was drilled in 1941 around the same time the water system was acquired by the City. This well produces approximately 160 gpm. The other well, Well #3 (the hospital well) is located on 3<sup>rd</sup> Street on high school property (in the southeast corner). This well was drilled in the 1970s and produces between 200 to 300 gpm, but is affected by agricultural irrigation in the Sierra Valley and experiences seasonal variations.

The City of Loyalton chlorinates its water for sanitation purposes though the City is not required to do so. Residual chlorine content is usually very low, with residual levels of .40 parts per million (ppm) on a "high" day.

#### **5.10.3 Loyalton Water Demands**

As communicated by the City's water system pumps approximately 182,000 gallons per day (gpd) in winter months (November through April), and approximately 445,800 gpd during summer months with the peak month being June with an average daily water usage of 616,654 gpd. The City's Park well has a capacity to pump 650 gpm and the Hospital Well #3 has a capacity to pump between 200 and 300 gpm and Lewis springs a capacity to pump 160 gpm. With a total gpm capacity of 1,010 gallons per minute (assuming pump #3 will yield only 200 gpm) maximum daily pumping capacity is 1,454,400 gpd compared to the June average daily water usage of 616,654 gpd.

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At 345 water connections, peak water use is 1,787 gpd per connection. Notwithstanding distribution and treatment constraints, using \$1,787 peak water use as a factor, the city has additional capacity to serve 469 additional connections.

The City of Loyalton charges a water service connection fee of approximately \$1,560 for a 3/4-inch connection inside the city. Outside the city and larger connections are charged at a higher rate.

Service fees are based on the size of the meter necessary to serve the specified property; a standard (single family residence) 3/4-inch meter is \$32.44 . This monthly charge allows a maximum usage of up to 10,000 gallons per month per connection. Past 10,000 gallons, customers must pay an Overage Charge of \$1.52 per 1,000 gallons of water used.

Commercial connection water fees range from \$36.21 to \$685.12 per month depending on meter size. The City of Loyalton has a total of 345 water connections including 16 commercial connections.

### **5.10.4 Water Distribution System**

The water main distribution system for the City's water system contains mostly 4-inch and 6-inch piping, with a 10-inch main from the storage tanks to Main Street. The City is currently in the process of replacing priority pipelines as funds allow.

According to the Water and Wastewater Master Plan, there is approximately 18,800 linear feet of piping that is due for replacement (priority 1 and 2) at an

estimated cost of \$1,646,774 (Water and Wastewater Master Plan, 2002).

### **5.10.5 Water Storage**

The Loyalton distribution system storage facility consists of two new 260,000 gallon tanks placed into service in 2005.

### **5.10.6 Fire Protection Requirements**

The City relies on non-uniform hydrant spacing (spacing is approximately 300-450 feet according to the Sierra County Fire Safe Council and Community Fire Safe Plan) throughout the distribution system. The City uses an assortment of distribution lines to the hydrants, varying in size with some 4", 6", 8", and 10", with approximately 50-70 pounds per square inch (psi) (Fire Chief Joe Marin, March 2005).

The City follows the Uniform Building Code and Uniform Fire Code, which require commercial zoning fire flow of 1,500 gpm, and residential fire flow of 1,000 gpm. Currently the City can attain a maximum fire flow of approximately 1,000 gpm for residential and commercial development.

The City desires approximately 800 to 1,000 gpm for residential fire protection and 1,500 to 1,700 gpm for commercial protection. At present, the only way for the City to attain these flows is to make the necessary improvements to their water distribution system (communication with Fire Chief Joe Marin, March 2005).

### **5.10.7 Wastewater Service Priority for Housing Affordable to Lower-Income Households**

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Pursuant to California Government Code Section 65589.7, the City needs to prioritize and reserve future water capacity to lower income households in accordance with The City's Regional Housing Needs Allocation (RHNA). The actual number varies according to State requirements by Housing Element Update Cycles.

### A. Water System Policy:

WSP-1. Provide adequate quantity and quality of water to existing and future customers.

### B. Water System Implementation:

WSI-1. Provide a system for future customers to reimburse developers for financing extensions of water lines.

WSI-2. Update the Water System Master Plan every five years.

WSI-3. The City of Loyalton shall establish AB1600 Development Impact Fees for water service and all new development shall pay the required fee.

WSI-4. The City of Loyalton shall establish a water conservation program and provide guidance for all water customers on water conservation measures.

WSI-5. The City of Loyalton shall prioritize future water system capacity for Lower-income Households based on criteria established in the City's Housing Element.

## 5.11 Wastewater Collection and Treatment

### 5.11.1 Wastewater Collection System

The City of Loyalton owns and operates a wastewater treatment plant providing collection and treatment of wastewater from the residents of Loyalton. The City's wastewater treatment plant is located about one mile northwest of the City on Poole Lane in Eastern Sierra County. Waste Discharger Requirements (WDRs) were first established in Order No. 76-220 and subsequently in Order Nos. 82-055 and 95-070. All of these previous orders were superseded by WDR R5-2009-0108. The current sewer connection fee is \$1,650 or \$3,650 for in-service area and out-of-service area respectively. (City of Loyalton, Ord. #4-13 Nov. 2008. The monthly charge per Equivalent Dwelling Unit for sewer for 2009-10 is \$62.50 and increases 2% annually.

### 5.11.2 Wastewater Collection Piping

The majority of the lines are 6-inches in diameter, with a "backbone" of 8-inch, 10-inch, and 12-inch pipes. There are approximately 20,300 feet of 6-inch pipe, 3,700 feet of 8-inch pipe, 1,700 feet of 10-inch pipe, and 5,200 feet of 12-inch pipe. The majority of the sewer pipelines were constructed of vitrified clay installed between 1956 and 1957. In the mid 1990s, the interceptor to the treatment plant was replaced with a 12-inch PVC line (Water and Wastewater Master Plan, 2002).

### 5.11.3 Wastewater Flow

Historical wastewater flow data was evaluated for the period from September

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1996 to August 2002 using meter data from the treatment plant. Table 3.2.1 lists the annual average daily flow for each year on a September through September basis. Average Annual flow for this entire period was 191,000 gallons per day. The average annual daily wastewater flow in 2014 was 86,524 GPD.

