City of Etna

AGENDA FOR THE SPECIAL MEETING OF THE ETNA CITY COUNCIL

DATE OF THE MEETING: December 2, 2024
TIME OF THE MEETING: 5:30 pm
PLACE OF THE MEETING: 442 Main Street Etna, CA, and TELECONFERENCE (Zoom)

1. Call to Order
   a. Pledge of Allegiance
   b. Roll Call
2. Public Comment - Non-Agenda Items - The City Council cannot take action or comment on non-agenda items.
3. CONSENT CALANDAR
   a. Minutes of the Regular Meeting October 28, 2024
   b. Second Reading and Adoption of Ordinance 227 Establishing Procedures for Fees, Charges, and Assessments; Finding Such Action Exempt from CEQA
   c. Invoice Approvals
4. PUBLIC HEARING
   a. General Plan Update: Circulation, Noise, and Open Space and Conservation Elements Resolution 2024-019 – A Resolution of the City Council of the City of Etna Adopting the Circulation Element, Noise Element, and Open Space & Conservation Element Updates
5. CURRENT BUSINESS
   a. Discuss/Approve Authorizing Mayor Munson to Execute the Memorandum of Understanding Between City of Etna Fire Department, Town of Fort Jones Fire Department, and Scott Valley Fire Protection District to Apply for Assistance to Firefighters Grant
   b. Discussion to Generate Direction for Staff Regarding the Creation of a Recreation and Culture Staff Position by Repurposing the Pool Manager Position
   c. Continued – Discussion of Personnel Policy, Municipal Code Amendment Chapter 2.06 City Administrator
   d. Continued – Strategic Plan, Staff direction to prepare Public Review Draft
   e. Discussion Quarterly Budget Update
6. DEPARTMENT REPORTS
   *Police*Public Works*Fire/Ambulance*Clerk*Mayor*City Manager*City Council/Committee
7. CLOSED SESSION
   a. Pursuant to Government Code §54957(b) Personnel Matters – Public Employee Performance Evaluation
      1. City Clerk
      2. Asst. City Clerk
8. CITY COUNCIL STATEMENTS AND REQUESTS
9. ADJOURNMENT

Zoom Teleconference Information:
Phone: 1-669-444-9171 US Meeting ID: 870 9842 5740
https://us06web.zoom.us/j/87098425740

The City of Etna does not discriminate based on disability in the admissions or access to, or treatment of or employment in, its programs or activities. Disability-related aids or services, including printed information in alternate formats, to enable persons with disabilities to participate in public meetings are available. If any accommodations are needed, please contact Pamela Eastlick at 530-467-5256 p.eastlick@etnaca.com. Requests should be made as soon as possible but recommended between three days to one week prior to the scheduled meeting.

MINUTES
REGULAR MEETING OF THE ETNA CITY COUNCIL
Monday October 28, 2024

Members of the Etna City Council met on this 28th day of October in person and TELECONFERENCE (Zoom.) Mayor Cliff Munson called the meeting to order and led in the salute to the flag of the United States of America.

1. **Call to Order:**
   a. Roll Call

   Councilmembers Brandon Fawaz, Jason Deppen, Mayor Cliff Munson, Charnna Gilmore, and John Stacher were present.

2. **Public Comments on Non-Agenda Items:**
   None.
3. **Consent Calendar:**
   a. **Minutes of the Regular Meeting September 23, 2024**
   b. **Minutes of the Special Meeting September 26, 2024**
   c. **Invoice Approval List**
   d. **Resolution 2024-018 A Resolution of the City Council of the City of Etna Rescinding Resolution 2024-014 and Adopting a Revised Conflict of Interest Code Designating Positions for Which Conflict of Interest Filings are Required**
   e. **Proclamation of the 17th Annual "Read Across Siskiyou" Event Sponsored by First 5 Siskiyou Children and Families Commission**

   Councilmember Deppen made a motion to approve the Consent Calendar, Councilmember Fawaz seconded, and the motion passed.

   Ayes: Stacher, Gilmore, Munson, Deppen, Fawaz

4. **Public Workshop:**

   a. **General Plan Update: Draft Open Space & Conservation Element**

      City Planner Richard Tinsman (Rico) was on Zoom to introduce the Open Space & Conservation Element of the General Plan update. The City Council had no requested changes, and there were no comments from the public. Mayor Munson closed the public workshop at 6:36 pm.

5. **Current Business:**

   a. **Discuss/Approve a Weekly/Bi-weekly Etna PAL Skate Night Street Closure at the Intersection of Howell and Harrison**

      Police Chief Josh Short gave a background on this item. Councilmember Deppen made a motion to approve the Etna PAL Skate Night, Councilmember Stacher seconded. More discussion. City Attorney Andrew Jared gave comments regarding liability.

      Ayes: Stacher, Gilmore, Munson, Deppen, Fawaz

b. Discuss/Direct Staff Recommendation for Underground Utility District

City Administrator Jeff Mitchem updated the Council on this item. The next step would be moving forward enabling an ordinance to create the district and finalize the boundaries in coordination with Pacific Power. Discussion regarding costs to private property owners to upgrade. Councilmember Fawaz expressed concerns with this project potentially burdening a customer. Councilmember Deppen made a motion to direct staff to move forward, Councilmember Fawaz seconded, and the motion passed.

Ayes: Stacher, Gilmore, Munson, Deppen, Fawaz

c. Introduction and First Reading of an Ordinance Adding Establishing an Administrative Remedies Procedure for Challenges to Fees, Charges, and Assessments and Finding Such Action Exempt from CEQA

City Attorney Andrew Jared gave a background on this item. Councilmember Gilmore made a motion to introduce and waive the first reading of ordinance establishing procedure of adoption of fees, charges, and assessments and finding such action exempt from California Environmental Quality Act (CEQA). Councilmember Stacher seconded and the motion passed.

Ayes: Stacher, Gilmore, Munson, Deppen, Fawaz

d. Discuss/Approve Consent & Waiver of Conflict of Interest with the Town of Fort Jones

Councilmember Deppen made a motion to approve, Councilmember Stacher seconded, and the motion passed.

Ayes: Stacher, Gilmore, Munson, Deppen, Fawaz

e. Discuss/Approve Sending a Letter to State Water Resources Control Board to Remove City of Etna from All Scott River Curtailment Orders

Councilmember Stacher discussed the city's water usage and measurement issues. Councilmember Deppen asked whether the city has lost any revenue due to curtailments and whether the curtailment is working. More discussion. This item died due to lack of a motion.

f. Discuss/Approve Bulk Water Sale Policy & Approve Purchasing Two Hydrant Meters

Public Works Director Dan Burbank gave a background on this item. Council and staff discussed bulk pricing, and hydrant location etc. Councilmember Gilmore made a motion to approve the bulk water sale policy and approve purchasing two hydrant meters approximately costing $3,000. Councilmember Stacher seconded the motion. More discussion. Councilmember Fawaz suggested a few changes/edits to the policy. Staff will make the requested edits.

Ayes: Stacher, Gilmore, Munson, Deppen, Fawaz

g. **Discuss/Approve 24/25 COPS Growth Allocation & Approve Fund 53 COPS Showing Budgeted Allocation of $94,663.46**

City Clerk Pamela Eastlick requested approval for a COPS fund budget amendment. Councilmember Fawaz made a motion to approve, Councilmember Stacher seconded, and the motion passed.

Ayes: Stacher, Gilmore, Munson, Deppen, Fawaz

h. **Discuss Billing All Water/Sewer Accounts Regardless of Account Status**

There are approximately 40 accounts that are in an inactive status and do not receive a bill. Director Burbank would like the Council to consider charging inactive accounts the flat fees for being connected to water and/or sewer. More discussion, no action taken.

i. **Discussion on New Policy Content for the Personnel Policy**

City Administrator Jeff Mitchem explained that this is a standing item that will be shared continuously until it is finalized and ready for approval. Mitchem will continue to ask for input. No action taken.

j. **Discussion on New Plan Content for Strategic Planning**

6. **Department Reports:**

Police Chief Josh Short reported that his department has been very busy. Chief Short explained the PD stats. They are preparing for the PAL Christmas Party that will be on December 7th. Chief Short updated the Council on current cases they have been working on.

Public Works Director Dan Burbank provided a written report in the council packet.

Ambulance Director Teresa Arrwood provided a written report in the council packet.

Assistant Fire Chief Larry Hicks reported that they have been organizing paperwork. The department is first on the list to provide services for a prescribed burn. They are actively working on mechanical issues with the fire engines, and other fire equipment. There are some building maintenance issues that need repaired. Hicks would also like the Council to consider having a washing machine purchased for the department. The Council would like the Fire Department to provide a list of requested equipment, and repairs. Hicks also shared concerns regarding water pressure in hydrants around town. Discussion regarding water pressure in fire hydrants. Councilmember Deppen asked about response time and fire personnel.

City Clerk Pamela Eastlick gave an update on grant reimbursements and completed projects. Eastlick gave a background on an annexation letter/resolution received from the County regarding TOT, and property taxes. More discussion regarding annexing property within city limits. City Attorney Andrew Jared gave more details discussing the resolution by the County. Eastlick reminded the Council that future meetings will be at 5:30 pm. The Council elected to reschedule the November 25th meeting to December 2nd due to Thanksgiving.

City Administrator Jeff Mitchem gave a brief report discussing the program income for CDBG. Mitchem updated the Council on grants. Councilmember Stacher asked about the status of the museum project. Clerk Eastlick replied that it has been submitted to the State.

7. **City Council Statements and Requests:**

   Councilmember Stacher has been working on getting the noon whistle back up and running. Stacher updated the Council on plans for the Main Street project.

   Councilmember Gilmore requested staff to start planning for the pool manager position. Mitchem has been researching the feasibility of creating a Parks and Recreation Director.

   Councilmember Deppen asked about city email accounts and working with IT. Clerk Eastlick will reach out to IT to see if they can setup a training for the Council.

8. **Adjournment:**

   There being no further business Mayor Cliff Munson adjourned the meeting at 8:38 pm.

Respectfully submitted,

Jenny Bennett
Asst. City Clerk

DRAFT

STAFF REPORT
ETNA CITY COUNCIL

To: Mayor and City Council Members

From: Andrew L. Jared, City Attorney

Date: November 25, 2024

Subject: **Second Reading and Adoption of an Ordinance Establishing a Procedures for Fees, Charges, and Assessments; Finding Such Action Exempt from CEQA**

Attachments: A. [Draft] Ordinance No. 227

RECOMMENDATION:

Motion to

1. Waive the full reading and adopt ordinance establishing procedure for adoption of fees, charges, and assessments.

SUMMARY:

The Etna Municipal Code does not have a procedure for requiring notice for new fees, charges, and assessments on real property pursuant to Proposition 218 (Cal. Const., Art. XIII D) , or to establish procedure to defend against challenges to fees, charges, and assessments adopted under Proposition 218. Proposition 218 and other provisions of state law establish certain parameters for hearings, notice and protest procedures. Recently, Government Code sections 53759.1 and 53759.2 were adopted to allow cities to address legal challenges to fees, charges and assessments if the procedures for consideration of objections by a ratepayer or assessed party were not raised before the close of the hearing.

On October 28, 2024, the City Council voted unanimously to introduce and waive the full reading of the attached ordinance addressing adopting a procedure for requiring notice of new fees, charges, and assessments, and adopt a procedure for challenges to such fees. The Council also found such action exempt from the California Environmental Quality Act (CEQA).

The ordinance requires that the City provide notice for the hearing at least 45 days prior to the hearing, that the notice provide in legible print certain required language about the objection procedure, and that anyone not raising an issue with the City Council regarding the fee, charge or assessment may be precluded from challenging the issue if not raised prior to the close of the hearing.

The California Constitution grants the City additional authority to enforce any local, police, sanitary, or other ordinance not in conflict with general laws, and to establish and operate public works upon conditions and under regulations that the City may prescribe. (Cal. Const., Art. XI, §§ 7, 9.) Based on this authority, state law allows the ordinance to require objections to challenge fees or charges

adopted under Article XIII C of the California Constitution, any assessment on real property, be timely submitted in writing prior to the hearing for adoption. This ordinance establishes the process to limit challenges in this way.

This ordinance establishes the process required by the for adopting a fee, charge, or assessment on real property. It requires that the City:

1. Make the proposed fee, charge, or assessment publicly available at least 45 days before the deadline for submitting written objections;

2. Post a written basis for the proposed fee, charge, or assessment on the City's website and include a link to that website on public hearing notices regarding the proposed adoption of the proposed fee, charge, or assessment;

3. Mail the written basis for the proposed fee, charge, or assessment to ratepayers or property owners upon request;

4. Provide at least 45 days for ratepayers or property owners to submit written objections to the fee, charge, or assessment;

5. Respond in writing to any timely submitted objections with an explanation for keeping or changing the proposed fee, charge, or assessment;

6. Present any timely submitted objections and responses thereto to the City Council for its consideration, either before or during the public hearing on the proposed fee, charge, or assessment;

7. Include on its public hearing notices a statement in bold-faced type of 12 points or larger:

a. That all written objections must be submitted to the City Clerk by the end of public comment period at the hearing, that a failure to timely object in writing bars any right to challenge that fee, charge, or assessment in court, and that any such action will be limited to issues identified in such objections; and

b. All substantive and procedural requirements for submitting an objection to the proposed fee, charge, or assessment.

FINANCIAL IMPACT:

Minimal impact of staff effort to place notices on city website, or provide written materials by mail upon request. Potential savings of litigation against challenges to Council actions for implementing revenue measures.

ENVIRONMENTAL:

The adoption of this ordinance is not subject to the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines sections 21065 and 15061(b)(3) as the establishment of an administrative remedies procedure will not result in a reasonably foreseeable direct or indirect physical change in the environment.

ATTACHMENT:

1. [Draft] Ordinance No. 227 Adding Chapter 3.34 "Procedures for Fees, Charges, and Assessments to Real Property" to the Etna Municipal Code.

[DRAFT] ORDINANCE NO. 227

AN ORDINANCE OF THE CITY OF ETNA ADOPTING AN ADMINISTRATIVE REMEDIES PROCEDURE FOR CHALLENGES TO FEES, CHARGES, AND ASSESSMENTS

Be it ordained by the Council of the City of Etna:

Section 1. AUTHORITY. This Ordinance is authorized by the City's authority under California Constitution, article XI, sections 7 (police power) and 9 (utility power) as well as Government Code section 53759.1.

Section 2. CODE AMENDMENT. Chapter 3.34 of Title 2 of the Etna Municipal Code is hereby added to read as follows:

Section 3.34.010 — Exhaustion of administrative remedies for challenges to fees, charges, and assessments on real property.

A. Scope. The duty to exhaust administrative remedies imposed by this section extends to:

a. any fee or charge subject to articles XIII C or XIII D of the California Constitution,

b. any assessment on real property levied by the City, and

c. the methodology used to develop and levy such a fee, charge, or assessment.

B. "Hearing" as used in this section means the hearing referenced in paragraph 4 of subsection D of this section.

C. Duty to Exhaust Issues. No person may bring a judicial action or proceeding alleging noncompliance with the California Constitution or other applicable law for any new, increased, or extended fee, charge, or assessment levied by the City, unless that person submitted to the City Clerk a timely, written objection to that fee, charge, or assessment specifying the grounds for alleging noncompliance. The issues raised in any such action or proceeding shall be limited to those raised in such an objection unless a court finds the issue could not have been raised in such an objection by those exercising reasonable diligence.

D. Procedures. The City shall:

(1) Make available to the public any proposed fee, charge, or assessment to which this section is to apply no less than 45 days before the deadline for a ratepayer or assessed property owner to submit an objection pursuant to paragraph 4 of this subsection D.

(2) Post on its internet website a written basis for the fee, charge, or assessment, such as a cost of service analysis or an engineer's report, and include a link to the internet website in the written notice of the Hearing, including, but not limited to, a notice pursuant to subdivision (c) of Section 4 or paragraph (1) of subdivision (a) of Section 6 of Article XIII D of the California Constitution.

(3) Mail the written basis described in paragraph 2 of this subsection D to a ratepayer or property owner on request.

(4) Provide at least 45 days for a ratepayer or assessed property owner to review the proposed fee or assessment and to timely submit to the City Clerk a written objection to that fee, charge, or assessment that specifies the grounds for alleging noncompliance. Any objection shall be submitted before the end of the public comment portion of a Hearing on the rate, charge or assessment.

(5) Include in a written notice of the Hearing, a statement in bold-faced type of 12 points or larger:

(A) That all written objections must be submitted to the City Clerk by the end of public comment period at the Hearing and that a failure to timely object in writing bars any right to challenge that fee, charge, or assessment in court and that any such action will be limited to issues identified in such objections.

(B) All substantive and procedural requirements for submitting an objection to the proposed fee, charge, or assessment such as those specified for a property-related fee under California Constitution, article XIII D, section 6(a) or for an assessment on real property under California Constitution, article XIII D, section 4(e).

E. Council Consideration; City Responses. Before or during the Hearing, the City Council shall consider and the City shall respond in writing to, any timely written objections. The City Council may adjourn the Hearing to another date if necessary to respond to comments received after the agenda is posted for the meeting at which the Hearing occurs. The City's responses shall explain the substantive basis for retaining or altering the proposed fee, charge, or assessment

in response to written objections, including any reasons to reject requested amendments.

F. City Council Determinations. The City Council, in exercising its legislative discretion, shall determine whether:

(1) The written objections and the City's response warrant clarifications to the proposed fee, charge, or assessment.

(2) To reduce the proposed fee, charge or assessment.

(3) To further review the proposed fee, charge, or assessment before determining whether clarification or reduction is needed.

(4) To proceed with the Hearing, to continue it, or to abandon the proposal.

SECTION 3. CEQA FINDINGS. The City Council finds that adoption of this Ordinance is exempt from CEQA because: (i) it is not a project within the meaning of Public Resources Code, section 21065 because it has no potential to alter the physical environment; (ii) and pursuant to CEQA Guidelines section 15061(b)(3), the so-called "common sense" exemption, for this same reason.

SECTION 4. SEVERABILITY. If any section, subsection, sentence, clause, phrase or portion of this Ordinance or its application to any person or circumstance is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance or its application to other persons and circumstances. The City Council declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase or portion thereof despite the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions be declared invalid or unconstitutional and, to that end, the provisions hereof are hereby declared to be severable.

SECTION 5. EFFECTIVE DATE. This Ordinance shall be in full force and effect 30 days after its adoption pursuant to Government Code section 36937.

SECTION 6. PUBLICATION. The City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same to be published pursuant to Government Code section 36933.

INTRODUCED and first read at a regular meeting of the City Council on the 28th day of October 2024.

FINAL PASSAGE AND ADOPTION by the City Council of the City of Etna was at a meeting held on the _____ day of _____ 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINING:

_____
Cliff Munson, Mayor

APPROVED AS TO FORM:

_____
Andrew L. Jared, City Attorney

ATTEST:

_____
Pamela Eastlick, City Clerk

INVOICE APPROVAL LIST REPORT - DETAIL WITH GL DIST

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount

CALIFORNIA POLICE CHIEFS'	24/25 Dues	27407	07/01/2024		
ASSOCIATION			11/01/2024		
PO BOX 255745	CPCA		07/01/2024		0.00
SACRAMENTO	GF	0	00/00/0000		0.00
CA 95865-5745	6622				210.00

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-40-750.00	DUES AND SUBSCRIPTIONS		210.00	0.00

Check No.	0	Total:	210.00
Total for	CALIFORNIA POLICE CHIEFS'		210.00

CAMPORA	625 Howell	27388	10/22/2024		
			11/01/2024		
PO BOX 992424	CAMPO		10/22/2024		0.00
REDDING	GF	0	00/00/0000		0.00
CA 96099-2424	7811610				86.07

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-55-840.20	HEATING		28.69	0.00
40-30-840.20	HEATING		28.69	0.00
45-33-840.20	HEATING		28.69	0.00

Check No.	0	Total:	86.07
Total for	CAMPORA		86.07

CHARLES W. PILLON	Audit Services	27415	11/02/2024		
			11/06/2024		
	CHARLES PI		11/02/2024		0.00
	GF	0	00/00/0000		0.00
96007	4663				656.25

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-765.00	AUDIT FEES		656.25	0.00

Check No.	0	Total:	656.25
Total for	CHARLES W. PILLON		656.25

CURTIS BLUE LINE	PD Vests & Gear X4	27386	10/25/2024		
			11/01/2024		
855 RIVERSIDE PKWY	CURTISBL		10/25/2024		0.00
SACRAMENTO	GF	0	00/00/0000		0.00
CA 95605	INV879917				5,066.48

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-40-875.00	SPECIAL DEPT SUPPLIES & EQUIP		5,066.48	0.00

Check No.	0	Total:	5,066.48
Total for	CURTIS BLUE LINE		5,066.48

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount
DAVE WALLACE, CPA	Bank Recs 2021	27389	08/31/2024	
			11/01/2024	
6182 W WHISTLE STOP RD	DAVE WALL		08/31/2024	0.00
SOUTH JORDAN	GF	0	00/00/0000	0.00
UT 84009	31-Aug-24			2,006.25

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-90-760.00	PROFESSIONAL & CONTRACT SERVCS		2,006.25	0.00

DAVE WALLACE, CPA	Bank Recs 2021	27390	09/30/2024	
			11/01/2024	
6182 W WHISTLE STOP RD	DAVE WALL		09/30/2024	0.00
SOUTH JORDAN	GF	0	00/00/0000	0.00
UT 84009	30-Sep-24			3,693.75

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-90-760.00	PROFESSIONAL & CONTRACT SERVCS		3,693.75	0.00

DAVE WALLACE, CPA	Bank Recs 2021	27416	10/31/2024	
			11/06/2024	
6182 W WHISTLE STOP RD	DAVE WALL		10/31/2024	0.00
SOUTH JORDAN	GF	0	00/00/0000	0.00
UT 84009	October 2024			5,981.25

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-90-760.00	PROFESSIONAL & CONTRACT SERVCS		5,981.25	0.00

Check No.	0	Total:	11,681.25
Total for	DAVE WALLACE, CPA		11,681.25

E & S ENGINEERS	Monthly Retainer	27408	10/23/2024	
			11/01/2024	
329 WEST MINER STREET	BRAY		10/23/2024	0.00
YREKA	GF	0	00/00/0000	0.00
CA 96097	4733			500.00

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-782.00	ENGINEER FEES		500.00	0.00