**5.11.4 Wastewater Treatment Plant Flow Data**

The City of Loyaltan currently has 360 wastewater connections.

Period	Total (gallons)	Daily Average (gpd)
Sept. 1996 to August 1997	96,535,930*	264,482
Sept. 1997 to August 1998	64,186,200	175,853
Sept. 1998 to August 1999	82,931,600	227,210
Sept. 1999 to August 2000	70,321,200	192,661
Sept. 2000 to August 2001	54,087,000	148,184
Sept. 2001 to August 2002	49,728,733	136,243

Source: City of Loyaltan Water and Wastewater Master Plan, December 2002.

**5.11.5 Wastewater Treatment Deficiencies**

According to the Water and Wastewater Master Plan 2002, the City of Loyaltan wastewater treatment facility has three major deficiencies in dealing with current

plant flows. These problems listed in the Master Plan are listed below:

- 1) The influent pump station has about half the capacity required to deal reliably with observed peak influent flows.
- 2) The effluent storage lagoon leaks effluent to the groundwater, and possibly to Smithneck Creek (health risk because it is exposed in the bottom of the creek bed).
- 3) The effluent disposal system is incapable of disposing of relatively normal wet-year flows, even with a surface discharge to the Bar One Ranch.

Other than the deficiencies listed above, there appear to be few physical deficiencies in the collection system. The piping and manholes appear to be in relatively good physical condition based on a field investigation of several manholes and video review of several line segments. The primary physical deficiency is the 6-inch Smithneck Creek crossing which has been exposed due to erosion of the Creek bed.

**5.11.6 Potential Development and Wastewater Treatment**

According to the Water and Wastewater Master Plan, the City of Loyaltan has limited undeveloped parcels within the City limits. The city currently has 360 wastewater connections. The largest undeveloped parcels include approximately 15 acres of industrial property on the east end of town, north of State Highway 49, and approximately 6 acres on the west side of town with mixed zoning of Community

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Commercial, Multi-Family Residential, and Single-Family Residential. In addition to these parcels, there are a few small, undeveloped parcels scattered throughout the City.

Source: City of Loyalton Water and Wastewater Master Plan, December 2002.

The City of Loyalton has a substantial amount of surcharged lines, specifically the most northerly section of the City's distribution lines on Poole Street through almost the entire length of Beckwith Street. At present, these lines are already experiencing inundation by excessive peak flows. The City recently replaced the main line from Main Street to the WWTP and replaced numerous leaks throughout the system.

### **5.11.7 Sewer Service Priority for Housing Affordable to Lower-Income Households**

Pursuant to California Government Code Section 65589.7, the City needs to prioritize and reserve future water capacity to lower income households in accordance with The City's Regional Housing Needs Allocation (RHNA). The actual number varies according to State requirements by Housing Element Update Cycles.

#### A. Waste Water Treatment Policy:

- WWP-1. Operate the City's wastewater treatment plant in accordance with State Regional Water Quality Control Board Waste Discharge Requirements.
- WWP-2. Expand the wastewater treatment plant as necessary. (Housing Element)

- WWP-3. Developers shall fund expansion of the wastewater treatment plant necessary to serve the proposed development.

#### B. Waste Water Treatment Implementation:

- WWI-1. Coordinate provision of sewer service with other urban services.
- WWI-2. Monitor capacity of the waste water treatment system on an on-going basis and expand capacity as necessary.
- WWI-3. Update the Waste Water Treatment System Master Plan every five years.
- WWI-4. The City of Loyalton shall establish AB1600 Development Impact Fees for wastewater collection and treatment and all new development shall pay the required fee.

## **6. CITY OF LOYALTON NOISE ELEMENT**

### **6.1. Noise Element Introduction:**

The State Office of Planning and Research Noise Element Guidelines require that major noise sources be identified and quantified by preparing generalized noise contours for current and projected conditions. Significant noise sources include traffic on major roadways and highways, railroad operations, airports, and representative industrial activities and fixed noise sources.

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

An alternative noise measure is Leq, the energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Noise modeling techniques and noise measurements were used to develop generalized CNEL or Leq noise contours for the major roadways, railroads and fixed noise sources in the City of Loyalton General Plan study area for existing and future conditions.

Noise modeling techniques use source-specific data including average levels of activity, hours of operation, seasonal fluctuations, and average levels of noise from source operations.

Modeling methods have been developed for a number of environmental noise sources including roadways, railroad line operations, railroad yard operations and industrial plants. Such methods produce reliable results as long as data inputs and assumptions are valid.

The modeling methods used in this report closely follow recommendations made by the State Office of Noise Control, and were supplemented where appropriate by field-measured noise level data to account for local conditions.

The noise exposure contours are based upon annual average conditions. Because local topography, vegetation or intervening structures may significantly affect noise exposure at a particular location, the noise contours should not be considered site-specific.

### **6.2. Noise Sources**

#### **6.2.1 Roadway Noise**

The biggest source of noise in Loyalton is State Highway 49. Roadway noise is a combination of direct noise emission from the vehicle and the sound from the passing of tires over the road surface. In addition, large truck traffic can dramatically contribute to roadway noise, as the sound generated from exhaust brakes, large tires, and diesel engines greatly exceeds noise from passenger cars and light trucks.

According to Caltrans, the Vehicle Average Annual Daily Traffic on State Highway 49 at the Sierra/Plumas County line is 1,350 vehicles per day. The Truck Average Annual Daily Traffic is 123 trucks per day. This means that 9.11% of the traffic is truck traffic.

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These numbers are quite low. Some parts of Highway 49 may have over ten times this amount of traffic with the truck traffic approaching 50% of the traffic. ("2004 Annual Average Daily Truck Traffic on the California State Highway System", August 2005, page 85)

The traffic in Loyalton at Smithneck Creek is slightly higher with Average Annual Daily Traffic of 1650 vehicles per day and peak hour traffic of 160 vehicles. These small volumes of traffic will create a relatively small noise contour. The Noise Contour Map shows the 60 dB Ldn noise contour along State Route 49. For new residential development, churches, meeting halls, schools, libraries and similar uses exterior noise should not be within the 69 dB Ldn noise contour unless the noise level is attenuated using construction or landscaping.