E & S ENGINEERS	Cleveland St. Final	27409	10/23/2024	
			11/01/2024	
329 WEST MINER STREET	BRAY		10/23/2024	0.00
YREKA	GF	0	00/00/0000	0.00
CA 96097	4737			86.00

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
29-60-881.35	STREET REHAB.		86.00	0.00

E & S ENGINEERS	Emergency Drought Grant	27410	10/24/2024	
			11/01/2024	
329 WEST MINER STREET	BRAY		10/24/2024	0.00
YREKA	GF	0	00/00/0000	0.00
CA 96097	4749			11,080.00

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
20-30-881.20	DWR-DROUGHT RELIEF GRANT		11,080.00	0.00

E & S ENGINEERS	Main Street STIP	27411	10/24/2024	
			11/01/2024	
329 WEST MINER STREET	BRAY		10/24/2024	0.00
YREKA	GF	0	00/00/0000	0.00
CA 96097	4756			7,482.00

Vendor Name | Invoice Description1 | Ref No. | Discount Date
Vendor Name Line 2 | Invoice Description2 | PO No. | Pay Date
Vendor Address | Vendor Number | | Due Date | Taxes Withheld
City | Bank | Check No. | Check Date | Discount Amount
State/Province Zip/Postal | Invoice Number | | Check Amount

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
24-60-881.35	STREET REHAB.		7,482.00	0.00

Check No. 0 Total: 19,148.00
Total for E & S ENGINEERS 19,148.00

ETNA HARDWARE, INC. | Maint & Supplies | 27425 | 10/31/2024 | 11/06/2024
P O BOX 328 | EHSG | | 10/31/2024 | 0.00
ETNA | GF | 0 | 00/00/0000 | 0.00
CA 96027 | | | | 192.87

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-40-860.00	VEHICLE MAINTENANCE	PD Vehicle Maint	133.32	0.00
10-70-880.00	MAINTENANCE & SUPPLIES	Park Maint.	59.55	0.00

Check No. 0 Total: 192.87
Total for ETNA HARDWARE, INC. 192.87

PACIFIC POWER | Woodland Fltr Plant | 27402 | 10/22/2024 | 11/01/2024
PO BOX 26000 | PP | | 10/22/2024 | 0.00
PORTLAND | GF | 0 | 00/00/0000 | 0.00
OR 97256-0001 | | | | 141.10

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
40-30-840.10	ELECTRIC		141.10	0.00

PACIFIC POWER | 400 Howell Lights | 27403 | 10/22/2024 | 11/01/2024
PO BOX 26000 | PP | | 10/22/2024 | 0.00
PORTLAND | GF | 0 | 00/00/0000 | 0.00
OR 97256-0001 | | | | 66.85

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-60-840.10	ELECTRIC		66.85	0.00

PACIFIC POWER | 625 Howell Shop & Amb | 27404 | 10/22/2024 | 11/01/2024
PO BOX 26000 | PP | | 10/22/2024 | 0.00
PORTLAND | GF | 0 | 00/00/0000 | 0.00
OR 97256-0001 | | | | 60.77

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-60-840.10	ELECTRIC		6.77	0.00
40-30-840.10	ELECTRIC		6.75	0.00
45-33-840.10	ELECTRIC		6.75	0.00
50-45-840.10	ELECTRIC		40.50	0.00

PACIFIC POWER | 440 Main St. | 27405 | 10/22/2024 | 11/01/2024
PO BOX 26000 | PP | | 10/22/2024 | 0.00
PORTLAND | GF | 0 | 00/00/0000 | 0.00
OR 97256-0001 | | | | 79.53

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-55-840.10	ELECTRIC		79.53	0.00

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount
PACIFIC POWER	448 Main St. RCD	27406	10/22/2024	
			11/01/2024	
PO BOX 26000	PP		10/22/2024	0.00
PORTLAND	GF	0	00/00/0000	0.00
OR 97256-0001				15.42

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-55-840.10	ELECTRIC		15.42	0.00

PACIFIC POWER	401 Island Sewerplant	27401	10/23/2024	
			11/01/2024	
PO BOX 26000	PP		10/23/2024	0.00
PORTLAND	GF	0	00/00/0000	0.00
OR 97256-0001				151.67

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
45-33-840.10	ELECTRIC		151.67	0.00

PACIFIC POWER	Streetlights	27427	10/28/2024	
			11/06/2024	
PO BOX 26000	PP		10/28/2024	0.00
PORTLAND	GF	0	00/00/0000	0.00
OR 97256-0001				1,245.13

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-60-867.00	TRAFFIC SAFETY		1,245.13	0.00

PACIFIC POWER	401 Howell Pool	27428	10/29/2024	
			11/06/2024	
PO BOX 26000	PP		10/29/2024	0.00
PORTLAND	GF	0	00/00/0000	0.00
OR 97256-0001				20.35

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
23-70-840.10	ELECTRIC		20.35	0.00

Check No.	0	Total:	1,780.82
Total for	PACIFIC POWER		1,780.82

PAMELA EASTLICK	LAWCX Meeting	27430	11/06/2024	
			11/06/2024	
PO BOX 131	PEAST		11/06/2024	0.00
GREENVIEW	GF	0	00/00/0000	0.00
CA 96037				407.90

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-735.00	TRAVEL & TRAINING		407.90	0.00

Check No.	0	Total:	407.90
Total for	PAMELA EASTLICK		407.90

PURCHASE POWER	Postage	27429	10/31/2024	
			11/06/2024	
PO BOX 856042	PURCHASE P		10/31/2024	0.00
LOUISVILLE	GF	0	00/00/0000	0.00
KY 40285-6042	10.31			257.67

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount

GL Number	Description	Invoice Amount	Amount Relieved
10-25-820.00	POSTAL EXPENSE	3.87	0.00
40-30-820.00	POSTAL EXPENSE	126.90	0.00
45-33-820.00	POSTAL EXPENSE	126.90	0.00

Check No. 0 Total: 257.67
Total for PURCHASE POWER 257.67

SCOTT RIVER WATERSHED COUNCIL — Etna Cleanup Day — 27387 — 11/01/2024 — 11/01/2024
PO BOX 355 — SCRIVER — 11/01/2024 — 0.00
ETNA — GF — 0 — 00/00/0000 — 0.00
CA 96027 — 1,948.00

GL Number	Description	Invoice Amount	Amount Relieved
10-00-121.00	GRANTS RECEIVABLE	1,948.00	0.00

Check No. 0 Total: 1,948.00
Total for SCOTT RIVER WATERSHED COUI 1,948.00

SCOTT VALLEY DISPOSAL — Monthly Trash — 27426 — 10/31/2024 — 11/06/2024
138 FOREST WALK — SVD — 10/31/2024 — 0.00
ETNA — GF — 0 — 00/00/0000 — 0.00
CA 96027 — 675.00

GL Number	Description	Invoice Amount	Amount Relieved
10-55-840.30	TRASH	225.00	0.00
10-60-840.30	TRASH	225.00	0.00
10-70-840.30	TRASH	225.00	0.00

Check No. 0 Total: 675.00
Total for SCOTT VALLEY DISPOSAL 675.00

SHN CONSULTING ENGINEERS — Etna SSMP — 27413 — 10/21/2024 — 11/01/2024
SHN — 10/21/2024 — 0.00
GF — 0 — 00/00/0000 — 0.00
123137 — 121.25

GL Number	Description	Invoice Amount	Amount Relieved
45-33-760.00	PROFESSIONAL & CONTRACT SERVCS	121.25	0.00

Check No. 0 Total: 121.25
Total for SHN CONSULTING ENGINEERS 121.25

SISKIYOU COUNTY TAX COLLECTOR — Property Taxes — 27393 — 11/01/2024 — 11/01/2024
311 FORTH STREET ROOM 104 — SC TAX — 11/01/2024 — 0.00
YREKA — GF — 0 — 00/00/0000 — 0.00
CA 96097-2944 — 02-471-190 — 108.08

GL Number	Description	Invoice Amount	Amount Relieved

Vendor Name	Invoice Description1	Ref No.	Discount Date		
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date		
Vendor Address	Vendor Number		Due Date		Taxes Withheld
City	Bank	Check No.	Check Date		Discount Amount
State/Province Zip/Postal	Invoice Number				Check Amount
45-33-785.00	PROPERTY TAXES			108.08	0.00
SISKIYOU COUNTY TAX COLLECTOR	Property Taxes	27394	11/01/2024		
			11/01/2024		
311 FORTH STREET ROOM 104	SC TAX		11/01/2024		0.00
YREKA	GF	0	00/00/0000		0.00
CA 96097-2944	056-032-190				63.00
GL Number	Description	Distribution Line Description		Invoice Amount	Amount Relieved
10-55-785.00	PROPERTY TAXES			63.00	0.00
SISKIYOU COUNTY TAX COLLECTOR	Property Taxes	27395	11/01/2024		
			11/01/2024		
311 FORTH STREET ROOM 104	SC TAX		11/01/2024		0.00
YREKA	GF	0	00/00/0000		0.00
CA 96097-2944	056-161-150				63.00
GL Number	Description	Distribution Line Description		Invoice Amount	Amount Relieved
10-55-785.00	PROPERTY TAXES			63.00	0.00
SISKIYOU COUNTY TAX COLLECTOR	Property Taxes	27396	11/01/2024		
			11/01/2024		
311 FORTH STREET ROOM 104	SC TAX		11/01/2024		0.00
YREKA	GF	0	00/00/0000		0.00
CA 96097-2944	056-161-170				126.00
GL Number	Description	Distribution Line Description		Invoice Amount	Amount Relieved
10-55-785.00	PROPERTY TAXES			126.00	0.00
SISKIYOU COUNTY TAX COLLECTOR	Property Taxes	27397	11/01/2024		
			11/01/2024		
311 FORTH STREET ROOM 104	SC TAX		11/01/2024		0.00
YREKA	GF	0	00/00/0000		0.00
CA 96097-2944	056-011-420				170.70
GL Number	Description	Distribution Line Description		Invoice Amount	Amount Relieved
23-70-785.00	PROPERTY TAXES			170.70	0.00
SISKIYOU COUNTY TAX COLLECTOR	Property Taxes	27398	11/01/2024		
			11/01/2024		
311 FORTH STREET ROOM 104	SC TAX		11/01/2024		0.00
YREKA	GF	0	00/00/0000		0.00
CA 96097-2944	056-051-010				63.00
GL Number	Description	Distribution Line Description		Invoice Amount	Amount Relieved
10-55-785.00	PROPERTY TAXES			63.00	0.00
SISKIYOU COUNTY TAX COLLECTOR	Property Taxes	27399	11/01/2024		
			11/01/2024		
311 FORTH STREET ROOM 104	SC TAX		11/01/2024		0.00
YREKA	GF	0	00/00/0000		0.00
CA 96097-2944	056-103-070				63.00
GL Number	Description	Distribution Line Description		Invoice Amount	Amount Relieved
10-55-785.00	PROPERTY TAXES			63.00	0.00
SISKIYOU COUNTY TAX COLLECTOR	Property Taxes	27400	11/01/2024		
			11/01/2024		
311 FORTH STREET ROOM 104	SC TAX		11/01/2024		0.00
YREKA	GF	0	00/00/0000		0.00
CA 96097-2944	056-151-020				63.00
GL Number	Description	Distribution Line Description		Invoice Amount	Amount Relieved
10-55-785.00	PROPERTY TAXES			63.00	0.00

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount

Check No.	0	Total:	719.78
Total for	SISKIYOU COUNTY TAX COLLECT		719.78

SISKIYOU TELEPHONE	5638 PD Fax	27417	11/01/2024		
			11/06/2024		
P O BOX 157	ST		11/01/2024		0.00
ETNA	GF	0	00/00/0000		0.00
CA 96027					53.57

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-40-830.00	TELEPHONE EXPENSE		26.78	0.00
53-40-830.00	TELEPHONE EXPENSE		26.79	0.00

SISKIYOU TELEPHONE	5256 City Hall	27418	11/01/2024		
			11/06/2024		
P O BOX 157	ST		11/01/2024		0.00
ETNA	GF	0	00/00/0000		0.00
CA 96027					230.02

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-830.00	TELEPHONE EXPENSE		230.02	0.00

SISKIYOU TELEPHONE	5232 Pool	27419	11/01/2024		
			11/06/2024		
P O BOX 157	ST		11/01/2024		0.00
ETNA	GF	0	00/00/0000		0.00
CA 96027					130.47

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
23-70-830.00	TELEPHONE EXPENSE		130.47	0.00

SISKIYOU TELEPHONE	3673 Shop & Park Wifi	27420	11/01/2024		
			11/06/2024		
P O BOX 157	ST		11/01/2024		0.00
ETNA	GF	0	00/00/0000		0.00
CA 96027					177.00

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-60-830.00	TELEPHONE EXPENSE		32.35	0.00
10-70-830.00	TELEPHONE EXPENSE		79.95	0.00
40-30-830.00	TELEPHONE EXPENSE		32.35	0.00
45-33-830.00	TELEPHONE EXPENSE		32.35	0.00

SISKIYOU TELEPHONE	3400 PD	27421	11/01/2024		
			11/06/2024		
P O BOX 157	ST		11/01/2024		0.00
ETNA	GF	0	00/00/0000		0.00
CA 96027					258.62

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-40-830.00	TELEPHONE EXPENSE		129.31	0.00
53-40-830.00	TELEPHONE EXPENSE		129.31	0.00

SISKIYOU TELEPHONE	3331 Ambulance	27422	11/01/2024		
			11/06/2024		
P O BOX 157	ST		11/01/2024		0.00
ETNA	GF	0	00/00/0000		0.00
CA 96027					168.39

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
50-45-830.00	TELEPHONE EXPENSE		168.39	0.00

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount
SISKIYOU TELEPHONE	3295 Fire Hall	27423	11/01/2024	
			11/06/2024	
P O BOX 157	ST		11/01/2024	0.00
ETNA	GF	0	00/00/0000	0.00
CA 96027				83.45

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-50-830.00	TELEPHONE EXPENSE		83.45	0.00

SISKIYOU TELEPHONE	3217 City Hall Fax	27424	11/01/2024	
			11/06/2024	
P O BOX 157	ST		11/01/2024	0.00
ETNA	GF	0	00/00/0000	0.00
CA 96027				50.53

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-830.00	TELEPHONE EXPENSE		50.53	0.00

Check No.	0		Total:	1,152.05
Total for	SISKIYOU TELEPHONE			1,152.05

TYLER TECHNOLOGIES INC	Annual Fund Balance	27412	11/01/2024	
			11/01/2024	
PO BOX 203556	TT		11/01/2024	0.00
DALLAS	GF	0	00/00/0000	0.00
TX 75320-3556	025-483629			7,145.18

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-750.00	DUES AND SUBSCRIPTIONS		7,145.18	0.00

Check No.	0		Total:	7,145.18
Total for	TYLER TECHNOLOGIES INC			7,145.18

WHITEHAWK CONSTRUCTION	Water System Imp. Project	27414	11/01/2024	
			11/01/2024	
PO BOX 181	WHITE		11/01/2024	0.00
PALE CEDRO	GF	0	00/00/0000	0.00
CA 96073				183,592.04

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
20-30-881.20	DWR-DROUGHT RELIEF GRANT		183,592.04	0.00

Check No.	0		Total:	183,592.04
Total for	WHITEHAWK CONSTRUCTION			183,592.04

WITTMAN ENTERPRISES, LLC	Billing Services	27392	10/28/2024	
			11/01/2024	
11093 SUN CENTER	WE		10/28/2024	0.00
RANCHO CORDOVA	GF	0	00/00/0000	0.00
CA 95670-6110	2409467			1,699.03

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
50-45-760.00	PROFESSIONAL & CONTRACT SERVCS		1,699.03	0.00

Check No.	0		Total:	1,699.03

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount

Total for WITTMAN ENTERPRISES, LLC 1,699.03

XEROX CORPORATION	Print Charges	27391	10/04/2024	
			11/01/2024	
PO BOX 7405	XEROX		10/04/2024	0.00
PASADENA	GF	0	00/00/0000	0.00
CA 91109-7405	022296827			54.14

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-870.00	OFFICE SUPPLIES		54.14	0.00

Check No. 0 Total: 54.14

Total for XEROX CORPORATION 54.14

Total Invoices: 45

Grand Total:	236,593.78
Less Credit Memos:	0.00
Net Total:	236,593.78
Less Hand Check Total:	0.00
Outstanding Invoice Total:	236,593.78

Recap by Department

Department #	Department Name	Amount To Pay	Amount To Relieve
00	General	1,948.00	0.00
25	City Clerk	9,047.89	0.00
30	Water	195,007.83	0.00
33	Sewer	575.69	0.00
40	Law Enforcement	5,721.99	0.00
45	Ambulance Services	1,907.92	0.00
50	Fire Prevention	83.45	0.00
55	Governmental Buildings	789.64	0.00
60	Highways & Streets	9,144.10	0.00
70	Parks & Recreation	686.02	0.00
90	Non-Departmental	11,681.25	0.00
	Grand Total:	**236,593.78**	**0.00**

City of Etna

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount

MEAN GENE'S GAS — Bulk Fuel Diesel — 27433 — 09/30/2024 — 11/06/2024
P O BOX 534 — MGM — 09/30/2024 — 0.00
FT JONES — GF — 0 — 00/00/0000 — 0.00
CA 96032 — 1,624.03

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-50-865.00	VEHICLE FUEL & OIL		498.85	0.00
10-60-865.00	VEHICLE FUEL & OIL		84.22	0.00
40-30-865.00	VEHICLE FUEL & OIL		84.22	0.00
45-33-865.00	VEHICLE FUEL & OIL		84.21	0.00
50-45-865.00	VEHICLE FUEL & OIL		872.53	0.00

MEAN GENE'S GAS — Bulk Fuel Unleaded — 27434 — 09/30/2024 — 11/06/2024
P O BOX 534 — MGM — 09/30/2024 — 0.00
FT JONES — GF — 0 — 00/00/0000 — 0.00
CA 96032 — 1,990.75

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-40-865.00	VEHICLE FUEL & OIL		299.58	0.00
10-41-865.00	VEHICLE FUEL & OIL		375.01	0.00
10-42-865.00	VEHICLE FUEL & OIL		317.50	0.00
10-50-865.00	VEHICLE FUEL & OIL		123.55	0.00
10-60-865.00	VEHICLE FUEL & OIL		5.76	0.00
40-30-865.00	VEHICLE FUEL & OIL		189.40	0.00
45-33-865.00	VEHICLE FUEL & OIL		189.38	0.00
50-45-865.00	VEHICLE FUEL & OIL		97.75	0.00
53-40-865.00	VEHICLE FUEL & OIL		392.82	0.00

Check No. 0 Total: 3,614.78
Total for MEAN GENE'S GAS 3,614.78

SCOTT VALLEY AUTO PARTS — Vehicle Maint. — 27432 — 10/31/2024 — 11/06/2024
P O BOX 215 — SVAP — 10/31/2024 — 0.00
FT JONES — GF — 0 — 00/00/0000 — 0.00
CA 96032 — 888.51

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-40-860.00	VEHICLE MAINTENANCE	PD	746.17	0.00
50-45-860.00	VEHICLE MAINTENANCE	Amb	142.34	0.00

Check No. 0 Total: 888.51
Total for SCOTT VALLEY AUTO PARTS 888.51

VERIZON WIRELESS — Monthly Cellular — 27431 — 11/21/2024 — 11/06/2024
PO BOX 9622 — VW — 11/21/2024 — 0.00
MISSION HILLS — GF — 0 — 00/00/0000 — 0.00
TX 91346-9622 — 511.48

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-40-830.30	CELLULAR		88.38	0.00

Vendor Name	Invoice Description1	Ref No.	Discount Date		
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date		
Vendor Address	Vendor Number		Due Date		Taxes Withheld
City	Bank	Check No.	Check Date		Discount Amount
State/Province Zip/Postal	Invoice Number				Check Amount
10-41-830.30	CELLULAR			88.38	0.00
10-42-830.30	CELLULAR			46.57	0.00
10-60-830.30	CELLULAR			51.06	0.00
40-30-830.30	CELLULAR			51.06	0.00
45-33-830.30	CELLULAR			51.06	0.00
50-45-830.30	CELLULAR			46.59	0.00
53-40-830.30	CELLULAR			88.38	0.00
		Check No.	0	Total:	511.48
		Total for	VERIZON WIRELESS		511.48

Total Invoices: 4

Grand Total:	5,014.77
Less Credit Memos:	0.00
Net Total:	5,014.77
Less Hand Check Total:	0.00
Outstanding Invoice Total:	5,014.77

Recap by Department

Department #	Department Name	Amount To Pay	Amount To Relieve
30	Water	324.68	0.00
33	Sewer	324.65	0.00
40	Law Enforcement	1,615.33	0.00
41	Police - FJ Station	463.39	0.00
42	DOJ GRANT	364.07	0.00
45	Ambulance Services	1,159.21	0.00
50	Fire Prevention	622.40	0.00
60	Highways & Streets	141.04	0.00
	Grand Total:	**5,014.77**	**0.00**

INVOICE APPROVAL LIST REPORT - DETAIL WITH GL DIST

City of Etna

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount

A1 DRAINS	Sewer Back Flow Work	27443	10/15/2024	
			11/20/2024	
3333 FOREST LN.	A1		10/15/2024	0.00
ETNA	GF	22086	11/21/2024	0.00
CA 96027	1360			150.00

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
45-33-760.00	PROFESSIONAL & CONTRACT SERVCS		150.00	0.00

Check No.	22086	Total:	150.00
Total for	A1 DRAINS		150.00

C & K MARKET	Office Supplies Clerk	27453	10/29/2024	
			11/20/2024	
P O BOX 408	C&K		10/29/2024	0.00
ETNA	GF	22087	11/21/2024	0.00
CA 96027				15.29

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-870.00	OFFICE SUPPLIES		15.29	0.00

Check No.	22087	Total:	15.29
Total for	C & K MARKET		15.29

CAMPORA	155 Diggles	27449	11/05/2024	
			11/20/2024	
PO BOX 992424	CAMPO		11/05/2024	0.00
REDDING	GF	22088	11/21/2024	0.00
CA 96099-2424	7860991			328.80

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-40-840.20	HEATING		164.40	0.00
53-40-840.20	HEATING		164.40	0.00

CAMPORA	625 Howell Propane	27450	11/05/2024	
			11/20/2024	
PO BOX 992424	CAMPO		11/05/2024	0.00
REDDING	GF	22088	11/21/2024	0.00
CA 96099-2424	7915363			262.91