### 6.2.2 Railroad Noise

The railroad is also a source of noise in Loyalton. However, the railroad has relatively little traffic. According to the Sierra Co. General Plan, in 1991 the Railroad had 1 operation per week on the Loyalton Spur. Since the closure of the lumber mill, there are no longer railroad operations in Loyalton. However, if an industry requiring railroad services locates at or near the former lumber mill site railroad operations may resume. In this case it is presumed trains could be distributed randomly throughout the day and nighttime hours.

As documented in the Sierra Co. General Plan assuming at grade tracks with no noise shielding, the distance of railroad noise contours at the Loyalton Spur to the 54 dB Ldn was 100 feet, to the 60 dB Ldn was 40 feet and to the 65 Ldn contour was 19 feet (Sierra Co. General Plan, Page 7-10). The 60 dB Ldn contour is the critical level. Since the

60 dB Ldn contour only reaches 40 feet from the railroad centerline, few, if any, homes can be expected to be exposed to excessive railroad noise in the event railroad operations resume.

### 6.2.3 Fixed Noise Sources

Industrial, commercial, recreational and public service facility activities can also produce noise, which affects adjacent sensitive land uses. These noise sources can be continuous and may contain tonal components, which may be annoying to individuals who live in the nearby vicinity. In addition, noise generation from fixed noise sources may vary based upon climatic conditions, time of day and existing ambient noise levels.

From a land use planning perspective, fixed-source noise control issues focus upon two goals: to prevent the introduction of new noise producing uses in noise-sensitive areas and to prevent encroachment of noise sensitive uses upon existing noise-producing facilities.

The first goal can be achieved by applying noise level performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new noise-sensitive uses near to noise-producing facilities include mitigation measures to ensure compliance with noise performance standards.

A Cogeneration Plant has replaced the Sierra Pacific Lumber Mill. Significant noise sources include the release of steam and air handling equipment and trucks bringing biomass materials to the plant. Noise measurements conducted as part of the Sierra Co. General Plan concluded an average noise level of 48 dB was measured at a distance of approximately 100 feet from the mill area and



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a fully loaded logging truck registered a maximum noise level of 83.3 dB at a distance of 50 feet while traveling 35 miles per hour (Source: Sierra County General Plan page 7-11).

The Sierra Pacific Power Substation emits noise characterized as a hum or a buzz. The level of noise generated is a function of equipment type, size and electrical load. According to the Sierra Co. General Plan, the average noise level resulting from transformer operations would be 36 to 44 dB Leq. Furthermore, the potential for adverse public reaction to substation noise is a function of the proximity of a noise sensitive use to the substation, the existing ambient noise environment at the noise sensitive use, and the level and frequency content of the substation noise generation. As stated in the County's plan, proposals for new noise sensitive land uses in the immediate vicinity of the Sierra Pacific Power substation should be carefully considered (Sierra Co. General Plan, page 7-12).

### 6.2.4 Nuisance Noise

In addition to train operations and power generation noise, other noise sources within the community may be considered to be "nuisance noise sources". These types of noise sources could include barking dogs, live music venues, boom boxes, or exhaust brakes on trucks. These types of noise sources are difficult to quantify due to the sporadic nature in which they occur, and are in many instances transient in nature. However, these are the noise sources, which generate complaints and are the primary concern of residents.

The noise element of a General plan is intended to establish acceptable noise levels for new projects within a community, and it not a tool for responding to noise complaints.

A community noise ordinance is used for responding to noise complaints. Chapter 6.44 of the City of Loyalton contains the City's noise regulations. The City's policy on noise is "to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power. At certain levels, noises are detrimental to the health and welfare of the citizenry and in the public interests shall be systematically proscribed."

### 6.3. Noise Objectives, Policies, and Implementation Program

Noise Objective: To mitigate noise, maintain a livable environment in the City of Loyalton.

#### A. Noise Policy:

- NP-1. Ensure retention of acceptable sound levels in all residential neighborhoods. (Land Use Element) (Housing Element)
- NP-2. Avoid placing high noise-generating land uses adjacent to residential development, schools, or similar noise-sensitive land uses. (Land Use Element) (Recreation Element)
- NP-3. Avoid placing noise-sensitive land uses near high noise-generating land uses. (Land Use Element) (Recreation Element)
- NP-4. Consider and mitigate noise impacts in the development permitting process. (Air Quality Element)
- NP-5. Minimize noise levels throughout the City as much as practical. (Health and Safety Element) (Open Space and Conservation Element)

Noise Element

B. Noise Mitigation Implementation:

- NI-1. Update the City's Noise Ordinance, as necessary and provide a procedure for dealing with noise complaints and enforcement.
- NI-2. Monitor the effectiveness of the City's noise control ordinance by keeping track of complaints.
- NI-3. Plan future circulation routes and adjoining land uses to avoid truck and high-volume traffic near noise-sensitive land uses such as residential neighborhoods, schools and churches.
- NI-4. A noise study shall be done by a qualified noise professional for sensitive development and noise impacts shall be mitigated to meet standards.
- NI-5. A noise study shall be done by a qualified noise professional for noise-generating development and noise mitigation measures developed to meet standards.
- NI-6. Require appropriate noise barriers or design features for projects, which significantly decrease noise levels.
- NI-7. Require appropriate noise barriers or attenuation measures to protect noise-sensitive land uses developed near high noise generators.
- NI-8. Mitigate short-term construction noise by limiting hours of operation.
- NI-9. It is the Policy of the Council to minimize use of compression brakes within City limits.

## **7. ECONOMIC DEVELOPMENT ELEMENT**

### **7.1. Introduction to Economic Development Element**

The California Government Code, Section 65303, allows a city to adopt optional elements within its general plan to address “subjects which, in the judgment of the legislative body, relate to the physical development of the (city).” As such, the Economic Development Element is not mandated by the State.

The City of Loyalton, by inclusion of this Element in the General Plan, acknowledges the importance of economic development, including job creation, enhancement of the City’s economic base through establishment of a clear economic strategy, and effective utilization of the City’s finances, public services and facilities as they relate to economic development.

This Element is further intended to serve as a guide for City officials, staff, citizens and businesses interested in economic development issues and opportunities within Loyalton.

The Economic Development Element includes a set of goals, policies and implementation strategies to help achieve, over the twenty-year term of this General Plan, desired economic development conditions and an overview of the economic conditions affecting the City of Loyalton. In doing so, it also addresses economic opportunities and constraints within the community.

The Economic Development Element will provide substantial direction for the future economic development of the City of Loyalton and will consider employment, increasing revenue, and other components of economic vitality.

The goal of the Economic Development Element is to retain existing businesses and expand Loyalton’s economic base to establish a diverse and balanced Loyalton economy.

### **7.2. Economic Development**

Economic Development has received increasing attention over the past several decades as the region’s natural resource-based industries have declined. Anything a community does to foster and create a healthy economy can fall under the auspice of economic development. Below is the California Association for Local Economic Development (CALED) definition as published in the Economic Development Handbook:

*From a public perspective, local economic development involves the allocation of limited resources - land, labor, capital and entrepreneurship in a way that has a positive effect on the level of business activity, employment, income distribution patterns, and fiscal solvency.*

*It is a process of deliberate intervention in the normal economic growth by making it easier or more attractive. Today, communities in California are giving attention to what they can do to promote fiscal stability and greater economic development.*

## Economic Development Element

*Economic development is a concerted effort on the part of the responsible governing body in a city or county to influence the direction of private sector investment toward opportunities that can lead to sustained economic growth. Sustained economic growth can provide sufficient incomes for the local labor force, profitable business opportunities for employers and tax revenues for maintaining an infrastructure to support this continued growth. There is no alternative to private sector investment as the engine for economic growth, but there are many initiatives that you can support to encourage investments where the community feels they are needed the most.*

*It is important to know that economic development is not community development. Community development is a process for making a community a better place to live and work. Economic development is the creation of wealth in which community benefits are created. There are only three approaches used to enhance local economic development. They are as follows:*

- *Business Retention - enhancing existing businesses*
- *Business Expansion - attracting new business*
- *Business Start-ups - encouraging the growth of new businesses*

### 7.3. Need for Economic Development

The Loyalton household income in 1999 is shown below:

#### LOYALTON MEDIAN HOUSEHOLD INCOME BY AGE (\$ IN 1999)

	<u>Loyalton</u>	<u>California</u>	<u>United States</u>
Median household income	\$34,063	\$47,493	\$41,994
Householder under 25	18,125	24,742	22,679
Householder 25-34	39,375	44,424	41,414
Householder 35-44	36,250	54,365	50,654
Householder 45-54	45,500	61,312	56,300
Householder 55-64	49,375	55,742	47,447
Householder 65-74	22,143	37,000	31,368
Householder 75 and older	13,571	27,081	22,259

[Sources: U.S. Census Bureau, 2000 Census; ePodunk](#)

Median Household Incomes according to the 2000 Census in select northern California Counties are as follows:

Lassen	\$36,310
Modoc	\$27,522
Nevada	\$45,864
Plumas	\$36,351
Sierra	\$35,827

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From the above figures, the City of Loyalton has a Household income which is slightly less than the County of Sierra. Of the five Counties surveyed, Sierra County ranks 4 out of 5 in terms of having the lowest household income.

### **7.4. City of Loyalton and the Sierra Economic Development Corporation**

The City of Loyalton is a member of the Sierra Economic Development Corp. (SEDC), which provides miscellaneous economic development related services. The SEDC is a multi-county economic development Corporation funded by its participants (including Sierra County and the City of Loyalton) and designated by the Economic Development Administration to promote and support job creation and a stable economy in the counties of El Dorado, Nevada, and Sierra.

The SEDC aids the City of Loyalton with economic development efforts and manages State and Federal grant programs (i.e., Community Development Block Grant or CDBG funds) for jobs and economic development. Recently the City has received funding through the CDBG Program to prepare a Wastewater Collection System Infiltration and Inflow Reduction Plan to address wastewater collection system inadequacies and analyze repairs needed to the system (City of Loyalton Wastewater Collection System Infiltration Reduction Plan, Request for Proposal, Feb 2005).

Following the closure of the Sierra Pacific Industries (SPI) sawmill, the City renewed its efforts to assist in attracting new business development for employment

and community stabilization and contracted with the Sierra Economic Development Corp.

Since December of 1998, this agency has been holding a series of economic development strategy meetings in Loyalton. These meetings have focused on programs and activities that the community could undertake to stimulate development such as the revitalization of main-street and the expansion of tourism activities. Other possible ideas that have been offered include expansion of a City owned park facility and creating a visitor center in downtown. The question of available commercial/industrial sites for locating or expanding business with the City has also been raised.

Currently the City of Loyalton does not charge park development fees, street impact fees or any other type of exaction approved or proposed for implementation associated with new development. City revenues are scarce, and the City of Loyalton should adopt and collect new development impact fees for fire service improvements, water/wastewater system improvements, park development fees and street impact fees. As the only incorporated City in Sierra County, the City of Loyalton has the power to adopt such fees.

Loyalton has had two problems affecting economic development in the past as follows:

- a) Perception of Loyalton as located in a remote area or b) Image and identity of Loyalton as a small community with no business serving a Regional, State, National or International market.

**7.5. Economic Data for Loyalton**

Existing employment in Loyalton by industry is as follows:

**LOYALTON EMPLOYMENT BY INDUSTRY**

	Loyalton <u>Number</u>	Loyalton <u>Percent</u>	California <u>Percent</u>	United States <u>Percent</u>
Manufacturing	53	16.3	13.1	14.1
Wholesale trade	11	3.4	4.1	3.6
Retail trade	33	10.1	11.2	11.7
Information	2	0.6	3.9	3.1
Finance and insurance	0	0.0	4.6	5.0
Professional, scientific and technical services	1	0.3	7.4	5.9

Table shows selected industries

[Sources: 2000 Census, U.S. Census Bureau; ePodunk](#)

There is room for growth in all sectors of the economy, especially in the newer industries requiring a more highly educated workforce. The educational level of Loyalton citizens is shown below:

**LOYALTON EDUCATIONAL ATTAINMENT**

	Loyalton <u>Number</u>	Loyalton <u>Percent</u>	California <u>Percent</u>	United States <u>Percent</u>
City of Loyalton Population 2000:		862		
City of Loyalton Population 25 and older:		562		
High school graduates (includes equivalency)	221	39.3	20.1	28.6
Some college, or associate's degree	176	31.3	30.0	27.4
Bachelor's degree	28	5.0	17.1	15.5
Master's, professional or doctorate degree	14	2.5	9.5	8.9

[Sources: U.S. Census Bureau, 2000 Census; ePodunk](#)

The lower numbers of highly educated residents is reflected in the employment data above.