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-55-840.20	HEATING		87.65	0.00
40-30-840.20	HEATING		87.63	0.00
45-33-840.20	HEATING		87.63	0.00

Check No.	22088	Total:	591.71
Total for	CAMPORA		591.71

CHARLES W. PILLON	23-24 Annual Street Report	27451	11/18/2024	
			11/20/2024	
	CHARLES PI		11/18/2024	0.00
	GF	22089	11/21/2024	0.00
96007	4675			1,500.00

Vendor Name	Invoice Description1		Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2		PO No.	Pay Date	
Vendor Address	Vendor Number			Due Date	Taxes Withheld
City	Bank		Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number				Check Amount

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
25-60-760.00	PROFESSIONAL & CONTRACT SERVCS		1,500.00	0.00

Check No. 22089 Total: 1,500.00
Total for CHARLES W. PILLON 1,500.00

CLINT WHITCHURCH	Reim: Thumb Drive		27454	11/20/2024	
				11/20/2024	
PO BOX 94	WHITCHURCH			11/20/2024	0.00
ETNA	GF		22090	11/21/2024	0.00
CA 96027					14.48

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-40-870.00	OFFICE SUPPLIES		14.48	0.00

Check No. 22090 Total: 14.48
Total for CLINT WHITCHURCH 14.48

COLANTUONO, HIGHSMITH &	Attorney Fees		27445	11/11/2024	
WHATLEY, PC				11/20/2024	
420 SIERRA COLLEGE DRIVE	JARED			11/11/2024	0.00
GRASS VALLEY	GF		22091	11/21/2024	0.00
CA 95945-5091	62813				4,700.00

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-20-780.00	ATTORNEY FEES		4,461.03	0.00
10-25-780.00	ATTORNEY FEES		238.97	0.00

Check No. 22091 Total: 4,700.00
Total for COLANTUONO, HIGHSMITH & 4,700.00

KELLEY CREATE	Xerox Charges Oct & Nov		27446	10/31/2024	
				11/20/2024	
PO BOX 660831	KELLEY			10/31/2024	0.00
DALLAS	GF		22092	11/21/2024	0.00
TX 75266-0831	37792051				795.17

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-750.00	DUES AND SUBSCRIPTIONS		795.17	0.00

Check No. 22092 Total: 795.17
Total for KELLEY CREATE 795.17

KELLY YORK	Reim: Dog Euthanasia		27455	11/20/2024	
				11/20/2024	
5002 HAMLIN GULCH	KELYORK			11/20/2024	0.00
FORT JONES	GF		22093	11/21/2024	0.00
CA 96032					70.00

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-41-760.00	PROFESSIONAL & CONTRACT SERVCS		70.00	0.00

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount

Check No.	22093	Total:	70.00
Total for	KELLY YORK		70.00

KIEP-ER KLEEN	Cleaning Services	27444	11/08/2024	
			11/20/2024	
PO BOX 404	KK		11/08/2024	0.00
ETNA	GF	22094	11/21/2024	0.00
CA 96027-404				306.00

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-760.00	PROFESSIONAL & CONTRACT SERVCS	City Hall	72.00	0.00
10-40-760.00	PROFESSIONAL & CONTRACT SERVCS	PD	18.00	0.00
10-70-760.00	PROFESSIONAL & CONTRACT SERVCS	Park	216.00	0.00

Check No.	22094	Total:	306.00
Total for	KIEP-ER KLEEN		306.00

LAW OFFICE OF DARRIN MERCIER	CDBG Foreclosure	27441	10/31/2024	
			11/20/2024	
409 W. CENTER ST	MERCIER		10/31/2024	0.00
YREKA	GF	22095	11/21/2024	0.00
CA 96097	48891			85.10

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-780.00	ATTORNEY FEES		85.10	0.00

Check No.	22095	Total:	85.10
Total for	LAW OFFICE OF DARRIN MERCIEI		85.10

LIFE ASSIST	Medical Supplies	27440	11/04/2024	
			11/20/2024	
11277 SUNRISE PARK DRIVE	LA		11/04/2024	0.00
RANCHO CORDOVA	GF	22096	11/21/2024	0.00
CA 95742	1525281			107.75

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
50-45-872.00	MEDICAL SUPPLIES		107.75	0.00

Check No.	22096	Total:	107.75
Total for	LIFE ASSIST		107.75

MID VALLEY TITLE & ESCROW	CDBG Foreclosure	27456	11/20/2024	
COMPANY			11/21/2024	
601 MAIN STREET BOX 3039	MID		11/20/2024	0.00
CHICO	GF	22097	11/21/2024	0.00
CA 95928	7158345			1,597.98

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-760.00	PROFESSIONAL & CONTRACT SERVCS		1,597.98	0.00

Check No.	22097	Total:	1,597.98

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount

Total for MID VALLEY TITLE & ESCROW 1,597.98

MITCHEM PLANNING	Planning Services	27447	11/15/2024	
			11/20/2024	
642 JAYGENE CT.	JMITCH		11/15/2024	0.00
ETNA	GF	22098	11/21/2024	0.00
CA 96027	2024-CI-08			6,555.00

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-20-760.00	PROFESSIONAL & CONTRACT SERVCS		3,277.50	0.00
10-25-760.00	PROFESSIONAL & CONTRACT SERVCS		655.50	0.00
10-40-760.00	PROFESSIONAL & CONTRACT SERVCS		655.50	0.00
10-50-760.00	PROFESSIONAL & CONTRACT SERVCS		327.75	0.00
25-60-760.00	PROFESSIONAL & CONTRACT SERVCS		131.10	0.00
29-60-760.00	PROFESSIONAL & CONTRACT SERVCS		327.75	0.00
40-30-760.00	PROFESSIONAL & CONTRACT SERVCS		458.85	0.00
45-33-760.00	PROFESSIONAL & CONTRACT SERVCS		393.30	0.00
50-45-760.00	PROFESSIONAL & CONTRACT SERVCS		327.75	0.00

Check No. 22098 Total: 6,555.00

Total for MITCHEM PLANNING 6,555.00

MOORE'S GRAVEL	Bedding Sand	27442	10/31/2024	
			11/20/2024	
8832 S HWY 3	MG		10/31/2024	0.00
CALLAHAN	GF	22099	11/21/2024	0.00
CA 96014	11145			270.27

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
40-30-880.00	MAINTENANCE & SUPPLIES		270.27	0.00

Check No. 22099 Total: 270.27

Total for MOORE'S GRAVEL 270.27

S.C.O.R.E	24/25 Liability/EAP	27435	07/01/2024	
BLAKE MICHAELSEN			11/18/2024	
5915 DUNSMUIR AVE.	SCORE		07/01/2024	0.00
DUNSMUIR	GF	22100	11/21/2024	0.00
CA 96025	EtnaQ1FY25			72,936.83

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-745.00	S.C.O.R.E. LIABILITY		3,522.00	0.00
10-40-745.00	S.C.O.R.E. LIABILITY		370.00	0.00
10-40-745.00	S.C.O.R.E. LIABILITY		195.00	0.00
10-40-745.00	S.C.O.R.E. LIABILITY		4,377.00	0.00
10-40-745.00	S.C.O.R.E. LIABILITY		14.83	0.00
10-41-745.00	S.C.O.R.E. LIABILITY		12,532.00	0.00
10-42-745.00	S.C.O.R.E. LIABILITY		195.00	0.00
10-42-745.00	S.C.O.R.E. LIABILITY		4,552.00	0.00
10-50-745.00	S.C.O.R.E. LIABILITY		2,142.00	0.00
10-55-745.00	S.C.O.R.E. LIABILITY		733.00	0.00
10-60-745.00	S.C.O.R.E. LIABILITY		2,176.00	0.00

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount

10-70-745.00	S.C.O.R.E. LIABILITY			733.00	0.00
23-70-745.00	S.C.O.R.E. LIABILITY			849.00	0.00
23-70-745.00	S.C.O.R.E. LIABILITY			4,033.00	0.00
25-60-745.00	S.C.O.R.E. LIABILITY			1,940.00	0.00
40-30-745.00	S.C.O.R.E. LIABILITY			7,374.00	0.00
45-33-745.00	S.C.O.R.E. LIABILITY			6,984.00	0.00
50-45-745.00	S.C.O.R.E. LIABILITY			724.00	0.00
50-45-745.00	S.C.O.R.E. LIABILITY			11,023.00	0.00
53-40-745.00	S.C.O.R.E. LIABILITY			8,468.00	0.00

S.C.O.R.E	24/25 1st Quarter W/C	27436	07/01/2024		
BLAKE MICHAELSEN			11/18/2024		
5915 DUNSMUIR AVE.	SCORE		07/01/2024		0.00
DUNSMUIR	GF	22100	11/21/2024		0.00
CA 96025					15,193.42

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-725.00	S.C.O.R.E WORK COMP	..	105.25	0.00
10-40-725.00	S.C.O.R.E WORK COMP		62.50	0.00
10-40-725.00	S.C.O.R.E WORK COMP		62.50	0.00
10-40-725.00	S.C.O.R.E WORK COMP		433.50	0.00
10-41-725.00	S.C.O.R.E WORK COMP		1,293.00	0.00
10-42-725.00	S.C.O.R.E WORK COMP		10.75	0.00
10-42-725.00	S.C.O.R.E WORK COMP		506.75	0.00
10-50-725.00	S.C.O.R.E WORK COMP		1,853.75	0.00
10-55-725.00	S.C.O.R.E WORK COMP		225.00	0.00
10-60-725.00	S.C.O.R.E WORK COMP		694.75	0.00
10-70-725.00	S.C.O.R.E WORK COMP		225.00	0.00
23-70-725.00	S.C.O.R.E WORK COMP		191.75	0.00
23-70-725.00	S.C.O.R.E WORK COMP		1,600.00	0.00
25-60-725.00	S.C.O.R.E WORK COMP		635.00	0.00
40-30-725.00	S.C.O.R.E WORK COMP		1,308.75	0.00
45-33-725.00	S.C.O.R.E WORK COMP		1,183.75	0.00
50-45-725.00	S.C.O.R.E WORK COMP		135.25	0.00
50-45-725.00	S.C.O.R.E WORK COMP		3,760.42	0.00
53-40-725.00	S.C.O.R.E WORK COMP		905.75	0.00

S.C.O.R.E	24/25 ADWRP Prem.	27439	07/01/2024		
BLAKE MICHAELSEN			11/18/2024		
5915 DUNSMUIR AVE.	SCORE		07/01/2024		0.00
DUNSMUIR	GF	22100	11/21/2024		0.00
CA 96025					865.80

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-40-741.00	ADWRP Premium		216.45	0.00
10-41-741.00	ADWRP Premium		216.45	0.00
10-42-741.00	ADWRP Premium		216.75	0.00
53-40-741.00	ADWRP Premium		216.15	0.00

S.C.O.R.E	24/25 2nd Quarter W/C	27437	10/01/2024		
BLAKE MICHAELSEN			11/18/2024		
5915 DUNSMUIR AVE.	SCORE		10/01/2024		0.00
DUNSMUIR	GF	22100	11/21/2024		0.00
CA 96025					15,193.42

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-25-725.00	S.C.O.R.E WORK COMP		105.25	0.00
10-40-725.00	S.C.O.R.E WORK COMP		62.50	0.00
10-40-725.00	S.C.O.R.E WORK COMP		433.50	0.00

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount
10-41-725.00	S.C.O.R.E WORK COMP			62.50 0.00
10-41-725.00	S.C.O.R.E WORK COMP			1,293.00 0.00
10-42-725.00	S.C.O.R.E WORK COMP			10.75 0.00
10-42-725.00	S.C.O.R.E WORK COMP			506.75 0.00
10-50-725.00	S.C.O.R.E WORK COMP			1,853.75 0.00
10-55-725.00	S.C.O.R.E WORK COMP			225.00 0.00
10-60-725.00	S.C.O.R.E WORK COMP			694.75 0.00
10-70-725.00	S.C.O.R.E WORK COMP			225.00 0.00
23-70-725.00	S.C.O.R.E WORK COMP			191.75 0.00
23-70-725.00	S.C.O.R.E WORK COMP			1,600.00 0.00
25-60-725.00	S.C.O.R.E WORK COMP			635.00 0.00
40-30-725.00	S.C.O.R.E WORK COMP			1,308.75 0.00
45-33-725.00	S.C.O.R.E WORK COMP			1,183.75 0.00
50-45-725.00	S.C.O.R.E WORK COMP			135.25 0.00
50-45-725.00	S.C.O.R.E WORK COMP			3,760.42 0.00
53-40-725.00	S.C.O.R.E WORK COMP			905.75 0.00
S.C.O.R.E	24/25 Prop Ins. plus Dep	27438	11/18/2024	
BLAKE MICHAELSEN			11/18/2024	
5915 DUNSMUIR AVE.	SCORE		11/18/2024	0.00
DUNSMUIR	GF	22100	11/21/2024	0.00
CA 96025				50,231.79

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
10-40-748.00	PROPERTY INS.		2,762.58	0.00
10-50-748.00	PROPERTY INS.		7,206.16	0.00
10-55-748.00	PROPERTY INS.		19,008.29	0.00
10-70-748.00	PROPERTY INS.		293.95	0.00
23-70-748.00	PROPERTY INS.		5,552.12	0.00
40-30-748.00	PROPERTY INS.		11,459.37	0.00
45-33-748.00	PROPERTY INS.		2,031.88	0.00
50-45-748.00	PROPERTY INS.		1,917.44	0.00

Check No. 22100 Total: 154,421.26

Total for S.C.O.R.E 154,421.26

SHN CONSULTING ENGINEERS	Etna SSMP	27452	11/14/2024	
			11/20/2024	
	SHN		11/14/2024	0.00
	GF	22101	11/21/2024	0.00
	123440			483.75

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved
45-33-760.00	PROFESSIONAL & CONTRACT SERVCS		483.75	0.00

Check No. 22101 Total: 483.75

Total for SHN CONSULTING ENGINEERS 483.75

SISKIYOU COUNTY EDC	MOU	27448	11/01/2024	
			11/20/2024	
1512 SOUTH OREGON ST	SCEDC		11/01/2024	0.00
YREKA	GF	22102	11/21/2024	0.00
CA 96097	Nov 24			500.00

GL Number	Description	Distribution Line Description	Invoice Amount	Amount Relieved

Vendor Name	Invoice Description1	Ref No.	Discount Date	
Vendor Name Line 2	Invoice Description2	PO No.	Pay Date	
Vendor Address	Vendor Number		Due Date	Taxes Withheld
City	Bank	Check No.	Check Date	Discount Amount
State/Province Zip/Postal	Invoice Number			Check Amount
10-20-760.00	PROFESSIONAL & CONTRACT SERVCS		500.00	0.00

Check No.	22102	Total:	500.00
Total for	SISKIYOU COUNTY EDC		500.00

Total Invoices: 22

Grand Total:	172,163.76
Less Credit Memos:	0.00
Net Total:	172,163.76
Less Hand Check Total:	0.00
Outstanding Invoice Total:	172,163.76

Recap by Department

Department #	Department Name	Amount To Pay	Amount To Relieve
20	City Council	8,238.53	0.00
25	City Clerk	7,192.51	0.00
30	Water	22,267.62	0.00
33	Sewer	12,498.06	0.00
40	Law Enforcement	20,502.79	0.00
41	Police - FJ Station	15,466.95	0.00
42	DOJ GRANT	5,998.75	0.00
45	Ambulance Services	21,891.28	0.00
50	Fire Prevention	13,383.41	0.00
55	Governmental Buildings	20,278.94	0.00
60	Highways & Streets	8,734.35	0.00
70	Parks & Recreation	15,710.57	0.00
	Grand Total:	**172,163.76**	**0.00**

CITY OF ETNA
STAFF REPORT TO CITY COUNCIL

December 2, 2024

GENERAL PLAN UPDATE
CIRCULATION, NOISE, AND OPEN SPACE & CONSERVATION ELEMENTS

PROJECT SUMMARY: The project is a proposed update of the Circulation, Noise, and Open Space & Conservation Elements of the City of Etna General Plan. The Elements were last comprehensively updated in 2005 and are being updated by the City to ensure they meet current state requirements, continue to represent the community's vision for itself, and provide the guidance necessary to accomplish this vision.

ENVIRONMENTAL: The project is exempt from environmental review pursuant to CEQA Guidelines Section 15061(b)(3).

RECOMMENDATION: Adopt the CEQA exemption and draft Resolution 2024-019 to update the Circulation, Noise, and Open Space & Conservation Elements

ATTACHMENTS:

A. Resolution 2024-019, A Resolution of the City Council of the City of Etna Adopting the Circulation Element, Noise Element, and Open Space & Conservation Element Updates

Exhibit A-1. Circulation Element, September 2024

Exhibit A-2. Noise Element, September 2024

Exhibit A-3. Open Space & Conservation Element, October 2024

PROJECT OVERVIEW

In 2020, the City of Etna was awarded two planning grants from the California Department of Housing and Community Development (HCD) for the purpose of preparing and updating various planning documents to facilitate housing opportunities. Work completed by the City under the planning grants thus far includes a 6th Cycle Housing Element update, an Accessory Dwelling Unit ordinance, a fee study and planning fee update, a Water Supply Assessment, and a Zoning Text Amendment to allow vertical mixed-use developments in the downtown. In addition to the projects completed thus far, grant funding was awarded for the City to update the City of Etna General Plan.

General plans are policy documents that address seven topics of community importance: land use, housing, circulation, noise, safety, open space, and conservation. Each topic is typically treated to its own chapter, or element, of the general plan, though general plans may be "adopted in any format deemed appropriate or convenient by the legislative body, including the combining of elements" (Gov. Code Sec. 65301). Aside from the City's Housing Element, which was most recently updated in April 2024, the City of Etna General Plan was last comprehensively updated in 2005.

California law requires that general plans be updated "periodically," however, except for housing elements which are required to be updated every eight years, there is no specific timeline requirement from the State for cities and counties to update their general plans. The State Office of Planning and Research recommends comprehensively updating a general plan every 10-15 years to reflect changes in community values, economic conditions, and emerging issues and challenges.

Because it has been 19 years since the last comprehensive update of the City of Etna General Plan, the City applied for funding under two HCD planning grants to update the General Plan, with each grant supporting different elements of the update. Due to the need to spread project costs across planning grants and because of differing timelines associated with the grants, the General Plan update is being completed in phases. The initial phase included the City's recent Housing Element update, the second (and current) phase includes proposed updates to the Circulation Element, Noise Element, and Open Space & Conservation Element, and the third and final phase will consist of updates to the City's Land Use Element and Safety Element.

In updating the General Plan, it is the City's intent to ensure that it meets current state requirements, that it continues to represent the community's vision for itself, and that it provides the guidance necessary to accomplish this vision. As part of the City's efforts to ensure the Circulation Element, Noise Element, and Open Space & Conservation Element reflect the voices of the community, surveys were made available at City Hall and on the City's website at the beginning of the General Plan update process. The input received from survey respondents was then used to formulate both background discussion and draft goals, policies, and programs in the draft updates. Additionally, the City Council hosted public workshops in March 2024, September 2024, and October 2024 to discuss the proposed updates.

Sections below summarize proposed updates to the Circulation Element, Noise Element, and Open Space & Conservation Element, and the draft elements are included as "Exhibit A-1," "Exhibit A-2," and "Exhibit A-3" to **Attachment A**. (i.e., draft Resolution 2024-019). The City's 2005 General Plan is available at https://storage.googleapis.com/juniper-media-library/60/2024/01/ General Plan 07.06.2020 (1).pdf.

Circulation Element Update

The Circulation Element is being updated to identify the location and extent of existing and proposed roadways and transportation routes, as well as other local public utilities and facilities, and to plan for a balanced, multimodal transportation network that meets the needs of all users, including bicyclists, children, seniors, persons with disabilities, pedestrians, motorists, and users of public transportation. The Circulation Element is being further updated to address recent legislation that places additional focus on improving air quality, reducing greenhouse gas emissions, and reducing vehicle miles traveled in the circulation element. The draft Circulation Element update is included as "Exhibit A-1" to **Attachment A**.

Noise Element Update

The Noise Element is being updated to identify and evaluate noise problems in the community so that noise can be effectively considered in the land use planning process. To do so, the draft Noise Element identifies existing noise sources, as well as existing and projected future noise levels in the community, and it includes strategies to protect noise sensitive uses and areas of the community where noise levels are acceptable from excessive noise exposure. The draft Noise Element update is included as "Exhibit A-2" to **Attachment A**.

Open Space & Conservation Element Update

The Open Space & Conservation Element is being updated to address open space for the preservation of natural resources, managed production of resources, outdoor recreation, maintenance of public health and safety, and protection of tribal cultural resources. The element is being further updated to address the conservation, development, and utilization of natural resources, to consider the effect of development in the City on natural resources on public lands, and to identify areas of the City that can accommodate floodwater for purposes of groundwater recharge and stormwater management. Included is a map of known natural resource constraints to better assure a sensitive form of development that protects identified natural resources and preserves biodiversity and important natural habitats. The draft Open Space & Conservation Element is included as "Exhibit A-3" to **Attachment A**.

SUBSEQUENT REVISIONS TO OPEN SPACE & CONSERVATION

Following the October 28th public workshop on the draft Open Space & Conservation Element, the draft element was amended as follows:

- Typographical errors were corrected.
- Minor revisions were made to Section 5.4.3 (Historic Resources) and Section 5.5 (Agricultural Resources).
- Section 5.7.1 (Existing Parks and Recreation Areas) was split into two sections, one for existing parks and recreation facilities and a second for future improvements. Discussion was added for consideration of operations and maintenance costs and use of shade trees.
- The locations of wetlands shown on Figure 5-7, Natural Resources Constraints have been updated to reflect recently updated USFWS National Wetland Inventory maps.
- Program OC-2D was corrected to indicate the City has not yet adopted a Quimby Act ordinance.

With the exception of changes to Figure 5-7, the revisions are shown in "track changes" below.

5.4.3 Historic Resources

The last sentence in Section 5.4.3 (Historic Resources) was amended as follows:

> Therefore, to better protect and preserve Etna's historic character and charm, the City desires to work with owners of historic properties, particularly those in the downtown area, to evaluate their ~~creation of a historic district or similar~~ historic status and mechanisms for their preservation. ~~protection of these resources.~~

5.5 Agricultural Resources

The second paragraph in Section 5.5 (Agricultural Resources) was amended as follows:

> There is relatively little agriculture in the City when compared to unincorporated lands surrounding the City. ~~The~~ Whereas the agricultural uses found in Etna consist primarily of grazing, 4-H projects, and non-commercial agriculture, ~~such as keeping horses,~~ which the ~~The~~ City supports ~~these uses~~ through its application of land use and zoning regulations~~.~~, there are vast fields of alfalfa just outside city limits and throughout much of the Scott Valley.

5.7.1 Existing Parks and Recreation Areas

Section 5.7.1 (Existing Parks and Recreation Areas) was split into two sections as follows:

> **5.7.1 Existing Parks and Recreation Areas**
>
> Public parks and recreation areas in Etna are currently owned and maintained by the City, with the Scott Valley Unified School District providing additional outdoor recreation areas and facilities for youth-related activities at the Elementary School and High School. Two local non-profits also own recreation facilities in the planning area. The Etna Beautification Project maintains a small park for public use on Main Street and the Scott Valley Pleasure Park Association maintains facilities adjacent to city limits for community activities, including rodeos, clinics, community riding, 4H/FFA events, and softball. Among the various entities, recreational amenities in the planning area presently include ballfields, playgrounds, tennis courts, picnic areas, a community pool, and

rodeo grounds. Etna's current open space areas for outdoor recreation are summarized in **Table 5-2** below and are shown on **Figure 5-6, Parks and Recreation.**

TABLE 5-2, INVENTORY OF PARKS AND RECREATION AREAS

Ownership	Facility	Acres
City Parks & Recreation Areas	Johnson-Joss Memorial Park	6.0
	Scott Valley Community Pool	1.8
	Little League Ballfield	1.3
Other Public Agencies with Outdoor Recreation Areas	Etna Elementary School	3.4
	Etna High School	37.9
Non-Profit Parks & Recreation Areas	Scott Valley Pleasure Park	11.1
	The Little Lot	0.2
	TOTAL	**61.7**

5.7.2 Future Parks and Recreation Areas

~~During~~ At the start of the General Plan update, residents were surveyed and asked their opinions about a variety of issues, including the adequacy of the City's parks and recreation facilities. Respondents were split on the issue, with fewer than half (44.0%) indicating the City's existing parks and recreation facilities meet the needs of the community. When asked about desired improvements, a youth facility/skate park and walking/running trails were most frequently noted by respondents.

The Etna Police Activities League (PAL) has been working to address the first need identified by the community with its plan to develop a skate park, and a possible site for the facility has been identified. Nevertheless, project planning remains in the early stages and no permits or approvals have been obtained.

Etna is fortunate in that the City has property on which it can develop additional recreation facilities in the future. Johnson-Joss Memorial Park encompasses 6.0 acres and could readily accommodate development of a youth facility and/or other recreation facilities. However, city-owned land with which to develop a pedestrian and/or bicycle trail network on separate from automobiles is largely nonexistent. Further, funding for maintenance of the City's existing facilities, as well as for other core services, remains limited. For that reason, when evaluating the development of additional parks, trails, and recreation areas, or expansion of or improvements to existing areas, operations and maintenance costs must be fully considered, and use of partnerships should be promoted. With willing partners, additional lands could potentially be enhanced, including within Etna Creek's 100-year floodplain, and co-managed for public access and other purposes, and trails through these areas connected with other pedestrian and bike friendly areas in the community to promote recreation and active transportation.

Use of shade structures and shade trees should also be considered when planning future parks, trails, and recreation areas. Shade trees not only enhance community character and provide relief from the sun, but the "Urban Heat Island Effect" can occur in small or large cities, and even in suburban areas. Heat islands form as natural land cover is replaced with dark-colored rooftops, pavement for roads and parking lots, and other hardscapes that collect and retain heat. According to the U.S. Environmental Protection Agency, these dark surfaces can reach temperatures up to 60 degrees Fahrenheit (°F) warmer than the air, thereby increasing the ambient temperatures in areas 1-7 °F higher than in natural landscapes during the day and 2-5 °F higher at night. For these

reasons, the City will want to consider the use of shade trees and other passive cooling strategies when planning future parks, trails, and recreation areas.
~~In addition, as discussed in the Circulation Element, the City presently has a limited active transportation network that it would like to build upon, and trails are an important element of outdoor recreation. City-owned land with which to develop a pedestrian and/or bicycle trail network on separate from automobiles is largely nonexistent. For that reason, public-private partnerships and use of easements should be considered when planning trails. With willing private partners, land within Etna Creek's 100-year floodplain could potentially be enhanced and co-managed for public access and flood control, and trails connected with other pedestrian and bike friendly areas in the community to promote recreation and active transportation.~~

~~Etna's current open space areas for outdoor recreation are summarized in **Table 5-2** below and are shown on **Figure 5-6, Parks and Recreation**.~~

~~**TABLE 5-2, INVENTORY OF PARKS AND RECREATION AREAS**~~

~~Ownership~~	~~Facility~~	~~Acres~~
~~City Parks & Recreation Areas~~	~~Johnson-Joss Memorial Park~~	~~6.0~~
	~~Scott Valley Community Pool~~	~~1.8~~
	~~Little League Ballfield~~	~~1.3~~
~~Other Public Agencies with Outdoor Recreation Areas~~	~~Etna Elementary School~~	~~3.4~~
	~~Etna High School~~	~~37.9~~
~~Non-Profit Parks & Recreation Areas~~	~~Scott Valley Pleasure Park~~	~~11.1~~
	~~The Little Lot~~	~~0.2~~
	~~TOTAL~~	~~61.7~~

Program OC-2D

The program was revised to indicate the City has not yet adopted a Quimby Act ordinance.

Program OC-2D: ~~Continue~~ Amend the City's Subdivision Ordinance to require the dedication of land, improvement of parks and open space, and/or the payment of in lieu fees in accordance with the Quimby Act ~~and the City's Subdivision Ordinance~~.

ENVIRONMENTAL RECOMMENDATION

Staff recommends that the project is exempt from environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3), better known as the "common sense exemption" in that it states CEQA only applies to projects that have the potential for causing a significant effect on the environment. This is because the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates do not directly or indirectly allow any activity, land use, or conversion to occur with the potential to substantially impact the public or environment. Rather the goals, policies, and programs included in the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates are intended to better safeguard the community and environment and to promote their health, safety, and sustainability.

If the City Council concurs, it should make the finding that the project is exempt from CEQA prior to adopting the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates. As such, a finding to this effect has been incorporated into the first of two suggested motions below, and it is reflected in the draft resolution prepared for the City Council's consideration.

STAFF RECOMMENDATION

Planning staff recommends that the City Council consider the totality of the record before it, including all comments presented at the public hearing, and should the City Council determine that the project as proposed and conditioned would not have a significant impact on the environment and would be compatible with existing land uses in the city, staff recommends the City Council consider the following actions:

- **Adopt** the recommended CEQA Exemption; and
- **Adopt** Draft Resolution 2024-019, A Resolution of the City Council of the City of Etna Adopting the Circulation Element, Noise Element, and Open Space & Conservation Element Updates.

SUGGESTED MOTIONS

A. I move that, on the basis of the entirety of the record before us, we make the finding that the proposed project could not have a significant adverse effect on the environment, and that we adopt the recommended CEQA exemption.

B. I move that we adopt Resolution 2024-019 and adopt the draft Circulation, Noise, and Open Space & Conservation Element updates.

ATTACHMENT A

DRAFT RESOLUTION 2024-019

RESOLUTION 2024-019

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ETNA ADOPTING THE CIRCULATION, NOISE, AND OPEN SPACE & CONSERVATION ELEMENT UPDATES

WHEREAS, the City of Etna was awarded a SB 2 Planning Grant (19-PGP-13888) and a Local Action Planning Grant (20-LEAP-14926) from the California Department of Housing and Community Development to prepare and update various planning documents to facilitate housing opportunities; and

WHEREAS, included in the grant awards was funding to update the City of Etna General Plan; and

WHEREAS, the update to City of Etna General Plan is needed to ensure that the General Plan meets current state requirements, that it continues to represent the community's vision for itself, and that it provides the guidance necessary to accomplish this vision; and

WHEREAS, due to the use of planning grants with differing completion deadlines, the General Plan is being updated in phases; and

WHEREAS, the present phase provides for development and adoption of the Circulation, Noise, Open Space & Conservation Elements of the General Plan; and

WHEREAS, the City of Etna City Council held workshops to solicit public input on the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates on March 25, 2024, September 23, 2024, and October 28, 2024; and

WHEREAS, a notice of public hearing of the City Council for the proposed Circulation Element, Noise Element, and Open Space & Conservation Element updates was provided in accordance with California Government Code Sec. 65090 et seq; and

WHEREAS, on December 2, 2024, planning staff presented oral and written staff reports on the proposed Circulation Element, Noise Element, and Open Space & Conservation Element updates at a regular meeting of the City Council; and

WHEREAS, on December 2, 2024, the Mayor of the City Council opened the duly noticed public hearing to receive testimony both oral and written, following which the Mayor closed the public hearing and the City Council discussed the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates prior to taking action on the project; and

WHEREAS, the City Council found that the Circulation Element, Noise Element, and Open Space & Conservation Element updates would not have a significant adverse effect on the environment, and that the project is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Etna adopts the amendments to the General Plan Circulation Element, Noise Element, and Open Space & Conservation Element contained in "Exhibit A-1," "Exhibit A-2," and "Exhibit A-3" hereto and made a part hereof.

IT IS HEREBY CERTIFIED that the foregoing Resolution 2024-019 was duly adopted on a motion by _____ and seconded by _____ at a regular

meeting of the City of Etna City Council held on the 2nd day of December 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

CITY OF ETNA CITY COUNCIL

_____

Clifford Munson, Mayor

WITNESS, my hand and seal this 2nd day of December 2024

_____

Pamela Eastlick, City Clerk

Exhibit A-1

CIRCULATION ELEMENT UPDATE

DRAFT CITY OF ETNA
CIRCULATION ELEMENT UPDATE

DECEMBER 2, 2024

CITY OF ETNA
442 MAIN STREET
ETNA, CA 96027

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4.1 INTRODUCTION

The Circulation Element focuses on the movement of people, goods, water, wastewater, storm water, energy, solid waste, and data and communications in the City of Etna. In doing so, the Circulation Element highlights Etna's current and planned transportation system, provides an overview of public utilities in the City, and sets forth specific goals, policies, and programs to guide the development and maintenance of circulation in Etna through 2044.

4.2 STATUTORY REQUIREMENTS

California Government Code Section 65302(b) states that the circulation element of a general plan shall consist of "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other public utilities and facilities, all correlated with the land use element of the plan." It further states that the circulation element must "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan."

Additionally, recent legislation has increased focus on air quality, reducing greenhouse gas (GHG) emissions, and reducing vehicle miles traveled (VMT) in the Circulation Element. This includes:

- California Complete Streets Act of 2008 (Assembly Bill (AB) 1358);
- Global Warming Solutions Act of 2006 (AB 32);
- Sustainable Communities and Climate Protection Act of 2008 (Senate Bill (SB) 375);
- CEQA Streamlining for Infill Projects (SB 226, 2011); and
- Shift in CEQA transportation metric to VMT (SB 743, 2013).

4.3 BACKGROUND

4.3.1 Highway and Street Classifications

The Federal Highway Administration (FHWA) maintains a functional classification system that defines the role of each element of the roadway network. The system groups streets and highways into classes according to the service they provide for purposes of federal funding eligibility. The functional classification system is also used by the California Department of Transportation (Caltrans) to make recommendations to the FHWA for approval of California Road System maps. The City of Etna does not maintain its own functional classification system. Should the City desire to add or modify a functional classification, it would petition Caltrans for the change.

Rural and urban areas have different roles as to density of street and highway networks, travel patterns, and how these elements are integrated into a highway system. To qualify as "urban" under the functional classification system, the area must encompass at least 2,000 housing units or at least 5,000 persons. The term "rural" encompasses all population, housing, and territory not included within an urban area. The City of Etna and surrounding area are considered rural. While the "urban" or "rural" designation is independent of the functional classification, urban area boundaries play an important role in developing the functional classification of a road in an urban/rural context. The functional classifications include:

4.3.1.1 Arterials

Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance, often with multiple lanes and some degree of access control. In rural areas, the FHWA

delineates arterials into "principal arterials" and "minor arterials." Rural principal arterials are further broken down into "interstates" and "other principal arterials."

4.3.1.2 Collectors

Collectors provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. In rural areas, the FHWA delineates collectors into "major" and "minor" collectors. Major collectors serve larger towns not accessed by higher order roads and important industrial or agricultural centers that generate significant traffic but are not served by arterials. Rural minor collectors are typically spaced at intervals consistent with population density to collect traffic from local roads and to ensure that a collector road is within reasonable distance of all developed areas.

4.3.1.3 Local Roads

Local roads provide the most direct access to adjoining properties and uses, such as residences, businesses, schools, parks, etc. Because of this, local roads are normally designed to discourage through traffic (e.g., controlled intersections and slower vehicle speeds) and to move traffic toward collectors and arterials where it can move more efficiently. Roads not designated as either an arterial or a collector are local roads.

4.3.2 Existing Street and Highway System

There are approximately 7.02 maintained road miles in the City of Etna in 2024. The City's existing road network is shown in **Figure 4-1, Circulation Map** and roadways in the planning area are described according to their FHWA functional classifications below.

4.3.2.1 Arterials

Primary access to the City is from State Route 3 (SR 3), which is designated a "minor arterial" for much of its length, including through Etna. There are no other arterials within or adjacent to the planning area. SR 3 is a north-south two-lane conventional highway beginning at the eastern edge of Montague city limits approximately 35 miles north of Etna and ending at SR 36 near Peanut in Trinity County approximately 112 miles south of Etna. SR 3 connects Etna with other Scott Valley communities and with Yreka, which is a major destination for jobs, goods, and services for the region. SR 3 also connects with Interstate 5 (I-5) in Yreka, which is the primary north-south interstate along the west coast of the United States.

Like other routes in the California Freeway and Expressway System, SR 3 is managed by the California Department of Transportation (Caltrans). Caltrans reports that in 2022, annual average daily traffic (AADT) on SR 3 through Etna consisted of approximately 1,900 vehicles, with 190 vehicles in transit during peak hour traffic (i.e., "rush hour"). Trucks accounted for a relatively small percentage of the average daily traffic (8.2 percent), and two-axle trucks made up a majority of those vehicles (59.1 percent). According to Caltrans, the heaviest traffic typically occurs in July and August when the average reaches 2,250 vehicles per day. (It is important to note that traffic volumes account for vehicles moving in each direction.) Caltrans reports that following the last update of the Circulation Element (i.e., between 2005 and 2022), AADT fell by 1,150 vehicles and peak hour traffic dropped by 10 vehicles. Nevertheless, based on more recent trends, the 2021 Siskiyou County Regional Transportation Plan projects that AADT will rebound and grow to 3,820 vehicles by 2041.

Posted speed limits along SR 3 are reasonably slow through the City (45 mph), which coupled with low traffic volumes allows vehicles to safely maneuver onto and off the highway. The

roadway's lack of pedestrian improvements, such as sidewalks, crosswalks, bike lanes, etc., makes non-vehicular access less practical.

As proposals are received for development projects adjacent to the highway, the City coordinates with Caltrans to ensure impacts to SR 3 and its intersection with city streets are minimized. When necessary, Caltrans requires the construction of turn lanes and other highway modifications to accommodate traffic resulting from development.

In accordance with state law, Caltrans also coordinates with Etna and other underserved rural communities every two years to identify unmet needs relative to the State's Freeway and Expressway System. The information gathered by Caltrans during this process is used to update the transportation needs assessment in the *State Highway System Management Plan*, and to estimate the cost to operate, maintain, and provide for the transportation system in Etna and other underserved rural communities for the next 10 years. The "unmet needs" process provides an opportunity for the City to communicate any issues or concerns it has relative to the highway and to work with the State to ensure improvements are made to SR 3 to address those concerns, if necessary.

4.3.2.2 Collectors

The designated collector streets in the planning area are Main Street (Sawyers Bar Road outside city limits), Collier Way, and Island Road. Main Street/Sawyers Bar Road is designated a rural "major collector," and Collier Way and Island Road are designated as rural "minor collectors." There are no other collectors within or adjacent to the City.

As the only collectors inside city limits, Main Street and Collier Way provide direct access to SR 3 and are important roadways for local traffic and through traffic from outlying areas like Salmon River. The most recent traffic count for Sawyers Bar Road occurred in May 2013 at the Mill Creek Bridge southwest of Etna. At the time of the count, average daily traffic was 99 vehicles.

4.3.2.3 Local Roads

Aside from SR 3, Main Street/Sawyers Bar Road, Collier Way, and Island Road, the roads in the planning area are local roads. Roads in Etna generally follow a grid-based system with the street network designed to efficiently move traffic to SR 3. Because SR 3 passes through and bisects the north end of the City, various city streets intersect with and provide direct access to the highway.

Being a small rural community, two-lane local roads adequately carry current traffic volumes throughout the City. And with limited population growth anticipated over the life of the General Plan, new development and related traffic volumes are not expected to increase significantly. As a result, it is expected that the existing local road network will be adequate to handle existing and projected traffic volumes related to the growth of the community for the current planning period.

While no new roads or significant road projects are anticipated as being needed to accommodate population growth over the next 20 years, ongoing street improvements and road maintenance will be necessary to keep roads in a safe traveling mode throughout the planning period. To do so, the City works with the Siskiyou County Local Transportation Commission (SCLTC) to survey the roads and prioritize needed road maintenance and repair every five years. The priority projects are then budgeted for and scheduled, as feasible, in the Regional Transportation Plan. Though this system works well for prioritizing improvements, maintenance, and repairs, there remains considerable need for additional funding for projects to be completed.

4.3.2.4 Scenic Highways

The State Scenic Highway Program was created by the California Legislature in 1963 for the purpose of protecting and enhancing the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. Designation as a scenic highway depends upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated.

There are no roads in the planning area that have been designated as a state scenic highway. SR 3 is, however, eligible for scenic highway designation under the State Scenic Highway Program. To designate SR 3 or a portion of SR 3, the City Council would apply to Caltrans for scenic highway approval and adopt a corridor protection program that describes local measures for protecting the corridor's visual quality via development and land use regulations; detailed land and site planning; control of outdoor advertising; careful attention to and control of earthmoving and landscaping; and the design and appearance of structures and equipment.

4.3.2.5 Pedestrian and Bicycle Facilities

Bicycle and pedestrian networks should be complete systems for transportation, including coordination with land use plans, housing, and transit systems. Bicycle and pedestrian networks can be used to connect residents to employment centers, community centers, schools, commercial districts, and transit stops. Active transportation can be used to fill the gaps in transit systems when available, encourage recreational bicycling and walking for exercise, and build a healthier, happier community. The General Plan prioritizes infill development, which creates opportunities for active transportation by decreasing the distance between origins and destinations.

There has traditionally been little investment in bicycle infrastructure in Etna due to the low volume of traffic on city streets. Bicycle parking is provided at a few locations, including the schools, park, and library, however, there are presently no bicycle lanes, bicycle routes, or multi-use paths in Etna. The pedestrian network is much better developed but also incomplete. Sidewalks have been constructed along all or portions of Main Steet, Collier Way, Howell Avenue, Scott Street, Diggles Street, Church Street, College Street, Pig Alley, Center Street and Wagner Way. In many instances, however, sidewalks need to be extended to be better integrated, and walkways are absent elsewhere in the City, including in the neighborhoods west of Howell Avenue and along SR 3. Some older sidewalks lack accessibility improvements and/or need of repair or replacement.

The SCLTC is in the process of developing a regional Active Transportation Plan (ATP) as part of its effort to build a transportation network that meets the unique needs of Siskiyou County's rural communities, including Etna. When complete, the ATP will emphasize the improvement of pedestrian and bicycle connections used to access schools, goods and services, and other important destinations for children, the elderly, and people with disabilities. Having an ATP allows communities to better identify and prioritize the specific active transportation improvements needed in their community and to better qualify for grant funding to implement the improvements.

Funding continues to be a significant challenge in implementing an active transportation network. Although the State supports investment in biking and walking by funding programs such as the Active Transportation Program and the Affordable Housing and Sustainable Communities

Programs, many communities are interested in implementing active transportation projects and there is strong competition for these funds. Therefore, as part of the City's efforts to develop a connected active transportation system for Etna, as well as better compete for funding assistance, the City will continue to coordinate with SCLTC and other communities in the region on development of the ATP and to plan for a regional active transportation network. Once the ATP is complete, the City of Etna and other communities in Siskiyou County can better target grant opportunities to improve their active transportation networks.

4.3.2.6 Parking

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

Though the provision of off-street parking is required throughout much of the City, most streets in Etna are of sufficient width to provide some on-street parking as well. This helps to offset situations where off-street parking has not been provided in the past, as well as giving neighborhoods more available parking for guests and deliveries. On-street parking areas also provide space for snow storage following winter storms.

To address the parking needs for passenger vehicles in the downtown area, the north side of Main Street between Diggles Street and Collier Way is marked with 27 on-street diagonal parking spaces and the City permits parallel parking along the south side of the roadway and along nearby city streets. In addition, the City maintains off-street public parking at the library and outside of the downtown at the park and community pool. Though the number of parking spaces in the downtown area is typically adequate to accommodate demand, accessible parking needs should be evaluated and addressed in the downtown area.

4.3.2.7 Traffic Management

Most streets in Etna do not experience significant traffic and few traffic calming measures have traditionally been required. The lack of significant traffic on city roadways is an important element of the overall livability and small-town feel of Etna. And while substantial population growth and a corresponding increase in traffic on local roads are not anticipated for the planning period, the City periodically receives complaints about vehicle speeds, and there is concern about the lack of pedestrian improvements along SR 3, particularly between the high school and businesses north of SR 3.

There are a variety of traffic calming measures that can achieve speed reductions, deter congestion, and reduce demand for vehicle trips. Some traffic calming measures alter the configuration of a roadway while others change how people psychologically perceive and respond to a street. Traffic calming measures can include center medians with vegetation, pinchpoints, lane shifts, bulb outs, and roundabouts. Depending on site-specific conditions, speed reduction mechanisms can improve safety and result in fewer or less serious injuries when accidents occur. Although no new traffic calming measures are currently planned, the City continues to evaluate its roadways and intersections for safety, and to coordinate with Caltrans relative to SR 3 and its intersection with city streets, and new measures may be determined necessary in the future.