## Economic Development Element

Business activity in Loyalton can be summarized as follows:

- Based on the number of City Business permits issued in 2007 there are 85 establishments in the City.

### **7.6. Upstate California Economic Development Council**

The Upstate California Economic Development Council represents thirteen counties in Northern California with an office in Red Bluff, California. Although the Upstate California EDC does not represent Sierra County or Loyalton the description of the Upstate California area could describe Loyalton as well.

The Upstate California Economic Development Council states the following about the region:

*Upstate California, the vast region north of Sacramento and San Francisco, has steadily emerged as one of the most competitive business addresses in the West. Whether your business is in high technology, food processing, medical equipment, software development, distribution, wood products, or other manufacturing fields, the region's diversity will create the perfect blend of amenities that will position your business for continued growth. The Upstate is larger than the state of Ohio and more diverse than any other region of the U.S*

*For many years, visitors have come to Upstate California to enjoy ancient forests, crystal clear lakes, and an abundance of natural attractions and outdoor recreational activities. It has been the playground for urban dwellers to*

*recharge themselves mentally and physically. From quaint seaside villages to mountain towns immersed in the history of the California gold rush, the region has something for every tourist. But, Upstate also means BUSINESS.*

*Upstate California is optimally located to tap the super-growth economies of the new millennium. Nearly every part of the region is connected by rail service and a growing network of state and interstate highways. The combination of transportation options provides area businesses overnight access to the West's largest markets and international ports.*

*With productivity second to none, the plentiful labor force undergoes continual enhancement through the support of acclaimed universities, community college systems, and local training initiatives.*

*Upstate local governments have a record of applying a common sense approach to permitting new facilities with a strong commitment to environmental quality and economic vitality. This commitment translates to true fast-tracked permitting. Combine low cost and reliable utilities, abundant water supplies, high-capacity telecommunications technology, and generous State and local incentives, and companies have all the necessary ingredients for long-term prosperity.*

### **7.7. Sierra County Chamber of Commerce**

The Sierra County Chamber of Commerce operates an extensive Internet Web Site. However, the City of Loyalton is not clearly highlighted on this Web Site. Many of the entries are under such titles



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as “The Valley” or “The Sierra Valley”. The City could work with the Chamber of Commerce to develop the Loyalton portion of this Web Site or a link to a separate Loyalton Web Site.

### **7.8. Economic Development Policies and Implementation Program**

This section address efforts that the City will make in bringing additional primary industries, jobs, and other types of industry that demonstrate strong economic benefit to the City of Loyalton as well as protecting the job base currently here. The principal focus of the City’s efforts should be on small- and medium-sized businesses, which demonstrate a long-term commitment to the community. Accomplishment will require a focused effort on the part of numerous organizations, all working toward this common goal. No single policy or approach will be as successful as a coordinated effort made in these areas.

It should be noted that there are circumstances where it will be in the City’s best interest to provide incentives to stimulate the local economy beyond that which would normally occur without public-sector involvement. Incentives are appropriate when the additional revenue or benefits received from a project are greater than the cost of the incentives provided by the City.

In exceptional cases, the City may choose to participate financially in a project in the absence of a direct employment, revenue or image-enhancement benefit. Direct City financial participation in a project should occur

when the City’s participation is essential to the success of the development and the development directly fulfills an important community health, safety, and well-being goal. Examples may include a project that creates higher-paying jobs or a project that acts as a catalyst to bring other desirable projects into the City.

#### **A. Economic Development Policies**

EDP-1 Promote economic development within Loyalton through preparation and implementation of an Economic Development Plan (EDP).

EDP-2 Involve community members, City officials and business leaders in preparing and implementing the Economic Development Plan.

EDP-3 Actively recruit businesses and industries that are compatible with the General Plan’s Land Use and Element.

EDP-4 Use Loyalton’s labor force as an economic development and business attraction tool.

EDP-5 Strive to add a balanced mix of commercial, office and light industrial businesses to the City to ensure a variety of employment and business opportunities.

EDP-6 Remove or reduce constraints to economic development.

EDP-7 Provide or assist businesses in ensuring that necessary infrastructure improvements are provided to support new or

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expanding businesses in Loyalton.

meet with these business managers to discuss business needs and opportunities.

EDP-8 Improve the appearance of the City as a means of attracting new businesses to Loyalton.

EDI-3 Recruit businesses and land uses that are consistent with long-term economic development goals, including employment generation and businesses, which have the potential to generate increases to the City's tax base.

EDP-9 Encourage local financial participation in the community as a means of facilitating economic development.

EDP-10 Continue to work with the Sierra Economic Development Corp. and the Chambers of Commerce.

EDI-4 Within the EDP, include a targeted Business Attraction Program, incorporating a focused market effort, and a goal of assisting businesses in relocating to Loyalton. This effort may include the following activities:

B. Economic Development Implementation Program

EDI-1 Prepare an Economic Development Plan that includes the following:

- a) Preparing and distributing of marketing information to developers, business interests and commercial real estate brokers identifying the City's prioritization of economic development, as well as availability of potential sites in Loyalton for development.
- b) Promoting Loyalton as a desirable small community with a positive lifestyle and a high quality of life. Use existing community events such as the July 4<sup>th</sup> Celebration to promote economic development.
- c) Attending business development fairs and expositions to promote Loyalton as a community focused on business development.
- d) Hosting promotional events and inviting prospective business interests to Loyalton.

a) Identifies the needs of existing business and acknowledges the important contributions existing business provide to the community.

b) Identifies specific goals or targets for business retention and development of the next twenty years.

c) Includes targets for economic development in five-year increments and implementation steps to be undertaken to help achieve specific goals.