4.3.3 Shipping and Transit

4.3.3.1 Railroad

There is no railroad or light rail transit in the planning area. The nearest active railroad is in Montague approximately 35 miles northeast. However, to access passenger rail service to other parts of the Country, residents must travel approximately 70 miles to the Amtrak station in Dunsmuir or 112 miles northeast to the station in Klamath Falls, Oregon.

4.3.3.2 Trucking

Freight movement to and from the Scott Valley is provided by inter- and intrastate firms. Being located outside of major transportation routes, however, there are no local terminal facilities in Etna and heavy truck traffic is intermittent. To direct the limited heavy truck traffic that exists to areas designed for commercial and industrial use and away from residential areas and other sensitive land uses, the City has established a system of designated truck routes and penalties for noncompliance. This system also allows the City to ensure its roadways are structurally designed to accommodate the loads placed on them without excessive maintenance and cost.

4.3.3.3 Public Transit

As California strives to reduce VMT and GHG emissions, transportation strategies that include alternatives to driving single-occupancy vehicles have become increasingly important for cities and counties to develop and implement. And while Etna and Siskiyou County are sufficiently rural that single-occupancy vehicles are likely considered a necessity by most residents, the availability of quality transit service facilitates access to goods, services, and employment opportunities for all residents, encourages ridership, and helps to meet State goals. Further, by coordinating transit routes and stops with bicycle and pedestrian infrastructure (e.g., bicycle parking and sidewalks), cities can promote ridership for a wider range of residents.

At present, the County of Siskiyou's Siskiyou Transit and General Express (STAGE) bus service is the only public transit in Etna. STAGE is based in Yreka and principally serves central and southern Siskiyou County. STAGE buses make multiple daily stops in Etna and connect the City with Yreka and other destinations in the County. Nevertheless, because Etna and Siskiyou County are rural, ridership remains low and public transit remains a challenge to operate. According to the *Siskiyou County 2021 Short Range Transit Plan*, during fiscal year 2018/2019 Etna boardings accounted for just 3.25% of STAGE's total ridership. To improve public transit in Siskiyou County, the SCLTC recently commissioned a study by Mia Lewis with UCLA's Institute for Transportation Studies. The 2024 study, *Revitalizing Rural Transit: Transit Analysis and Recommendations for Siskiyou County*, focuses on "developing strategies to increase ridership, optimize route coverage, and enhance overall system efficiency." Importantly, the study also identifies a number of grant sources that can be used by the cities and County to fund transit improvements and operating costs.

Greyhound Lines, Inc. (Greyhound) operates the largest, private intercity bus service in North America; however, Greyhound does not offer bus service to Etna. To access the nearest Greyhound station and bus service to other parts of the Country, residents must travel approximately 55 miles to Weed.

4.3.3.4 Aviation

The nearest aviation facility is the Scott Valley Airport, a small air strip located approximately eight miles north of Etna. The airport, which is neither owned nor maintained by the City of Etna, serves

general aviation aircraft, includes a U.S. Forest Service helitack base, and does not provide commercial flights or scheduled service to other destinations. The nearest airport with passenger service is the Medford-Rogue Valley International Airport, located approximately 82 miles north in Medford, Oregon. Other airports commonly used by city residents include the Sacramento International Airport in Natomas, California and the Redding Regional Airport in Redding, California.

4.3.4 Public Utilities

4.3.4.1 Water

The City obtains its water from a diversion on Etna Creek. From there the water is conveyed via gravity to the City's Water Treatment Plant (WTP) where it is filtered and chlorinated before entering a 155,000-gallon in-ground reservoir and two above-ground steel tanks with a combined capacity of 338,000 gallons.

Metered water service is provided to all residential, commercial, institutional, and industrial customers in the City, and for fire protection. When petitioned to extend water service to properties in the City's Sphere of Influence, the City has traditionally done so provided it does not impact existing customers. The City Council may approve such requests when necessary to address a public health and safety issue (e.g., a contaminated well) and/or in anticipation of a future annexation. In accordance with state law, prior to fulfilling a request to extend city services outside city limits, the City must apply to the Siskiyou Local Agency Formation Commission for approval of an out of area services agreement.

Well permits are issued by the Siskiyou County Community Development Department. When wells are proposed inside city limits, the County also requires City approval. The City does not approve private wells inside city limits except under very limited circumstances and when necessary for a permitted agricultural use. When agricultural wells are approved, cross connections are prohibited.

The City has an ongoing program of upgrading its water distribution system as funding allows, and the City has been successful obtaining grants for this purpose. Recent grant funded water system improvements include replacement of old and potentially inaccurate water meters with smart meters, upsizing of water lines and installation of additional fire hydrants to provide a minimum of 1,000 gallons per minute fire flows to residential areas of the City, and several upgrades to the WTP, including construction of a 138,000-gallon storage tank to replace an old in-ground reservoir converted to backwash storage.

The City's water system has been made safer and more reliable because of these improvements. Nevertheless, the City is entirely dependent upon its Etna Creek diversion, and California law requires Etna and other diverters to leave water instream for the benefit of other diverters, as well as wildlife. Thus, as instream flows decrease over the dry summer months, so too does the amount of water the City can lawfully divert. For this reason, the City relies heavily on volunteer measures to conserve water during dry years, the City prepared and adopted a Water Conservation Plan in 2021, and in 2022, the City obtained grant funding to develop an emergency water source. Development of the emergency water source is scheduled for FY 24/25.

Goals, policies, and programs for the conservation of water resources are provided in the Open Space & Conservation Element.

4.3.4.2 Wastewater

The City provides for the collection, treatment, and disposal of wastewater within the City and to a limited number of properties in the Sphere of Influence. Development of Etna's wastewater collection and treatment infrastructure was initially completed in 1970. In 2003, many of the existing sewer lines and lateral connections were replaced to reduce stormwater infiltration and inflow and improve system capacity. The wastewater treatment plant (WWTP) is located a short distance northeast of the City on Island Road and consists of an aerated lagoon system. The WWTP presently has five oxidation ponds for treatment, three percolation/evaporation ponds for effluent disposal, and is designed to accommodate an average dry weather flow (ADWF) of 0.325 million gallons per day (MGD). Based on the facility's design capacity, the WWTP can accommodate a population of approximately 1,100 persons. The facility's waste discharge requirements (WDR) are based on actual population and allow up to 0.13 MGD. The City remains in compliance with the terms of the WDR, however, equipment upgrades are needed at the WWTP to more accurately track flows and document compliance. To do so, the City is working with the North Coast Regional Water Quality Control Board (RWQCB) on funding for facility upgrades.

4.3.4.3 Storm Drainage

The City does not have a true storm drain system. Curb and gutter have yet to be constructed along several city streets and the storm drain system that exists consists of a discontinuous network of natural and man-made drainage features throughout the City. To address the lack of storm drain improvements, City Code requires that property owners install curb and gutter at the time of construction and that post construction storm water run-off not to exceed pre-construction levels. While this approach has adequately served the City in the past, increased storm intensities resulting from climate change may eventually require that the City plan for and develop a true storm drain system to accommodate increased stormwater runoff.

4.3.4.4 Solid Waste

The City is a member agency of the Siskiyou County Integrated Solid Waste Management Regional Agency, which oversees solid waste collection and disposal throughout Siskiyou County. At present, the City does not provide solid waste removal services and residents may either contract with Scott Valley Disposal for their waste disposal needs or transport their garbage to a County transfer station for disposal. The nearest transfer station is the Oberlin Road Transfer Station in Yreka, approximately 30 miles northeast of Etna. Solid waste from the Oberlin Road Transfer Station is subsequently disposed of at one of seven landfills under contract with the Siskiyou County Integrated Solid Waste Management Regional Agency to receive the waste. Most of the receiving facilities are located in Oregon.

According to the California Department of Resources Recycling and Recovery (CalRecycle), the average individual in Siskiyou County generated 4.7 pounds of garbage per day in 2019. Based on an estimated population of 678 in Etna at the time of the 2020 U.S. Census, it is projected that city residents generate roughly 1.16 million pounds (581.6 tons) of garbage per year. In an effort to reduce the amount of organic material being generated inside city limits and deposited in landfills, the City adopted regulations for the recovery of edible food waste consistent with and in accordance with the State of California's Short-Lived Climate Pollutants Organic Waste Reduction Strategy (i.e., SB 1383).

4.3.4.5 Electrical Transmission

There are no electrical energy production facilities in Etna. Pacific Power provides electrical service to the City and surrounding areas via a 69 kV electrical transmission line that passes through the City along SR 3 and a substation located north of Etna on Holzhauser Road. At present, the power supplied is sufficient to meet the demands of the community. However, as temperatures continue to increase under climate change and prolonged heat becomes more common, it is anticipated that demand for cooling technologies will increase in the community, resulting in greater energy demand.

4.3.4.6 Data & Communications

Siskiyou Telephone provides landline telephone and fixed broadband services in Etna, with AT&T, T-Mobile, Verizon, and U.S. Cellular offering cellular telephone and data services. Broadband technologies available in Etna include fiber optic, digital subscriber line (DSL), satellite, and mobile. As a result, high speed internet is generally available in the City; however, there are pockets within the City where downstream and upstream speeds are limited, and which are eligible for California Advanced Services Fund (CASF) infrastructure grants for service provider improvements. To qualify, an area must lack a facility-based broadband provider that serves households (or areas) at a minimum speed of at least 25 megabits per second (Mbps) down and 3 Mpbs up. Projects funded by the CASF program deploy infrastructure capable of providing broadband access at speeds of a minimum of 100 Mbps down and 20 Mbps up. Downstream speed ranges in the City are shown in **Figure 4-3, Consumer Fixed Downstream Data Availability**.

4.4 LEVEL OF SERVICE AND VEHICLE MILES TRAVELED

Level of Service (LOS) is a standard established by the Institute of Transportation Engineers (ITE) to quantify the subjective measure of traffic efficiency and tolerance. Factors taken into consideration include the volume of traffic, street and intersection design, signal timing, and other variables. LOS is normally used to describe peak-hour conditions, specifically the morning or afternoon hour when traffic is the heaviest.

To prevent roads from reaching a level in which traffic moves with poor efficiency from point to point, cities have historically established guidelines at which a street or road is considered to have reached the highest service volumes that are tolerable within a community. Rated in grades from LOS A (best) to LOS F (worst), a roadway's levels of service is based on the amount of congestion and delay drivers experience.

For the purpose of guiding future development relative to the City's transportation network, the City of Etna strives to maintain a LOS threshold of "C" or better for all city streets and intersections. LOS C provides for "acceptable delays" and ensures city streets remain safely below but efficiently close to capacity. The City balances this LOS target with considerations of vehicle activity, pedestrian safety, cost, and meeting the needs of all users of the City's transportation network. Accordingly, the City Council may approve requests for deviations from the LOS threshold in unusual or exceptional circumstances, and as it determines necessary and appropriate. Note that this threshold reflects community expectations for its roadways and is not appropriate for evaluation of impacts under the California Environmental Quality Act (CEQA), as discussed below.

With the passage of SB 743 (2013), the way transportation impacts are analyzed under the California Environmental Quality Act (CEQA) changed. Once based on LOS, CEQA standards

now require that transportation impacts be assessed primarily based on the effects on Vehicle Miles Traveled (VMT). Whereas LOS is a metric for traffic congestion and delay, VMT is a measure of vehicle activity that accounts for the number and length of vehicle trips within an area over a given period. VMT is commonly applied on a per-household or per-capita basis and is a primary input for regional air quality analyses and for developing VMT rates for safety analysis.

Rates of VMT are typically lowest in compact, walkable, and mixed-use areas. Higher rates of VMT tend to occur in suburban or rural areas with low population densities and longer distances to activity centers. For these reasons, efforts to reduce VMT often focus on encouraging infill development. Similarly, SB 743 aims to encourage infill development and a diversity of land uses instead of sprawl, and to promote multi-modal transportation networks that provide efficient access to destinations and improve public health through active transportation.

While LOS is no longer relevant for CEQA purposes, LOS-based performance goals remain relevant for non-CEQA planning purposes and as a tool for the City to ensure its roadway system meets the expectations of the community. Further, policies in the Circulation and Land Use elements serve to reconcile competing interests of LOS and VMT and to meet the needs of all users of the transportation network, including pedestrians and bicyclists.

4.5 CORRELATION WITH LAND USE ELEMENT

The policies and programs in the Land Use Element directly tie to those highlighted in this Circulation Element. Creating connected, accessible, and complete systems of circulation networks and ensuring access to opportunities within a community and region requires coordination between land use and circulation planning.

As emphasized in the Land Use Element, infill and mixed-use development and revitalization of the town center reduce the transportation needs of residents and businesses alike. Pedestrian and bicycle routes should connect the City's parks and schools with residential areas identified in the Land Use Element. Moreover, truck routes should continue to be directed away from sensitive areas and instead serve areas designed for heavier commercial and industrial uses in the Land Use Element.

4.6 CORRELATION WITH OPEN SPACE & CONSERVATION ELEMENT

As described in the Open Space & Conservation Element, the "Urban Heat Island Effect" can occur in small or large cities, and even in suburban areas. Heat islands form as natural land cover is replaced with dark-colored rooftops, pavement for roads and parking lots, and other hardscapes that collect and retain heat. According to the U.S. Environmental Protection Agency, these dark surfaces can reach temperatures up to 60 degrees Fahrenheit (°F) warmer than the air, thereby increasing the ambient temperatures in areas 1-7 °F higher than in natural landscapes during the day and 2-5 °F higher at night.

The use of trees in urban landscapes is an effective, low technology way to reduce the heat island effect, reduce energy consumption, improve air quality, reduce stormwater runoff, decrease soil erosion, improve the pedestrian environment, reduce glare, and improve community image and aesthetics. Studies have shown that urban trees offer returns far greater than their cost of planting and upkeep, and these benefits increase with the increased size and extent of the tree canopy. For these reasons, the City of Etna promotes trees along pedestrian and bicycle paths, where appropriate, to enhance the urban canopy.

4.7 CORRELATION WITH SAFETY ELEMENT

Climate change is a critical consideration in the Circulation Element, as transportation is a significant source of greenhouse gases (GHG). The California Air Resources Board (CARB) reports that, as of 2021, about 38 percent of the state's GHG emissions come from the transportation sector, as compared to 29 percent nationally. To achieve GHG reduction goals, the City of Etna is focusing on mixed-use development close to employment centers, improving its active transportation infrastructure, and working with transit and para-transit providers to improve services to the community.

The recent increase in demand for work-from-home employment may assist in reaching GHG emissions targets by reducing the number of daily commuters in vehicles. However, adequate broadband coverage must be provided to facilitate remote work, and though there has been significant improvement in broadband coverage over the past 20 years, limitations and challenges persist.

One of the many anticipated consequences of climate change is increased storm intensities, which will require the City to reevaluate its existing drainage and limited stormwater infrastructure to ensure there is enough capacity to accommodate the increased volume of rainfall and runoff. Impacts on infrastructure associated with climate change and severe weather hazards are discussed further in the Safety Element and detailed in the Siskiyou County Multijurisdictional Local Hazard Mitigation Plan, which the City has adopted as part of the General Plan by reference.

4.8 CIRCULATION ELEMENT GOALS, POLICIES & PROGRAMS

GOAL C-1:	**A balanced transportation system that maximizes mobility and choice for city residents.**
GOAL C-2:	**A transportation system that is adequate, safe, and efficient for all users.**
GOAL C-3:	**A transportation system that contributes to the social, economic, and environmental well-being of the community.**
GOAL C-4:	**A pattern of development and a transportation system that minimize vehicle miles traveled (VMT).**

GOAL C-1: A balanced transportation system that maximizes mobility and choice for city residents.

POLICY C-1.1: The City supports the development of a network of complete streets that reflects the local context and which provides for the mobility of all users, regardless of age or ability.

POLICY C-1.2: The City supports the development and expansion of local and regional public transit systems.

POLICY C-1.3: The City supports transit services, agencies, and organizations that provide paratransit services to individuals with special needs.

POLICY C-1.4: The City supports partnerships, including with the Siskiyou County Local Transportation Commission (SCLTC), California Department of Transportation (Caltrans), and

other Siskiyou County communities, to fund active transportation improvements in the City and region.

Program C-1A: Ensure that land use and transportation planning balance the needs and safety of motorists, pedestrians, bicyclists, and transit users.

Program C-1B: Evaluate the need for and feasibility of installing complete street improvements (e.g., sidewalks, bike lanes, crosswalks, public transit stops, etc.) when planning roadway improvements.

Program C-1C: Require new development to contribute its fair share to complete street improvements.

Program C-1D: Consider multi-modal access requirements when making investment decisions about parks, recreation areas, public parking, and other city facilities.

Program C-1E: Ensure that new subdivisions are designed to include features that facilitate walking and bicycling.

Program C-1F: Work with SLCTC and STAGE to better address the public transportation needs of the community.

Program C-1G: Work with transit providers, social service agencies (e.g., PSA 2 Area Agency on Aging), and community organizations (e.g., religious institutions and nonprofits) to offer paratransit services to those with special needs, including on demand rides for the elderly and disabled.

Program C-1H: Continue to coordinate with SCLTC and other communities in the region on development of the Active Transportation Plan and utilize the Active Transportation Plan to better target grant opportunities to improve the City's active transportation network.

Program C-1I: Partner with the SCLTC, Caltrans, and others to fund active transportation improvements in Etna and the region.

GOAL C-2: A transportation system that is adequate, safe, and efficient for all users.

POLICY C-2.1: The City endeavors to provide adequate, safe, and efficient access to and from all land uses identified in the Land Use Element.

POLICY C-2.2: The City strives to maintain Level of Service (LOS) C or better on city streets and intersections.

POLICY C-2.3: The City supports deviations from the LOS standard when LOS C is unsafe for non-automobile users, is too expensive for the City to maintain, and/or results in increased VMT.

POLICY C-2.4: The City supports long-range plans for improvement of SR 3 through Etna by Caltrans to maintain safety and efficiency of traffic.

POLICY C-2.5: The City requires that new development provide adequate off-street parking to accommodate parking demands generated by the use.

POLICY C-2.6: The City requires that publicly accessible parking areas be designed to provide safe access for pedestrians and bicyclists.

POLICY C-2.7: The City supports the use of shared parking facilities that provide safe and convenient connectivity between adjacent uses.

Program C-2A: Continue to evaluate, improve, and maintain city streets and sidewalks to ensure safe efficient operation.

Program C-2B: Review existing roadways and sidewalks to ensure that they meet general safety standards and are ADA compliant. If it is found that any routes are unsafe or noncompliant, make the necessary improvements to ensure that the routes are improved to appropriate standards.

Program C-2C: Design public rights-of-way, intersections, and parking areas to include accessible safe access for all users.

Program C-2D: Adopt and apply street standards that reflect current and future land uses and traffic volumes and provide flexibility where necessary to maintain public safety and neighborhood character.

Program C-2E: Strive to maintain adequate on-street and off-street parking areas, including electric vehicle charging stations, to meet ongoing parking demands.

Program C-2F: Evaluate the use of in lieu fees to offset the parking impacts of new or expanded commercial, institutional, or industrial land uses as an alternative to requiring that such uses provide the minimum off-street parking spaces required by Code.

Program C-2G: Periodically evaluate parking standards in the Zoning Code for adequacy and consistency with state law and amend as necessary.

Program C-2H: Actively participate in regional transportation planning programs, including programs coordinated by the SCLTC, and use the regional planning process to improve the City's transportation network.

Program C-2I: Coordinate with Caltrans regarding safety issues on SR 3 to ensure sufficient improvements are in place to safeguard the community.

Program C-2J When a project is proposed that has the potential to impact SR 3 or the intersection of a city street with the highway, coordinate with Caltrans to address and resolve traffic-related issues.

Program C-2K: Minimize the effects of truck traffic on city streets by continuing to maintain and enforce a system of designated truck routes and ensure designated truck routes are designed to accommodate the heavier loads placed on them.

GOAL C-3: A circulation system that contributes to the social, economic, and environmental well-being of the community.

POLICY C-3.1: The City supports the enhancement of the visual appearance of pedestrian and vehicular routes.

POLICY C-3.2: The City recognizes the relationship of local transportation decisions to broader regional issues, such as congestion management and environmental sustainability.

POLICY C-3.3: The City promotes access to public transit, non-vehicular modes of transportation, and greater linkages between land uses and transit to reduce automobile-related emissions.

POLICY C-3.4: The City supports equitable deployment of comprehensive utility infrastructure in the City, including the efficient expansion of broadband infrastructure and the provision of cost-effective high-speed internet service, to foster economic prosperity.

POLICY C-3.5: The City requires that development mitigate adverse impacts of a proposed project on the existing transportation system.

POLICY C-3.6: The City endeavors to provide public services, facilities, and utilities that are efficient, cost effective, and in compliance with state and federal regulations.

Program C-3A: Construct, improve, and maintain the system of curb, gutters, sidewalks, and crosswalks for circulation, safety, and drainage control, giving priority to high traffic areas.

Program C-3B: Evaluate the planting of low maintenance shade trees in landscaped areas adjacent to streets where non-motorized travel is expected, where such improvements can be made without jeopardizing emergency response and future capacity requirements, and where such improvements are feasible and appropriate.

Program C-3C: Establish wayfinding signs to identify routes between the downtown and community destinations, such as public transit and the park.

Program C-3D: As part of the CEQA process, require traffic studies for projects that have the potential to generate substantial increases in VMT or impact traffic patterns.

Program C-3E: Protect natural features and sensitive areas to the maximum extent feasible when maintaining and expanding the City's circulation system.

Program C-3F: Develop a targeted approach to digital inclusion that includes expansion of public Wi-Fi in the downtown area, city hall, and other key areas of community interest.

Program C-3G: When possible, reduce barriers to the equitable deployment of new broadband and telecommunication technologies and infrastructure to attract employers and businesses.

Program C-3H: Work with state agencies and regional partnerships to develop funding for improvements to the City's water, wastewater, and storm drain systems.

Program C-3I: Update the Capital Improvement Plan as needed to sustain and improve the City's infrastructure.

GOAL C-4: A pattern of development and a transportation system that minimize vehicle miles traveled (VMT).

POLICY C-4.1: The City supports the implementation of strategies to reduce the number and length of vehicle trips, including active transportation improvements, mixed-use development, greater access to public transit, and the placement of development in proximity to employment and activity centers.

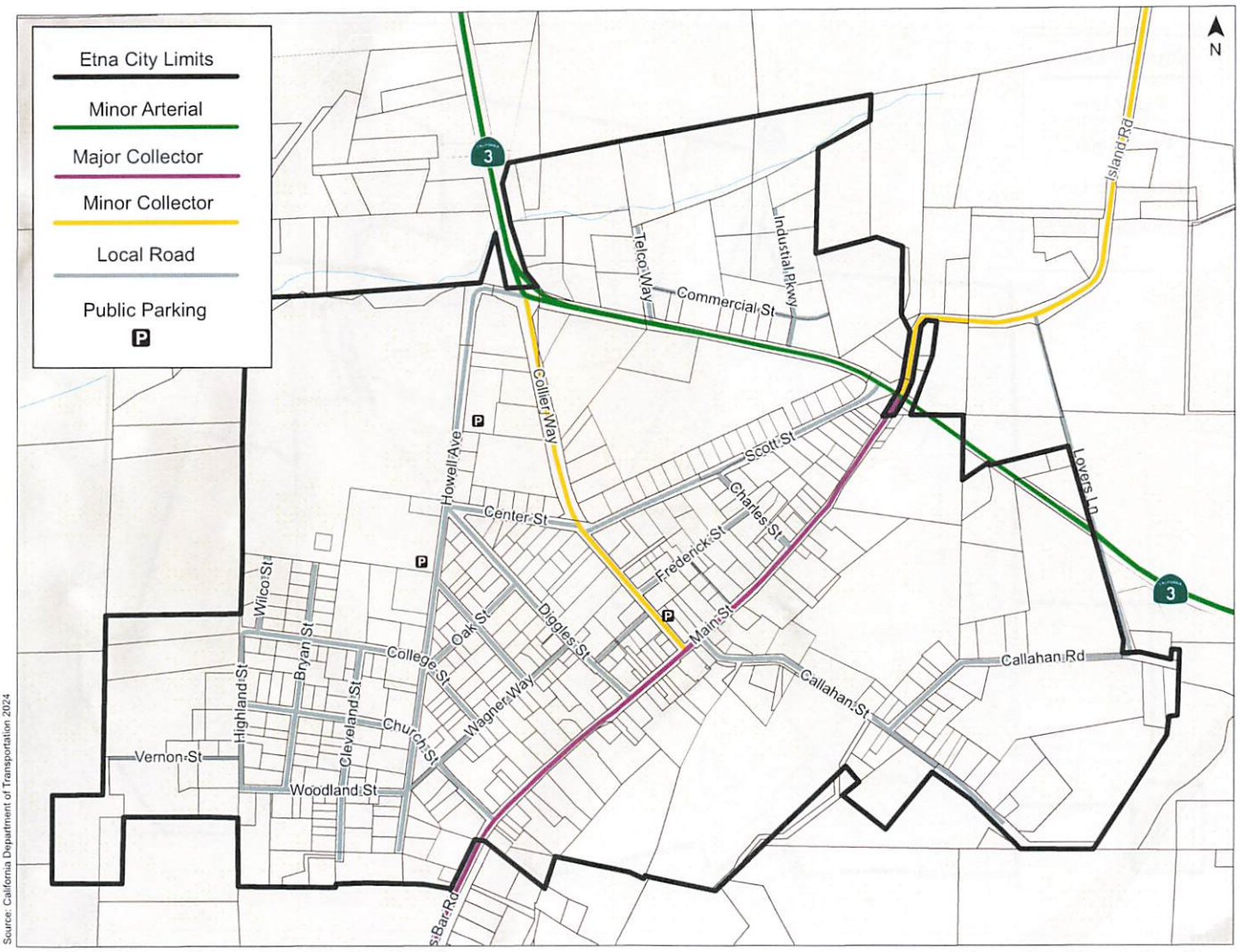
POLICY C-4.2: The City promotes new development that will reduce household and employment VMT relative to existing conditions.

POLICY C-4.3: The City supports on- and off-street improvements that provide functional alternatives to automobile usage, promote active transportation, and reduce VMT.

Program C-4A: Ensure that Etna's transportation system complements the land use pattern, and that land use decisions complement and make efficient use of the transportation system.

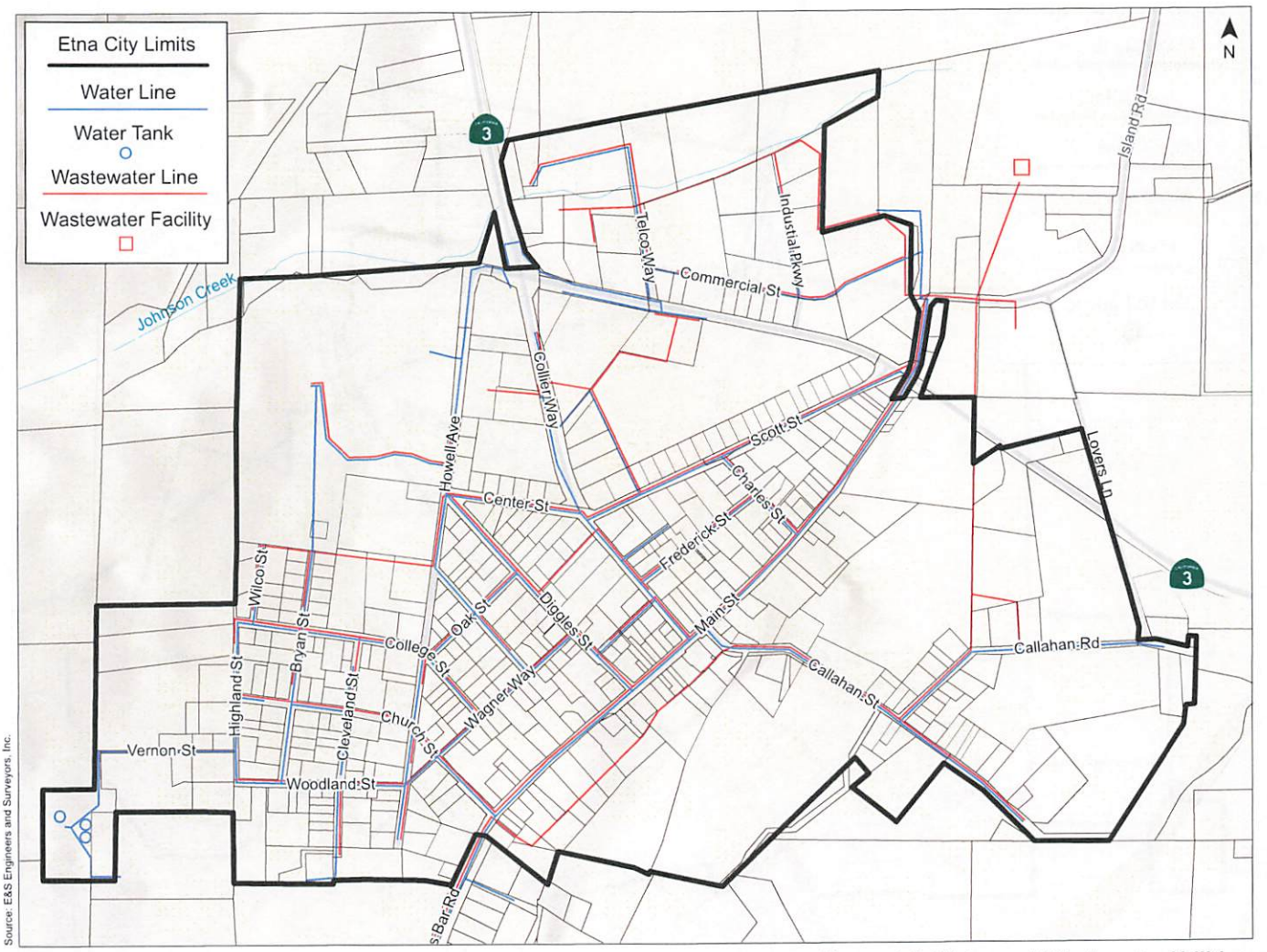
Program C-4B: Continue to develop a pedestrian and bicycle transportation network, using on- and off-street improvements as appropriate, to increase nonvehicular access to local destinations.

Program C-4C: When planning for the extension of public transit, develop and support strategies that strengthen first/last mile connectivity to enhance the viability and utility of the service for all users, such as sidewalks, bicycle parking, and wayfinding signs.



Source: California Department of Transportation 2024

Figure 4-1, Circulation Map



Source: E&S Engineers and Surveyors, Inc.

Figure 4-2, Water and Wastewater Utilities

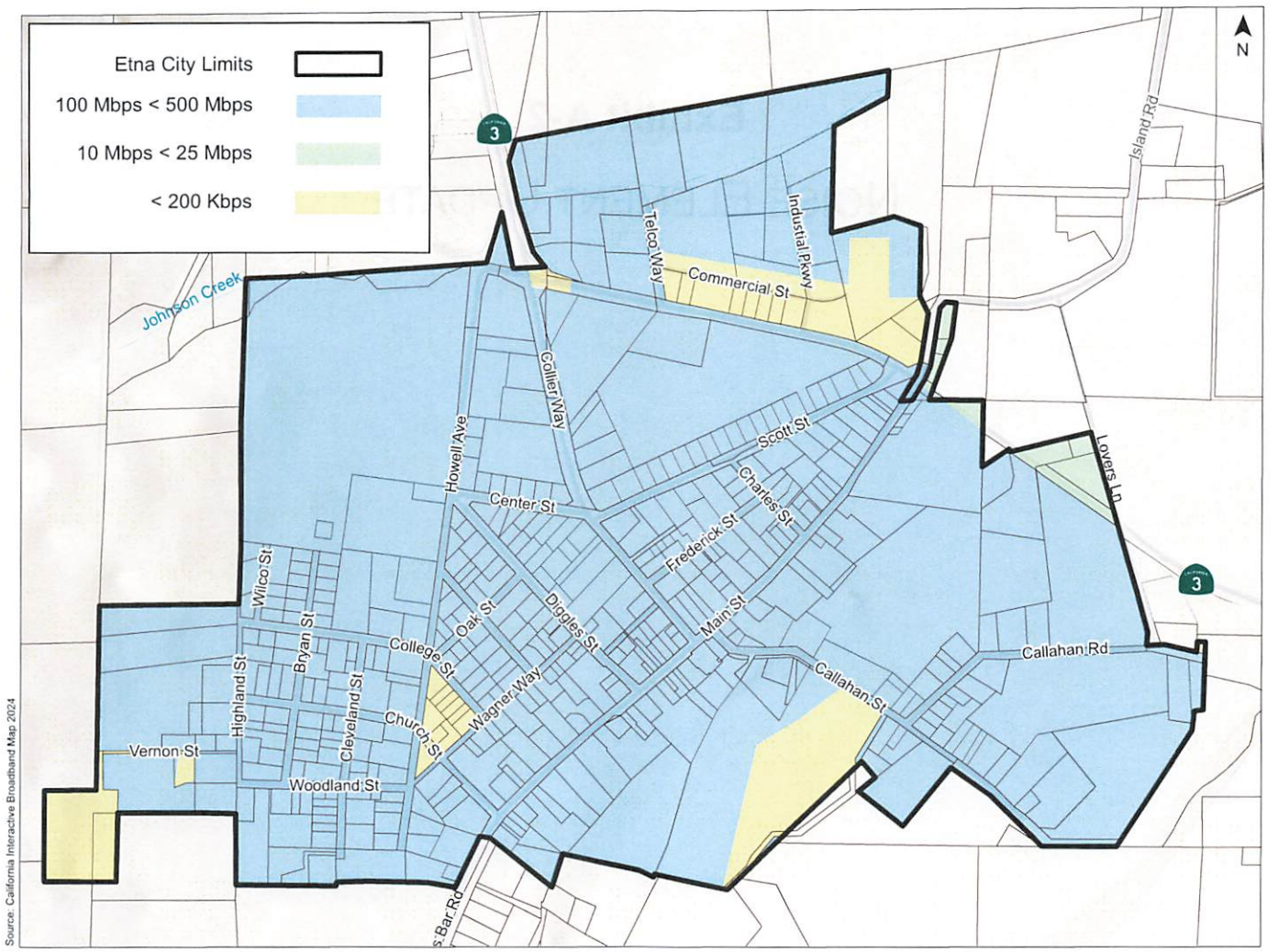


Figure 4-3, Consumer Fixed Downstream Availability

Exhibit A-2

NOISE ELEMENT UPDATE

Goals & Policies & Background Report

City of Etna 2024 General Plan Noise Element Update

Etna, California

September 2024

Prepared For:

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Introduction

The City of Etna (population 678) is a small community in southwestern Siskiyou County in Northern California along State Route 3 (SR 3) approximately 25 miles south of SR 3's intersection with Interstate 5 in Yreka. Because of Etna's rural setting and size, the City is unaffected by many of the noise-related issues typical of larger and more centrally located communities.

The City's current Noise Element was adopted in September 2005. Noise contours described in the existing Noise Element are based on a noise study completed in 2003 for an update of the County of Siskiyou's Noise Element, which the County ultimately did not adopt. This background report provides updated noise contours for Etna.

Purpose of the Noise Element

Noise is usually defined as unwanted or harmful sound that is unpleasant, loud, or disruptive. It has been increasingly recognized that excessive noise levels can have adverse health effects on people. As such, the purpose of a general plan noise element is to:

1. Provide sufficient information concerning the community's noise environment so that noise can be effectively considered in the land use planning process;
2. Develop strategies for reducing excessive noise exposure through cost-effective mitigation and/or zoning;
3. Protect "noise-sensitive" uses and areas of the city where noise levels are acceptable; and
4. Ensure compliance with the State Noise Insulation Standards.[1]

There is a certain amount of background noise that is tolerable within a community. This is the result of human activities (e.g. traffic, other people's conversations, air conditioning, other machinery and other activities). This average background noise becomes intrusive somewhere in the upper 50 decibel[2] (dB) range. It is the intrusive noise with which the Noise Element is particularly concerned, although gradual increases in ambient noise resulting from urban development is also a concern.

[1] These standards require specified levels of outdoor to indoor noise reduction for new multifamily residential construction in areas where the outdoor noise exposure exceeds CNEL (or DNL) 60 dB.

[2] Definitions and acoustical terminology are provided in Appendix A of this report.

Noise Element Requirements

California Government Code Section 65302(f) defines the requirements of a general plan noise element, as follows:

1. A noise element which shall identify and appraise noise problems in the community. The noise element shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:
    A. Highways and freeways.
    B. Primary arterials and major local streets.
    C. Passenger and freight on-line railroad operations and ground rapid transit systems.
    D. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engines test stands, and all other ground facilities and maintenance functions related to airport operation.
    E. Local industrial plants, including but not limited to, railroad classification yards.
    F. Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.
2. Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (A) to (F), inclusive.
3. The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.
4. The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.

Fundamentals of Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and hence are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

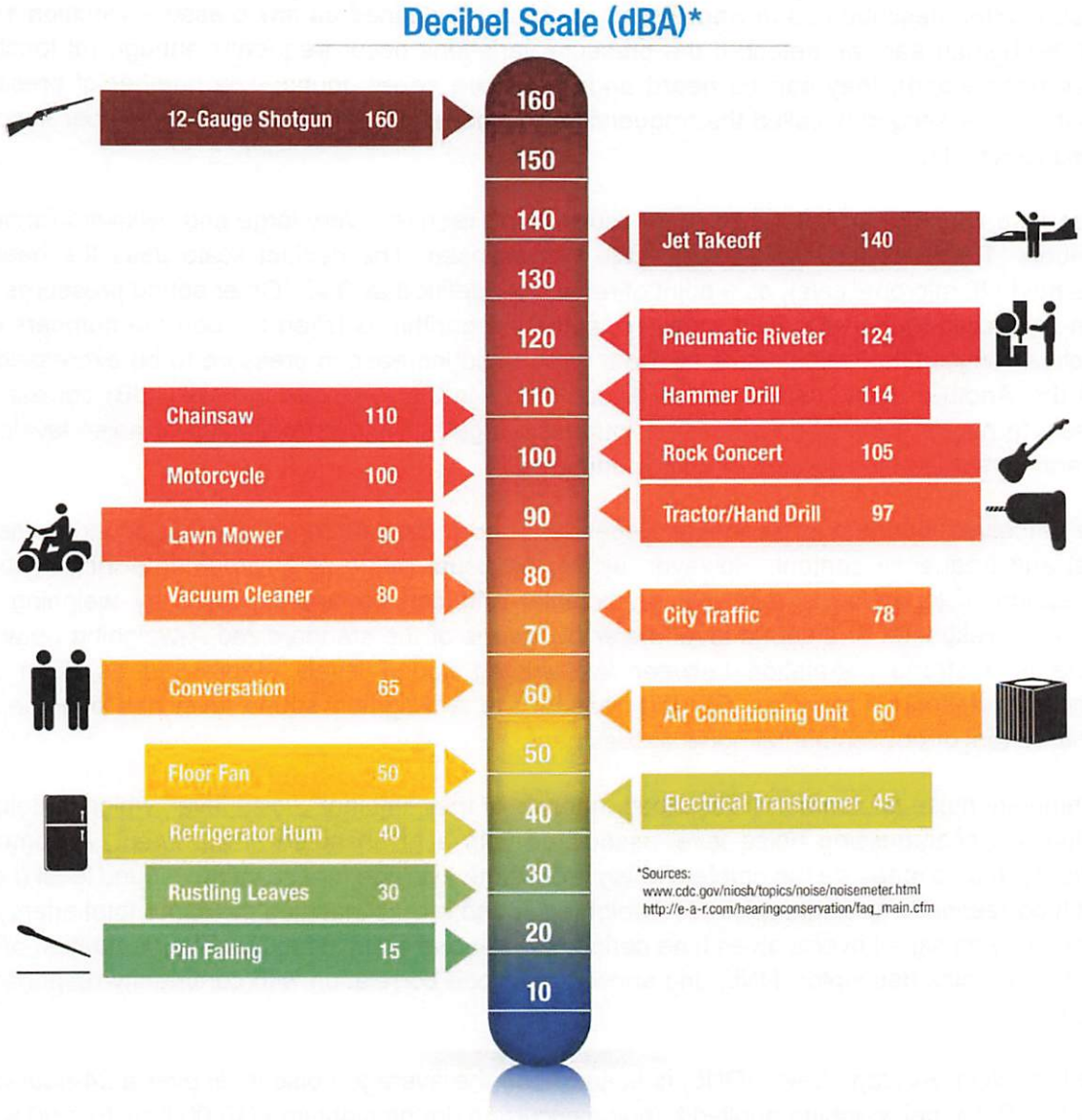
Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the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

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

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

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

Figure 1
Common Noise Sources and Associated Noise Levels



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

To control noise from fixed sources which have developed from processes other than zoning or land use planning, many jurisdictions have adopted community noise control ordinances. Such ordinances are intended to abate noise nuisances and to control noise from existing sources. They may also be used as performance standards to judge the creation of a potential nuisance, or potential encroachment of sensitive uses upon noise-producing facilities. Community noise control ordinances are generally designed to resolve noise problems on a short-term basis (usually by means of hourly noise level criteria), rather than on the basis of 24-hour or annual cumulative noise exposures.

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

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

Existing & Future Noise Environments in Etna

This document presents background information on the existing and projected future noise environments in Etna, California. The existing city limits and community noise survey locations are shown on Figure 2.

Because of Etna's size and rural setting, the City is largely unaffected by many of the noise-related issues typical of larger and more centrally located communities. The ambient noise environment in Etna is defined primarily by traffic noise from Highway 3 and city streets, and to a lesser extent by commercial activities and common neighborhood noises. Activities at local schools and parks also periodically affect the noise environment within Etna, but to a much more localized extent. Noise sources associated with construction and property maintenance also contributed to the noise environment, typically on an intermittent and fairly temporary basis.

As Etna grows, coupled with overall growth in the region, traffic volumes on local roadways will increase, resulting in higher traffic noise environments. Similarly, growth in tourism-related activities, and increased commercial activities in the City will all contribute to higher ambient noise levels over time.

This document presents background information on the various types of noise sources affecting the existing and future noise environments within Etna. This information will be used in the development of Noise Element Goals and Policies to ensure land use compatibility within the City moving forward.

The following sections discuss the noise environment within Etna.

Community Noise Survey

To quantify existing noise levels within Etna, a community noise survey was performed. The community noise survey consisted of two 24-hour continuous noise measurement locations from Sunday, April 7th through Monday, April 8th, 2024. In addition to the long-term noise surveys, short-term surveys (15 minutes during daytime hours, 5 minutes during nighttime hours), were conducted during morning, afternoon, and evening hours at four locations within Etna between April 8th and 9th, 2024. The locations of the community noise measurement sites are shown on Figure 2.

Larson-Davis Laboratories (LDL) precision integrating sound levels meters were used to complete the noise level measurement survey. The meters were calibrated before use with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4). Photographs of the noise survey locations are provided in Appendix B.

Tables 1 and 2 contain summaries of the long-term and short-term noise survey results, respectively. The long-term noise survey results are presented in tabular form in Appendix C and graphical form in Appendix D.



Legend

- City Limits (Approximate)
- Long-Term Noise Measurement Locations
- Community Ambient Noise Survey Locations

N

Scale (Feet)

0 500 1,000

Etna City Limits and Community Noise Survey Locations

Etna GP Noise Element Update

Figure 2

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Table 1
Long-term Community Noise Survey Results
Etna, CA.

Site[1]	Date	Day [dB] Leq	Day [dB] Lmax	Night [dB] Leq	Night [dB] Lmax	DNL [dB]
LT-1	Sunday, April 7, 2024	51	72	40	60	51
	Monday, April 8, 2024	53	72	47	66	55
	Average	**52**	**72**	**44**	**63**	**53**
LT-2	Monday, April 8, 2024	51	70	44	64	52

1. *Noise monitoring locations are shown on Figure 2.*

Source: Bollard Acoustical Consultants, Inc (2024)

Table 2
Short-term Community Noise Survey Results
Etna, CA.