EDI-2 Identify the top ten local businesses (both in terms of employment base and tax revenue provided to the City). The City representatives should then

Economic Development Element

- e) Stressing customer service throughout City Hall as a means of encouraging business development.
- EDI-5 Identify specific incentives that the City might offer including but not limited to financial assistance with infrastructure improvements, development fees, land acquisition, project design enhancement, facade improvements and costs of leasing land and/or buildings.
- EDI-6 Identify development standards that the City would consider modifying to attract highly desirable businesses, possibly including on-site parking, building setbacks, building height, and lot coverage. Consider provisions for unique circumstances where the City Council may consider adjustments to impact fees when it can be demonstrated that the development project will be provided with all necessary services and infrastructure improvements.
- EDI-7 Through the EDP, explore means to assist local businesses in expanding operations. This may include pursuit of financial assistance grants, identification and removal of local impediments to business growth, and assigning key City staff positions to serve in liaison positions with local business operators.
- EDI-8 Encourage practical job training and vocational programs for

skilled labor through employer sponsored training or continuing educational programs.

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- EDI-9 Continue to recognize the importance of making an adequate supply of land available for economic development. plans call for extension or upgrades of City infrastructure.
- EDI-10 Periodically review the General Plan to ensure that there is an adequate supply of land designated for economic development, with flexibility in the Commercial and Industrial land use designations to allow a wide range of targeted businesses. This program is intended to avoid or minimize delays associated with amendments to the General Plan when new businesses seek development sites within Loyalton.
- EDI-11 Consider adjustments to the development application process and permitting requirements, and where appropriate streamline the review steps to facilitate attraction of targeted business operations.
- EDI-12 Work proactively with those businesses interested in expanding existing businesses or in establishing new businesses to install necessary infrastructure improvements. City actions may include the following:
- a) Sharing of engineering studies and plans on water supply and treatment capacities, wastewater collection, conveyance and treatment capacities, storm water drainage and roadway improvements.
  - b) Working jointly with developers where City Capital Improvement
  - c) Pursuing financing options including a Redevelopment Agency, tax credits, deferred fee payment programs, reimbursement of costs for infrastructure improvements and amortization of infrastructure fees, to assist developers with providing necessary infrastructure improvements.
  - d) Allowing for phased extension or upgrades to infrastructure in conjunction with approved phasing plans for site development.
- EDI-13 Amend the Zoning Code and other sections of the Loyalton Municipal Code to establish clear property maintenance standards, applicable to residential, commercial, office and industrial properties. The standards should focus on maintenance of appearance of all properties in Loyalton. Further, discourage keeping of non-permitted junkyards on all properties, require screening of all outdoor storage of materials and equipment from public streets and establish restrictions on the allowed height of outdoor storage. This action may also include amendments to the city's Sign Code to encourage or require removal of old, obsolete signs which detract from the appearance of main City thoroughfares.

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EDI-14 With appropriate amendments to the City's Municipal Code in place, ensure Code Enforcement. In concert with the City Attorney be prepared to take appropriate enforcement actions in response to Code violations. This action may require designation of certain types of Code violations as misdemeanors and imposition of a non-compliance penalty fee program (through issuance of citations) where the City's efforts to obtain voluntary compliance with Code requirements have failed.

EDI-15 Identify blighted properties and structures in Loyaltan requiring beautification efforts. Seek property owner involvement with the City in improving the appearance of such properties. The City shall pursue grants and other funding mechanisms (outside of use of General Funds) to help improve the appearance of these properties.

EDI-16 Work with local financial institutions to encourage investment in Loyaltan's economic development future.

## **ABBREVIATIONS**

<b>AADT</b>	Annual Average Daily Traffic
<b>ADA</b>	Americans with Disabilities Act
<b>ADD</b>	average daily demand
<b>ADT</b>	Average Daily Traffic
<b>ADWF</b>	Average Dry Weather Flow
<b>AHP</b>	affordable housing policies
<b>AWWA</b>	American Water Works Association
<b>AWWF</b>	Average Wet Weather Flow
<b>CALED</b>	California Association for Local Economic Development
<b>CALTRANS</b>	California Department of Transportation
<b>CDBG</b>	Community Development Block Grant
<b>CEQA</b>	California Environmental Quality Act
<b>CESA</b>	California Endangered Species Act
<b>CHP</b>	California Highway Patrol
<b>CI</b>	Commercial Land Use Implementation Measure
<b>CIP</b>	Capital Improvements Program
<b>CP</b>	Commercial Land Use Policy
<b>CPA</b>	Community Planning Area
<b>CRM</b>	Coordinated Resource Management Committee
<b>CRMP</b>	Coordinated Resource Management Plan
<b>CRWQCB</b>	California Regional Water Quality Control Board
<b>CWA</b>	Clean Water Act
<b>dba</b>	doing business as
<b>DFG</b>	Department of Fish and Game

<b>DWR</b>	Department of Water Resources
<b>EDP</b>	Economic Development Plan
<b>EDU</b>	equivalent dwelling unit
<b>EIR</b>	Environmental Impact Report
<b>EMS</b>	Emergency Medical Service
<b>EMT:</b>	Emergency Medical Technician
<b>ESA</b>	Federal Endangered Species Act
<b>FEMA</b>	Federal Emergency Management Agency
<b>FTA</b>	Federal Transit Administration
<b>GI</b>	General Land Use Implementation Measure
<b>GP</b>	General Land Use Policy
<b>gpd</b>	gallons per day
<b>gpm</b>	gallons per minute
<b>I and I</b>	Inflow and Infiltration
<b>II</b>	Industrial Land Use Implementation Program
<b>IP</b>	Industrial Land Use Policy
<b>LAFCO</b>	Local Agency Formation Commission
<b>LOS</b>	Level of Service
<b>LRA</b>	Local Responsibility Area
<b>MDD</b>	Maximum Daily Demand
<b>mg</b>	million gallons
<b>mgd</b>	million gallons per day
<b>MSR</b>	Municipal Service Review
<b>NAHC</b>	Native American Heritage Commission