Site[1]	Date	Time	Lmax	Leq	DNL (Est.)[2]
ST-1	Tuesday, April 9, 2024	9:03 AM	66	47	52
	Monday, April 8, 2024	12:44 PM	73	51	
	Monday, April 8, 2024	10:14 PM	58	52	
ST-2	Tuesday, April 9, 2024	9:23 AM	75	57	56
	Monday, April 8, 2024	1:06 PM	75	56	
	Monday, April 8, 2024	10:25 PM	51	50	
ST-3	Tuesday, April 9, 2024	9:43 AM	73	58	50
	Monday, April 8, 2024	1:31 PM	67	47	
	Monday, April 8, 2024	10:43 PM	44	33	
St-4	Tuesday, April 9, 2024	10:02 AM	67	51	47
	Monday, April 8, 2024	1:50 PM	59	44	
	Monday, April 8, 2024	10:53 PM	43	34	
ST-5	Tuesday, April 9, 2024	10:29 AM	68	46	50
	Monday, April 8, 2024	2:13 PM	60	43	
	Monday, April 8, 2024	11:04 PM	47	41	

1. *Noise monitoring locations are shown on Figure 2.*
2. *DNL was estimated from the measured Leq values.*

Source: Bollard Acoustical Consultants, Inc (2024)

As indicated in Table 1, noise levels measured at Sites LT-1 and LT-2 ranged from 52-53 dB DNL. These noise levels were most heavily influenced by traffic on Highway 3 and distant traffic.

At the short-term noise monitoring sites, Table 2 indicates that measured average noise levels varied by location and time of day. Noise sources observed to have affected the daytime short-term noise survey results included local and distant traffic, generators, elementary school children playing, barking dogs, industry, and birds. Noise sources observed to have affected the nighttime short-term noise survey results included local and distant traffic, generators and frogs.

Overall, the community noise survey results indicate that the noise environment in Etna is fairly low. These results are as expected and will be used to develop appropriate noise policies for future development within Etna.

Roadway Noise

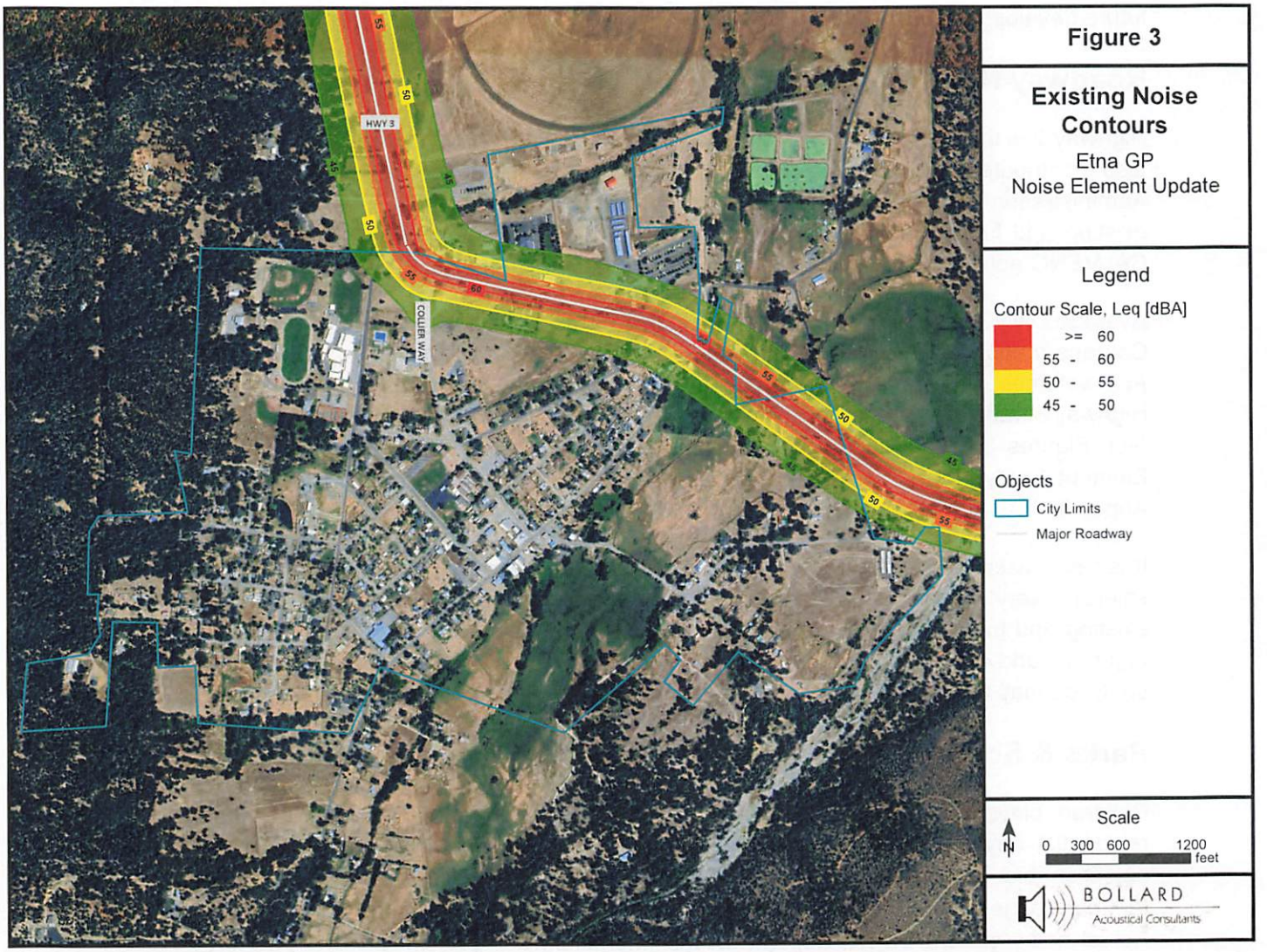
Highway 3 is the main source of traffic noise within Etna, although traffic on local surface streets also contributes to the overall ambient noise environment in town. The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict existing and future traffic noise levels for this roadway. The FHWA Model is based upon the CALVENO noise emission factors for automobiles, medium trucks, and heavy trucks.

Average Daily Traffic (ADT) volumes for existing (2022) conditions were obtained from published Caltrans traffic data. Future conditions were conservatively estimated by doubling the existing ADT volumes. The results of the traffic noise modelling process indicate that existing and future Highway 3 traffic noise levels are approximately 56 and 59 dB DNL at a reference distance of 100 feet. Figures 3 and 4 illustrate the existing and future traffic noise contours within the Noise Element Study Area. The complete FHWA Model results for the roadways are presented in Appendix E.

It is recognized that vehicle speeds, truck percentages, day/night distributions and topographic shielding vary on the roadways within Etna. As a result, it is not feasible to precisely predict existing and future traffic noise levels at the General Plan level. The noise contours shown on Figures 3 and 4 are useful for performing screening analyses to determine if more detailed noise analyses may be warranted for future noise-sensitive development projects.

Parks & School Playgrounds Noise

Children playing on school playgrounds, at neighborhood parks or even in yard areas of residential daycares can generate sound levels which could be considered by some to be objectionable. Typical noise levels associated with groups of children playing at a distance of 50 feet can range from 50 to 60 dB L_{eq}, with maximum noise levels ranging from 65 to 75 dB L_{max}. Actual noise generation will depend on the orientation and proximity of the play areas to the proposed sensitive uses, the number of children using the play areas at a given time, and the types of activities the children are engaged in.


55
50
45
HWY 3
COLLIER WAY
Figure 3
Existing Noise Contours
Etna GP
Noise Element Update
Legend
Contour Scale, Leq [dBA]
>= 60
55 - 60
50 - 55
45 - 50
Objects
City Limits
Major Roadway
Scale
0 300 600 1200
feet
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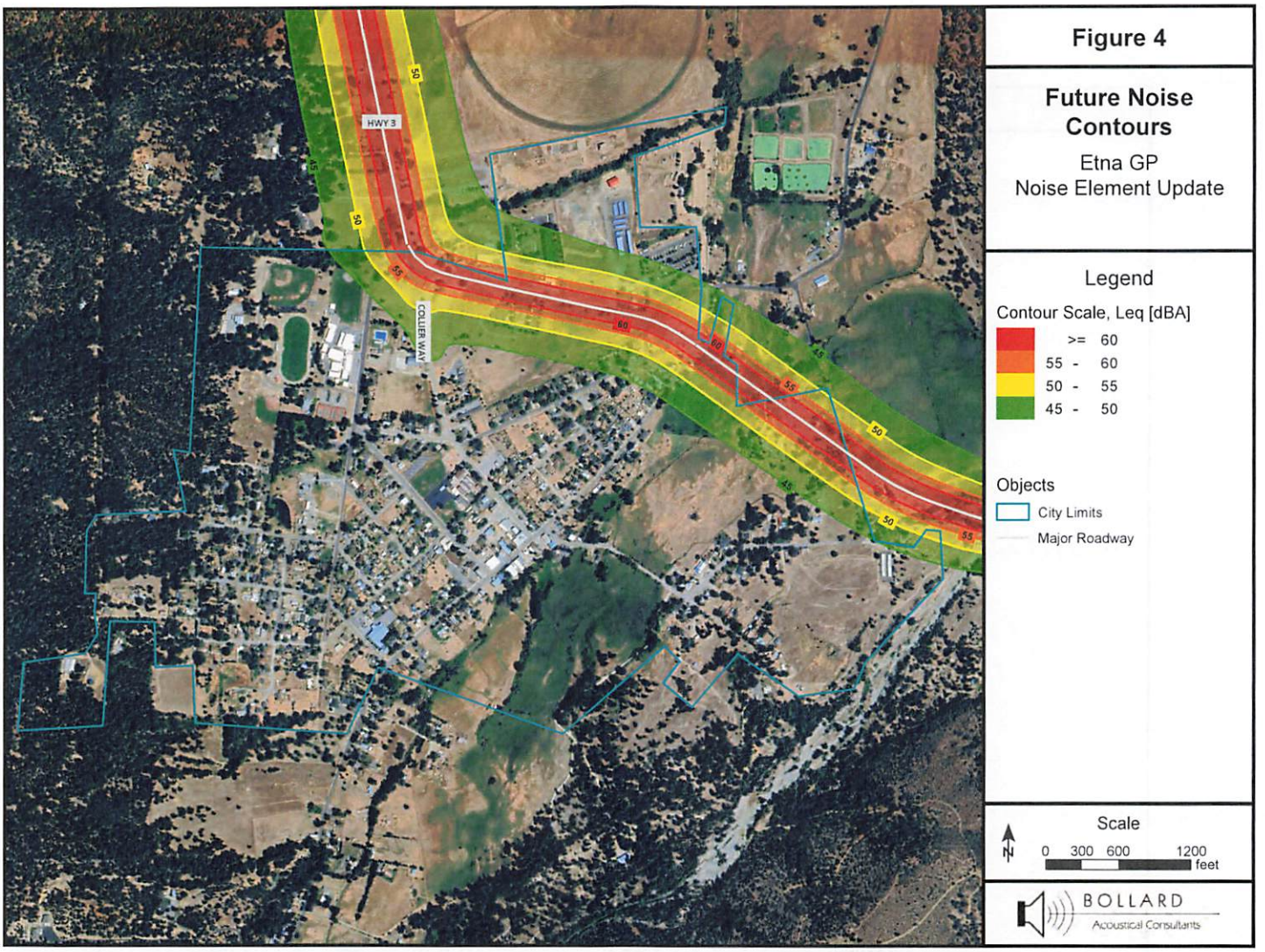


Figure 4

Future Noise Contours

Etna GP
Noise Element Update

Legend

Contour Scale, Leq [dBA]

>= 60
55 - 60
50 - 55
45 - 50

Objects

City Limits
Major Roadway

Scale

0 300 600 1200 feet

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Construction Noise

During the construction phases of projects, whether for new residential or commercial construction, or roadway improvement projects, noise from construction activities adds to the noise environment in the immediate project vicinity. Activities involved in typical construction would generate maximum noise levels, as indicated in Table 3, ranging from 76 to 90 dBA at a distance of 50 feet.

Table 3
Construction Equipment Reference Noise Levels

Equipment Description	Maximum Noise Level at 50 feet [dBA]
Air compressor	80
Backhoe	80
Ballast equalizer	82
Ballast tamper	83
Compactor	82
Concrete mixer	85
Concrete pump	82
Concrete vibrator	76
Crane, mobile	83
Dozer	85
Generator	82
Grader	85
Impact wrench	85
Loader	80
Paver	85
Pneumatic tool	85
Pump	77
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Spike driver	77
Tie cutter	84
Tie handler	80
Tie inserter	85
Truck	84

Source: Federal Transit Administration Noise and Vibration Impact Assessment Manual, Table 7-1 (2018)

General Business and Light Industrial Use Noise

Existing or planned commercial/industrial operations may result in noise impacts when they are proposed near noise-sensitive land uses, or when noise-sensitive land uses are proposed near commercial or industrial noise sources.

Typical noise sources within Etna include, but are not limited to, the following:

A. Concerts in the Park
B. Stores & restaurants on Main Street
C. Etna Elementary and High School playing fields
D. Scott Valley Community Pool

The noise emissions of these types of uses are dependent on many factors, and are therefore, difficult to quantify precisely. Nonetheless, noise generated by these uses contribute to the ambient noise environment in the immediate vicinity of these uses, and should be considered where either new noise-sensitive uses are proposed nearby or where similar uses are proposed in existing residential or other noise-sensitive areas.

Summary of Existing and Projected Noise Conditions in Etna

In general, Etna is a fairly quiet city and significant increases in ambient noise levels within the City are not expected in the future, nor is substantial development of noise-generating or noise-sensitive land uses. Nonetheless, where new development is proposed, care should be taken by City Planning Department staff to identify areas of potential land-use incompatibility with respect to noise and apply the Noise Element policies accordingly.

Goals and Policies

Background on Criteria for Acceptable Noise Exposure

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

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

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

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

Noise Element Goals

The Noise Element of the Etna General Plan provides a basis for comprehensive local policies to control and abate environmental noise and to protect the citizens of Etna and its economic base against land use incompatibilities. The specific goals of this Noise Element are as follows:

Goal 1 To protect the existing and future citizens of Etna from the harmful effects of exposure to excessive noise.

Goal 2 To protect existing noise-sensitive land uses from encroachment by new uses that would generate noise levels which are incompatible with those uses, and to discourage new noise-sensitive land uses from being developed near sources of high noise levels.

Goal 3 To recognize that noise is an inherent by-product of many land uses and to protect the economic base of Etna by preventing the encroachment of noise-sensitive land uses into areas affected by existing noise-producing uses.

Goal 4 To provide sufficient information regarding the community noise environment so that existing and potential future noise impacts may be effectively addressed in the land use planning and project review processes.

Goal 5 To develop strategies for abating excessive noise exposure through appropriate mitigation measures in combination with appropriate zoning to avoid incompatible land uses.

Noise Element Policies

Traffic Noise

The following policies shall apply to new development proposals within the City of Etna which are affected by traffic noise. These standards do not apply to existing noise-sensitive land uses which are currently exposed to traffic noise.

Policy 1 The noise level standards for noise-sensitive areas of new uses affected by traffic noise sources in Etna are shown by Table 4.

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

Policy 3 The City shall encourage local law-enforcement agencies to enforce the vehicle noise level limits specified within the California Motor Vehicle Code.

Table 4
Noise Standards for New Uses Affected by Transportation Noise Sources
Etna Noise Element

Land Use	Noise Sensitive[1] Outdoor Area – DNL[6]	Noise Sensitive Interior Spaces[2,3]	
		DNL[6]	Leq[4,7]
Residential	65	45	---
Mixed Use Residential	---	45	---
Transient Lodging, Hospitals[3] & Nursing Homes	65	45	---
Theaters & Auditoriums	---	---	35
Churches, Meeting Halls, Libraries	65	---	40
Schools[5]	---	---	40
Office/Professional	65	---	45
Commercial/Retail Buildings	---	---	50
Playgrounds, Parks, etc.	70	---	---
Industrial	---	---	50

Notes:
1. Noise sensitive areas are defined in the acoustic terminology section. Where there are no sensitive exterior spaces proposed as part of the new use, only the interior noise level standards shall apply.
2. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
3. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
4. As determined for a typical worst-case hour during periods of use.
5. Exterior areas of school uses are not typically noise-sensitive. As a result, the standards for schools are focused on the interior office and classroom spaces.
6. DNL = Day – Night Average Level (also denoted L_{dn}). Represents 24-hour average of noise with noise occurring during nighttime hours (10 pm to 7 am) penalized by 10 dB prior to averaging.
7. Leq = Average or "Equivalent" noise level. Represents the energy average of all noise occurring during a given period (typically 1-hour).

Fixed (Non-Transportation) Noise Sources

The following policies shall apply to new development proposals which are either affected by existing locally-regulated noise sources or proposed uses which would include noise sources which are regulated at the local level. Fixed noise sources do not include vehicles on public roadways but do include sources of noise originating from either a fixed or variable position on private property.

Policy 4 The interior and exterior noise level standards for noise-sensitive areas of new uses affected by existing fixed noise sources in Etna are shown by Table 5. Where the noise level standards of Table 5 are predicted to be exceeded at a proposed noise-sensitive areas due to existing fixed noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 5 standards within the identified noise-sensitive areas of the proposed new development.

Policy 5 Where a project would result in the introduction of new fixed noise sources where such sources do not currently exist, the noise generation of those sources shall be mitigated so as not exceed the interior and exterior noise level standards of Table 5 at existing noise-sensitive areas in the project vicinity.

Policy 6 If a noise-generating use is proposed adjacent to vacant lands currently zoned for uses which may be developed with exterior noise sensitivity, the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the Table 5 standards using reasonable assumptions pertaining to both the likely sensitivity of the receiving land use and the noise generation of the project. At such time as that noise-sensitivity is introduced on the nearby vacant parcel(s), the proposed noise-generating use will be responsible for complying with the City's Noise Ordinance standards

Policy 7 Due to variations in types of both noise-generating and noise-sensitive land uses, as well as variations in ambient conditions in the City, the City shall have the ability to set noise standards which are up to 5 dB higher or lower than the Table 5 standards if determined appropriate by the City Council and/or City Planning department staff.

Table 5
Noise Standards for Locally Regulated (Non-Transportation) Noise Sources
Etna Noise Element

Receiving Land Use	Period[3]	Exterior Areas[1]		Interior Spaces[2]	
		Lmax[4]	Leq[5]	Lmax[4]	Leq[5]
Residential	Day	75	55	60	45
	Night	65	50	45	35
Mixed Use Residential	Day	--	--	60	45
	Night	--	--	45	35
Transient Lodging, Hospitals[6] & Nursing Homes	Day	75	60	60	45
	Night	70	55	45	35
Theaters & Auditoriums	Day	75	55	40	35
	Night	--	--	--	--
Churches, Meeting Halls, Libraries	Day	75	55	55	45
	Night	70	50	55	40
Schools[7]	Day	--	--	55	40
	Night	--	--	55	40
Office/Professional	Day	80	60	60	45
	Night	--	--	--	--
Commercial/Retail Buildings	Day	80	60	60	50
	Night	--	--	--	--
Playgrounds, Parks, etc.	Day	75	60	--	--
	Night	--	--	--	--
Industrial	Day	80	60	60	50
	Night	--	--	--	--

Specific Notes:

1. Noise sensitive areas are defined acoustic terminology section.
2. Interior noise level standards are applied within noise-sensitive areas of the various land uses, as defined in the acoustic terminology section, with windows and doors closed.
3. Daytime hours = 7 am – 10 pm, Nighttime hours = 10 pm – 7 am.
4. Lmax = Highest measured sound level occurring during a given interval of time (Typically 1 hour).
5. Leq = Average or "Equivalent" noise level during the worst-case hour in which the building is in use.
6. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
7. Exterior areas of school uses are not typically noise-sensitive. As a result, the standards for schools are focused on the interior office and classroom spaces.

General Notes Applicable to All Noise Standards and Land Uses:

a. Where the noise source in question consists of speech or music, or is impulsive in nature, or contains a pure tone, the noise standards of this table are reduced by 5 dB.
b. Where ambient noise levels exceed the noise level standards shown above, the noise standards shall be increased in 5 dB increments to encompass the ambient.
c. Reductions in the noise standards for noise sources identified in general note "A" above shall be applied after any increases warranted by elevated ambient conditions prescribed in general note "B", subject to verification through a noise study.

Transportation Projects & Criteria for Determining Significant Increases in Traffic Noise

Policy 8 For capacity enhancing roadway projects, the construction of new roadways, or projects which will substantially increase traffic on the local roadway network, a noise analysis shall be prepared. If pre-project traffic noise levels already exceed the noise standards of Table 4 and the increase is significant as defined below, noise mitigation measures should be considered to reduce traffic noise levels to a state of compliance with the Table 4 standards. A significant increase is defined as follows:

Pre-Project Noise Environment (DNL)	Significant Increase (dB)
Less than 60 dB	5+ dB
60 - 65 dB	3+ dB
Greater than 65 dB	1.5+ dB

Policy 9 If noise-reducing pavement is to be utilized in conjunction with a roadway improvement project, or if such paving exists adjacent to a proposed new noise-sensitive land use, the acoustical benefits of such pavement shall be included in the noise analysis prepared for the project.

General Noise Policies

Policy 10 All noise analyses prepared to determine compliance with the noise level standards contained within this Noise Element shall:

A. Be the responsibility of the applicant.

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

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

D. Estimate projected future (20 year) noise levels in terms of the Standards of Tables 4 and 5, and compare those levels to the adopted policies of the Noise Element.

E. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element.

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

Policy 11 Noise analyses prepared for multi-family residential projects, townhomes, mixed-use, condominiums, or other residential projects where floor ceiling assemblies or party-walls shall be common to different owners/occupants, shall be consistent with the State of California Noise Insulation standards.

Policy 12 The City's General Plan Noise Element standards contained herein are applicable to proposed new uses. For resolving conflicts between existing uses, the City's Noise Ordinance shall be applicable.

Policy 13 Where exterior noise mitigation is required to achieve satisfaction with the noise standards of either Tables 4 or 5, the following priorities for mitigation shall be observed where feasible:

A. Use of setbacks or open space buffers.

B. Incorporate site planning to orient and/or shield sensitive exterior areas from view of the noise source in question.

C. If the noise source is fixed, utilize quieter equipment or implement noise control treatments at the source.

D. Solid walls should be considered a last resort for the mitigation of exterior noise levels and, if feasible, should be placed on earth berms to lessen their apparent height.

Policy 14 To provide a comprehensive approach to noise control, the City shall:

A. Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review process and, as may be determined necessary, through the building permit process.

B. Develop and employ procedures to monitor compliance with the standards of the Noise Element after completion of projects where noise mitigation measures were required.

C. The Noise Ordinance shall be amended to provide that noise standards contained therein will be consistent with the noise standards of this Noise Element.