<b>NPDES</b>	National Pollutant Discharge Elimination System
<b>OES</b>	Office of Emergency Services
<b>OI</b>	Open Space Land Use Implementation Measure
<b>OIT</b>	Operator in Training
<b>OP</b>	Open Space Land Use Policy
<b>pH</b>	A measure of acidity
<b>PHWW</b>	peak hour wet weather
<b>PRC</b>	Public Resources Code
<b>psi:</b>	pounds per square inch
<b>PUD</b>	Public Utility District
<b>PVC</b>	Poly-Vinyl-Chloride
<b>RCAC</b>	Rural Community Assistance Corporation
<b>RHNA</b>	Regional Housing Needs Assessment
<b>RI</b>	Residential Land Use Implementation Measure
<b>RP</b>	Residential Land Use Policy
<b>RTP</b>	Regional Transportation Plan
<b>RWQCB</b>	Regional Water Quality Control Board
<b>SB</b>	Senate Bill
<b>SEDC</b>	Sierra Economic Development Corp.
<b>SOI</b>	Sphere of Influence
<b>SPI</b>	Sierra Pacific Industries
<b>USDA</b>	United States Department of Agriculture
<b>WDR</b>	Waste Discharge Requirements



## DEFINITIONS

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

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

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

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

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

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

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

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

**Capital Improvements Program (CIP):** A program established by the City and reviewed by the Planning Commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the City. The Program generally is reviewed annually, for conformance to and consistency with the General Plan.

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

**Community Facilities District:** Under the Mello-Roos Community Facilities Act of 1982 (Section 53311, et seq.) a legislative body may create within its jurisdiction a special tax district that can finance tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as public services for district residents. Special taxes levied solely within the district are used to repay the bonds.

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

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

**Conservation:** The management of natural resources to prevent waste, destruction or neglect.

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

**Day-Night Average Sound Level (Ldn):** The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

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

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

**Density, Residential:** The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre.

**Endangered Species:** A species of animal or plant whose prospects for survival and reproduction are in immediate jeopardy from one or more causes.

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

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

**Flood Insurance Rate Map (FIRM):** For each community, the official map on which the Federal Insurance Administration has delineated area of special flood hazard and the risk premium zones applicable to that community.

**Flooding:** A rise in the level of a water body or the rapid accumulation of runoff, including related mudslides and land subsidence, that results in the temporary inundation of land that is usually dry. Riverine flooding, coastal flooding, mudflows, lake flooding, alluvial fan flooding, flash flooding, levee failures, tsunamis, and fluvial stream flooding are among the many forms that flooding takes.

**Floodplain:** The relatively level land area on either side of the banks of a stream regularly subject to flooding; That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an “area of special flood hazard” by the Federal Insurance Administration.

**Floodplain Fringe:** All land between the floodway and the upper elevation of the 100-year flood.

**Floodway:** The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the “base flood” without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

**Groundwater:** Water under the earth’s surface, often confined to aquifers capable of supplying wells and springs.

**Habitat:** The natural environment of a plant or animal.

**Hazardous Material:** Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes. A Hazardous Material is an injurious substance, including pesticides, herbicides, toxic metals, and chemicals, liquefied natural gas, explosives, volatile chemicals and nuclear fuels.

**Historic Preservation:** The preservation of historically significant structures and neighborhoods in order to facilitate restoration and rehabilitation of the building(s) to a former condition.

**Impact Fee:** A fee, also called a development fee, levied on the developer of a project by a county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000, et seq., specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

**Important Farmland Map:** Maps maintained by the California Department of Conservations' Farmland Mapping and monitoring Program to show farmland and urban areas in California. These maps use the following classifications:

Prime Farmland (P): Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance (S): Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Unique Farmland (U): Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

Farmland of Local Importance (L): Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

Grazing Land (G): Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

Urban and Built-up Land (D): Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Other Land (X): Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and

nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Water (W): Perennial water bodies with an extent of at least 40 acres.

**Industrial**: The manufacture, production, and processing of consumer goods. Industrial is often divided into “heavy industrial” uses, such as construction yards, quarrying, and factories; and “light industrial” uses, such as research and development and less intensive warehousing and manufacturing.

**Infrastructure**: Public services and facilities such as sewage-disposal systems, water-supply systems, and other utility systems, schools and roads.

**L10**: A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise and has been used in Federal Highway Administration standards and the standards of some cities and counties.

**Land Use Classification**: A system for classifying and designating the appropriate use of properties.

**Leq**: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a “dosage” type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

**Local Agency Formation Commission (LAFCO)**: A five-or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county’s LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCO members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

**Level of Service (Traffic)**: A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

According to the Transportation Research Board’s 1985 Highway Capacity Manual Special Report 209, level-of-service is a qualitative measure describing the efficiency of a traffic stream. It also describes the way such conditions are perceived by persons traveling in a traffic stream. Level-of-service measurements describe variables such as speed and travel time, freedom to maneuver, traffic interruptions, traveler comfort and convenience, and safety.

Measurements are graduated ranging from level-of-service A (representing free flow and excellent comfort for the motorist, passenger or pedestrian) to level-of-service F

(reflecting highly congested traffic conditions where traffic volumes exceed the capacities of streets, side-walks, etc.)

Levels-of-service can be determined for freeways, multi-lane highways, two-lane highways signalized intersections, intersections that are not signalized, arterials, and transit and pedestrian facilities. Levels of Service are categorized as follows:

**Level of Service A:** *Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.*

**Level of Service B:** *Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.*

**Level of Service C:** *Denotes a reasonable steady, high-volume flow of traffic, with some limitation on movement and speed, and occasional backups on critical approaches.*

**Level of Service D:** *Designates the level where traffic nears an unstable flow. Intersections will still function, but short queues develop and cars may have to wait through one cycle during short peaks.*

**Level of Service E:** *Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.*

**Level of Service F:** *Describes unsatisfactory stop-and-go traffic characterized by traffic jams and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal change and "upstream" intersections may be blocked by the long queues.*

**Liquefaction:** The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

**Local Street:** A street providing direct access to properties and designed to discourage through-traffic.

**Manufactured Housing:** Residential structures that are constructed entirely in the factory and that, since June 15, 1976, have been regulated by the federal Manufactured Home construction and safety Standards act of 1974 under the administration of HUD. (See "Mobilehome")

**Mello-Roos Bonds:** Locally issued bonds that are repaid by a special tax imposed on property owners within a community facilities district established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors.

**Mercalli Intensity Scale:** A subjective measure of the observed effect (human reactions, structural damage, geologic effects) of an earthquake. The Mercalli Scale is expressed in Roman numerals from I to XII with XII being the worst earthquake and I being the mildest earthquake.

**Minipark:** A small neighborhood park of approximately one acres or less.

**Mobilehome:** A structure, transportable in one or more sections built on a permanent chassis and designed for use as a single-family dwelling unit that (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobilehome park. (See “Manufactured Housing”).

**Native American Heritage Commission (NAHC):** The primary agency with regard to archaeological and cultural resource sites (including burials), land, and artifacts of Native American religious, historical, or cultural significance.

**Neighborhood Park:** City owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

**Noise:** Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simple, is “unwanted sound.”

**Noise Contour:** A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60Ldn contour (measured in dBA) require noise attenuation in residential development.

**Open-Space Land:** Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

**Paratransit:** Transportation systems such as jitneys, car pooling, vanpooling, taxi service, and dial-a-ride arrangements.

**Planning Area:** The area directly addressed by the General Plan. The City’s Planning Area encompasses the City Limits and potentially annexable land within the Sphere of Influence.

**Planning Commission:** A body, usually having five members, created by the City in compliance with California law (Section 65100 of the Government Code) which requires the assignment of the planning functions of the City of a planning department, planning commission, hearing officers, and/or the City Council itself, as deemed appropriate by the City Council.

**Public and Quasi-Public (Semi-Public) Facilities:** Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

**Recreation, Active:** A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children’s play equipment.



**Recreation, Passive:** Type of recreation or activity that does not require the use of organized play areas.

**Recreational Trails:** Public areas that include pedestrian trails, bikeways, equestrian trails, boating routes, trails, and areas suitable for use by physically handicapped people, trails and areas for off-highway recreational vehicles, and cross-country skiing trails.

**Regional Park:** A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

**Right-of-Way:** A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

**Riparian Lands:** Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

**Scenic Highway Corridor:** The visible area outside the highway's right-of-way, generally described as "the view from the road."

**Seiche:** An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

**Seismic:** Caused by or subject to earthquakes or earth vibrations.

**Septic System:** A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available.

**Standards:** (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Government code Section 65302 requires that general plans spell out the objectives, principles, "standards" and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions-for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

**Subsidence:** The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes.

**Transit:** The conveyance of person or goods from one place to another by means of a local public transportation system. Also, urban and suburban rail, bus systems, and ferryboats.

**Transit-Dependent:** Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, paratransit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

**Transit-Oriented Development (TOD):** Moderate- to higher-density development, located within easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more building whose design and orientation facilitate transit use.

**Transit, Public:** A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis.

**Tsunami:** A large ocean wave generated by an earthquake in or near the ocean.

**Uniform Building Code (UBC):** A national, standard building code that sets forth minimum standards for construction.

**Urban:** Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, and the availability of public services required for that development, specifically central water and sewer service, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be “non-urban” or “rural”. CEQA defines “urbanized area” as an area that has a population density of at least 1,000 persons per square mile (Public Resources Code Section 21080.14(b)).

**Urban Services:** Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire protection, schools, parks, and recreation) provided to an urbanized or urbanizing area.

**Watershed:** The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

**Wetlands:** Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a “unified” methodology now used by all Federal agencies, wetlands are defined as “those areas meeting certain criteria for hydrology, vegetation, and soils.”

**Zoning:** The division of a city by legislative regulations into areas, or zones, that specify Allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the general plan.

**Zoning District:** A designated section of a city for which prescribed land use requirements and building and development standards are uniform.

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APPENDIX A TRAFFIC COUNTS ON STATE HIGHWAY 49

Caltrans 2006 Traffic Counts for State Highway 49 in Loyalton <sup>1</sup>								
State Route	Post Mile	Description	Back Peak Hour	Back Peak Month	Back Average ADT	Ahead Peak Hour	Ahead Peak Month	Ahead Average ADT
49	60.545	LOYALTON, SMITH-NECK CREEK	160	2000	1750	210	2100	1900

*Traffic Table Notes:*

1. *State Highway 49 runs west to east.*
2. *Annual Average Daily Traffic (Annual ADT)*

*Annual average daily traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Very few locations in California are actually counted continuously. Traffic Counting is generally performed by electronic counting instruments moved from location throughout the State in a program of continuous traffic count sampling.*

*The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.*

3. *Peak Hour*

*Included is an estimate of the "peak hour" traffic at all points on the state highway system. This value is useful to traffic engineers in estimating the amount of congestion experienced, and shows how near to capacity the highway is operating. Unless otherwise indicated, peak hour values indicate the volume in both directions.*

*A few hours each year are higher than the "peak hour", but not many. In urban and suburban areas, the peak hour normally occurs every weekday, and 200 or more hours will all be about the same. On roads with large seasonal fluctuations in traffic, the peak hour is the four near the maximum for the year but excluding a*

<sup>1</sup> <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2006all/r044-50i.htm>

*few (30 to 50 hours) that are exceedingly high and are not typical of the frequency of the high hours occurring during the season.*

#### *4. Traffic Profile*

*These files list Year 2006 traffic volumes for all count locations on the California state highway system. Peak hours, peak month ADTs and annual ADTs are shown at each count location. Significant volume changes (breakpoints) in the traffic profile along each route are counted and identified by name and milepost value. In addition to the profile breakpoints, these files list county lines and well-known landmarks to aid in orientation. All traffic volume figures listed include traffic in both directions unless otherwise indicated.*

#### *5. Milepost*

*Each profile breakpoint is identified by the milepost value corresponding to that point on the highway. The milepost values increase from the beginning of a route within a count to the next county line. The milepost values start over again at each county line. Milepost values usually increase from south to north or west to east depending upon the general direction the route follows within the State.*

*The milepost at a given location will remain the same year after year. When a section of road is relocated, new milepost (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "milepost equations" are introduced at the end of each relocated portion so that mileposts on the remainder of the route within the county will remain unchanged.*

#### *6. Peak Month ADT*

*The peak month ADT is the average daily traffic for the month of heaviest traffic flow. This data is obtained because on many routes, high traffic volumes which occur during a certain season of the year are more representative of traffic conditions than the annual ADT.*

#### *7. Back and Ahead*

*Back AADT, Peak Month, and Peak Hour usually represents traffic South or West of the count location. Ahead AADT, Peak Month, and Peak Hour usually represents traffic North or East of the count location.*