Vibration

Policy 15 To reduce impacts from groundborne vibration, all proposals for new uses which would include vibration-generating activities, or for new sensitive uses proposed in proximity to existing sources of vibration shall comply with the vibration standards established by the Federal Transit Administration Transit Noise and Vibration Impact Assessment guidelines (FTA-VA-90-1003-06).

Policy 16 All projects that propose to use heavy construction equipment that has the potential to create vibrations that could cause structural damage to sensitive structures within 100 feet shall be required to submit a pre-construction vibration study prior to the approval of a building permit. Projects shall be required to incorporate specified measures and monitoring identified to reduce impacts. Pile driving or blasting are illustrative of the type of equipment that could be subject to this policy.

Exemptions

Policy 17 The following sources of noise shall be exempt from the provisions of this Noise Element:

A. Emergency warning devices and equipment operated in conjunction with emergency situations, such as sirens and emergency generators which are activated during power outages. The routine testing of such warning devices and equipment, including generators, is also exempt provided such testing occurs during daytime hours.

B. All activities occurring at public schools and public school playgrounds and sporting fields, as such activities are not regulated at the local level.

C. Activities at private schools, parks or playgrounds, provided such activities occur during daytime hours (7 am – 10 pm).

D. Activities associated with temporary events for which a permit has been obtained from the City (i.e., parades, fireworks displays, etc.)

E. Construction and demolition activities located within 1,000 feet of noise-sensitive land uses provided they occur during normal daytime hours, excluding Sundays and Federal Holidays, subject to the conditions imposed by City permit. For construction activities, daytime hours are defined as 7 am to 7 pm. Construction activities occurring between the hours of 7 pm and 7 am must comply with the interior noise level standards identified in Table 2 unless an exception has been granted by the City Planning Department.

F. Construction and demolition activities located beyond 1,000 feet of noise-sensitive land uses, subject to the conditions imposed by City permit. For construction activities, daytime hours are defined as 7 am to 7 pm.

G. In the event of an emergency involving agricultural activities which requires prompt action to protect crops or equipment, the City can exempt noise generated by such action from the provisions of this Element.

References

1. General Plan Guidelines. State of California Office of Planning and Research (OPR). https://opr.ca.gov/docs/OPR_Appendix_D_final.pdf

2. United States Environmental Protection Agency (EPA). *Model Community Noise Control Ordinance, using L_{eq} as the means of defining allowable residential noise level limits.* https://www.nonoise.org/library/epamodel/epamodel.pdf

3. *California Vehicle Code.* https://california.public.law/codes/ca_sts_and_high_code_section_216

4. *Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108).*

5. State of California Department of Transportation (Caltrans), Annual Traffic Counts. https://dot.ca.gov/programs/traffic-operations/census/traffic-volumes

6. FTA. 2018 (September) Federal Transit Administration Publication. *Transit Noise and Vibration Impact Assessment Manual.* https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Appendix A
Acoustical Terminology

Acoustics The science of sound.

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

Attenuation The reduction of an acoustic signal.

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

Decibel or dB Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.

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

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

IIC Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.

L_{dn} Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

L_{eq} Equivalent or energy-averaged sound level.

L_{max} The highest root-mean-square (RMS) sound level measured over a given period of time.

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

Masking The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.

Noise Unwanted sound.

Peak Noise The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.

RT_{60} The time it takes reverberant sound to decay by 60 dB once the source has been removed.

STC Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.









Legend

A Site LT-1 Facing North

B Site LT-1 Facing West

C Site LT-2 Facing West

D Site ST-1 Facing North

Microphone Location

Noise Survey Photographs

City of Etna General Plan
Noise Element Update

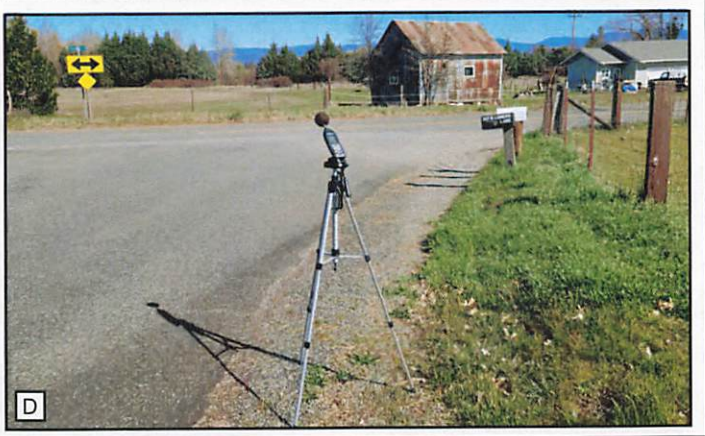
Appendix B-1

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Legend

A Site ST-2 Facing Northeast

B Site ST-3 Facing North

C Site ST-4 Facing East

D Site ST-5 Facing North

Noise Survey Photographs

City of Etna General Plan
Noise Element Update

Appendix B-2

BOLLARD Acoustical Consultants

Appendix C-1
Long-Term Ambient Noise Monitoring Results, LT-1
City of Etna General Plan Noise Element Update - Etna, California
Sunday, April 7, 2024

Hour	Leq	Lmax	L50	L90
12:00 AM	40	64	31	29
1:00 AM	38	61	31	28
2:00 AM	32	57	28	25
3:00 AM	29	40	28	26
4:00 AM	44	70	26	25
5:00 AM	42	65	27	26
6:00 AM	42	65	34	27
7:00 AM	43	65	39	35
8:00 AM	50	67	41	34
9:00 AM	54	80	43	35
10:00 AM	53	76	42	33
11:00 AM	49	70	40	31
12:00 PM	51	76	40	31
1:00 PM	50	69	39	31
2:00 PM	50	70	39	32
3:00 PM	51	75	41	33
4:00 PM	51	72	42	35
5:00 PM	52	75	43	35
6:00 PM	54	72	44	37
7:00 PM	51	70	41	34
8:00 PM	52	74	40	36
9:00 PM	44	65	38	36
10:00 PM	41	58	37	31
11:00 PM	40	63	33	31

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	54	43	51	44	29	40
Lmax (Maximum)	80	65	72	70	40	60
L50 (Median)	44	38	41	37	26	30
L90 (Background)	37	31	34	31	25	27

Computed DNL, dB	51
% Daytime Energy	95%
% Nighttime Energy	5%

GPS Coordinates
41°27'39.91"N
122°53'19.43"W

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Appendix C-2
Long-Term Ambient Noise Monitoring Results, LT-1
City of Etna General Plan Noise Element Update - Etna, California
Monday, April 8, 2024

Hour	Leq	Lmax	L50	L90
12:00 AM	40	65	32	30
1:00 AM	35	56	31	29
2:00 AM	34	56	32	30
3:00 AM	47	77	30	28
4:00 AM	44	66	30	28
5:00 AM	49	70	36	31
6:00 AM	53	77	42	33
7:00 AM	55	71	47	39
8:00 AM	55	74	44	36
9:00 AM	53	75	41	33
10:00 AM	52	69	44	35
11:00 AM	53	69	44	36
12:00 PM	55	74	46	37
1:00 PM	52	71	41	33
2:00 PM	54	73	45	35
3:00 PM	54	75	46	37
4:00 PM	54	70	46	36
5:00 PM	55	80	46	36
6:00 PM	51	70	42	36
7:00 PM	51	76	42	35
8:00 PM	50	70	43	40
9:00 PM	46	64	43	40
10:00 PM	44	62	41	39
11:00 PM	43	63	40	36

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	55	46	53	53	34	47
Lmax (Maximum)	80	64	72	77	56	66
L50 (Median)	47	41	44	42	30	35
L90 (Background)	40	33	36	39	28	32

Computed DNL, dB	55
% Daytime Energy	88%
% Nighttime Energy	12%

GPS Coordinates
41°27'39.91"N
122°53'19.43"W

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Appendix C-3
Long-Term Ambient Noise Monitoring Results, LT-2
City of Etna General Plan Noise Element Update - Etna, California
Monday, April 8, 2024

Hour	Leq	Lmax	L50	L90
12:00 AM	34	55	30	29
1:00 AM	33	45	29	28
2:00 AM	44	72	30	28
3:00 AM	41	66	29	28
4:00 AM	41	69	32	28
5:00 AM	47	68	36	31
6:00 AM	50	70	39	35
7:00 AM	53	71	44	40
8:00 AM	51	69	41	35
9:00 AM	52	75	40	36
10:00 AM	50	69	43	36
11:00 AM	49	69	42	37
12:00 PM	51	67	43	36
1:00 PM	50	69	41	35
2:00 PM	49	67	39	34
3:00 PM	52	75	42	36
4:00 PM	52	74	40	34
5:00 PM	52	70	42	35
6:00 PM	52	81	40	35
7:00 PM	47	70	37	33
8:00 PM	50	67	40	36
9:00 PM	44	63	36	32
10:00 PM	42	65	34	31
11:00 PM	38	64	33	30

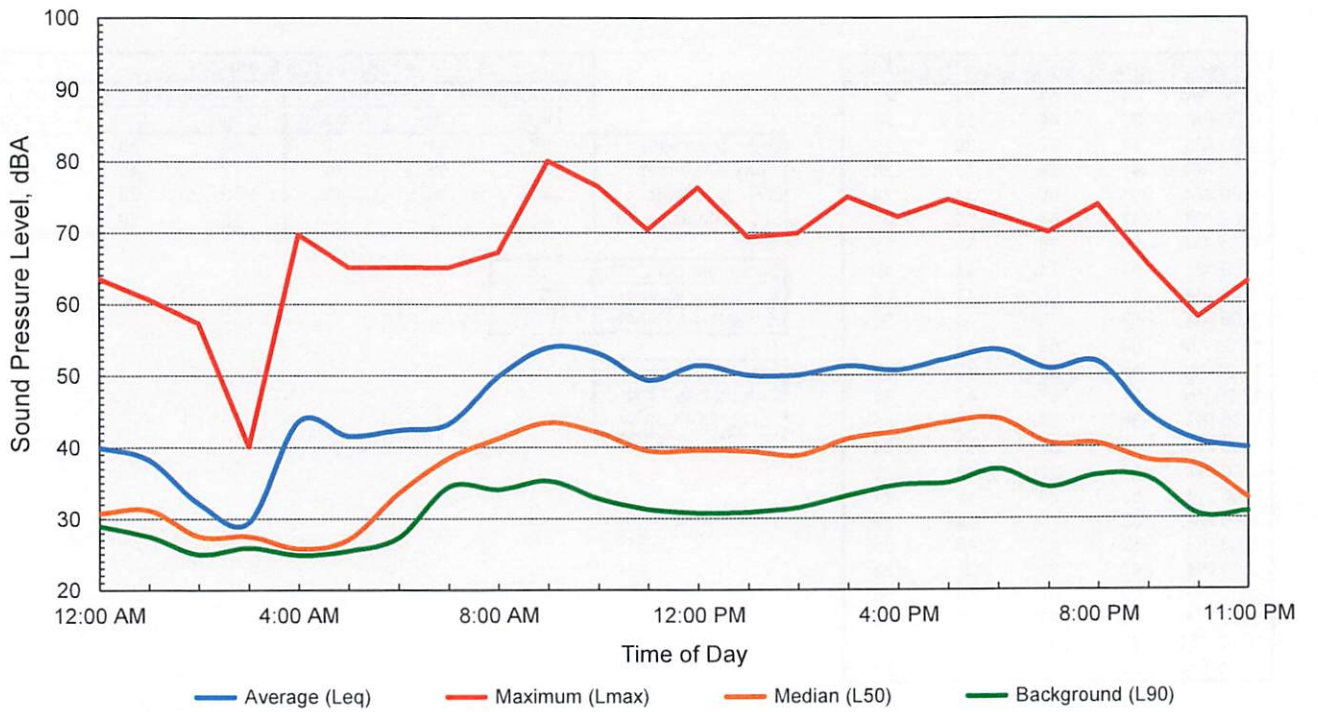
	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	53	44	51	50	33	44
Lmax (Maximum)	81	63	70	72	45	64
L50 (Median)	44	36	40	39	29	32
L90 (Background)	40	32	35	35	28	30

Computed DNL, dB	52
% Daytime Energy	89%
% Nighttime Energy	11%

GPS Coordinates
41°27'35.14"N
122°53'44.09"W

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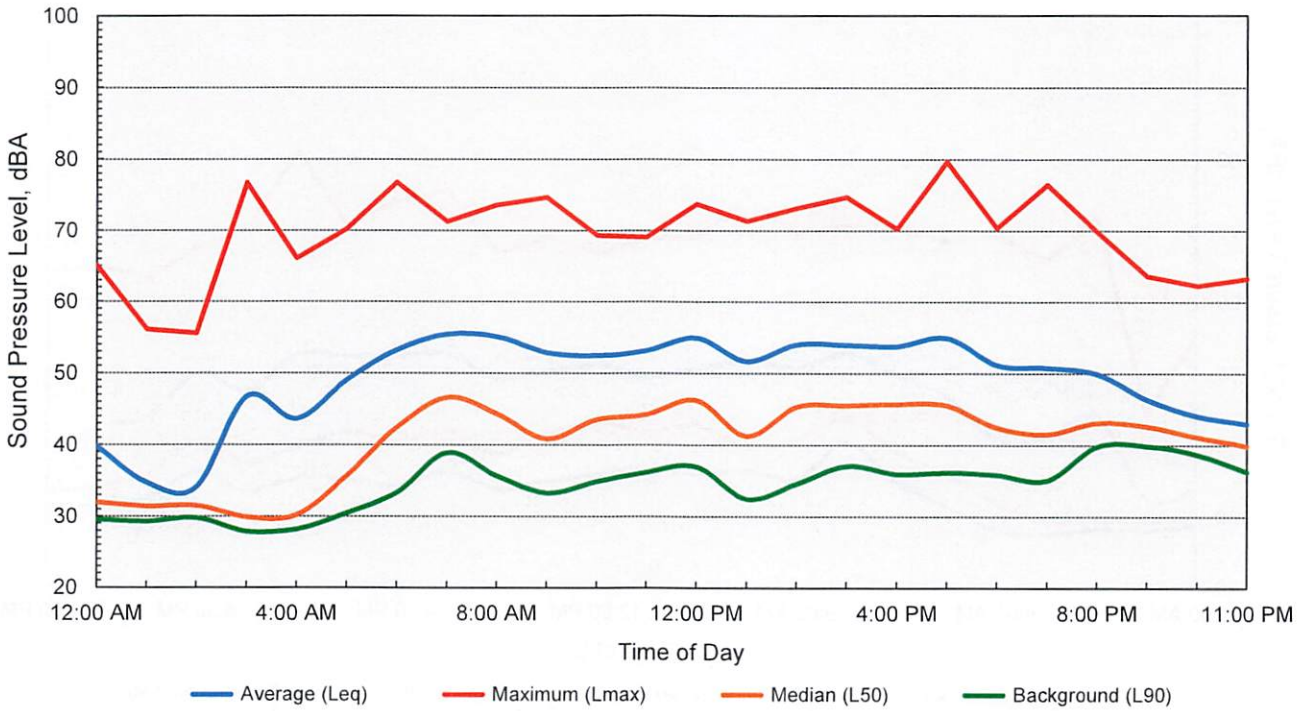
Appendix D-1
Long-Term Ambient Noise Monitoring Results, LT-1
City of Etna General Plan Noise Element Update - Etna, California
Sunday, April 7, 2024



Computed DNL = 51 dB

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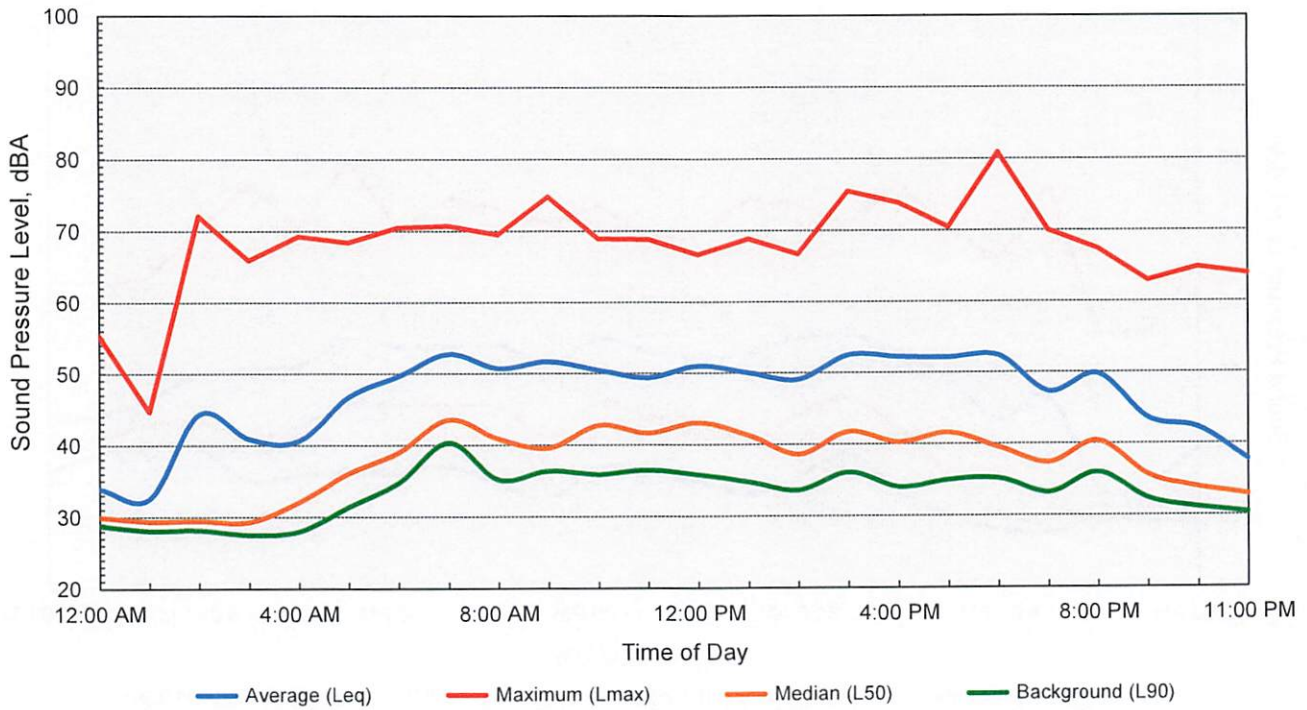
Appendix D-2
Long-Term Ambient Noise Monitoring Results, LT-1
City of Etna General Plan Noise Element Update - Etna, California
Monday, April 8, 2024



Computed DNL = 55 dB

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Appendix D-3
Long-Term Ambient Noise Monitoring Results, LT-2
City of Etna General Plan Noise Element Update - Etna, California
Monday, April 8, 2024



Computed DNL = 52 dB

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Appendix E
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2024-042
Project Name: Etna GP Noise Element Update
Roadway Name: Highway 3

Traffic Data:

Year: Future
Average Daily Traffic Volume: 2,800
Percent Daytime Traffic: 92
Percent Nighttime Traffic: 9
Percent Medium Trucks (2 axle): 5.8
Percent Heavy Trucks (3+ axle): 4.1
Assumed Vehicle Speed (mph): 50
Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

				DNL (dB)			
Receiver	Description	Distance	Offset (dB)	Autos	Medium Trucks	Heavy Trucks	Total
Generic	Reference distance of 100 feet	100		56	51	54	59

Traffic Noise Contours (No Calibration Offset):

DNl Contour (dB)	Distance from Centerline (ft)
75	8
70	18
65	39
60	84

Notes: 1. Future ADT volume derived by increasing existing (2022) Caltrans traffic counts by a factor of 2

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Exhibit A-3

OPEN SPACE & CONSERVATION ELEMENT UPDATE

CITY OF ETNA
DRAFT OPEN SPACE & CONSERVATION ELEMENT UPDATE

December 2, 2024

CITY OF ETNA
442 MAIN STREET
ETNA, CA 96027

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5.1 INTRODUCTION

Open space can provide relief from urbanization, improve access to natural areas in and around the community, and present opportunities for habitat preservation and enhancement. The General Plan recognizes that the planning area's open space resources and scenic views also help to define the character of the community, and that Etna's parks and recreation areas are critical to creating a high quality of life for city residents.

Conservation of natural resources is important to the City and is one of the State's three planning priorities (Gov. Code Sec. 65041.1(b)). The implementation of sustainable conservation practices helps to ensure that future generations will have access to the same resources for a healthy environment and economy. And while sustainability is a global issue that extends beyond the City, local land use planning and resource management affect the natural environment, economic vitality, and societal support that contribute to a sustainable community.

For these reasons, the Open Space & Conservation Element identifies natural resources in the planning area; a plan to protect, retain, enhance, and/or develop these resources; areas of the City that provide value in a natural state; and a plan to preserve such areas. In doing so, the Open Space and Conservation Element implements a vision, in coordination with the Land Use Element, to preserve, enhance, and manage the City's open space and natural resources.

5.2 STATUTORY REQUIREMENTS

5.2.1 Open Space Element Requirements

State law requires that general plans include an open space element for the comprehensive and long-range preservation and conservation of open-space land within the jurisdiction. State law defines open space land as any parcel or area of land or water that is devoted to an open-space use and that is designated on a local, regional, or state open-space plan as open space for any of the following purposes:

Preservation of Natural Resources. This category of open space consists of areas necessary for the preservation of natural resources, including areas required for the preservation of plant and animal life, including fish and wildlife habitat; areas required for ecologic and other scientific study purposes; and bays, estuaries, coastal beaches, rivers, streams, banks of rivers and streams, lakeshores, and watershed lands.

Managed Production of Resources. This category consists of open space areas used for the managed production of resources, including forestland, rangeland, agricultural land, and areas of economic importance for food or fiber production; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers, and streams that are important for the management of commercial fisheries; and areas containing major mineral deposits.

Outdoor Recreation. This category of open space consists of areas used for outdoor recreation, including areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas that serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

Public Health and Safety. This category consists of open space areas established for public health and safety, including areas required for the protection of water quality and water reservoirs, areas required for the protection and enhancement of air quality, and areas that require special

management or regulation because of hazardous or special conditions, such as earthquake fault zones, unstable soil areas, flood plains, watersheds, and areas presenting high fire risks.

Military Installation Mission Support. This category consists of open space areas used to support the mission of military installations, including areas adjacent to military installations, military training routes, and underlying restricted airspace that can provide additional buffer zones to military activities and complement the resource value of the military lands.

Tribal Cultural Resources Protection. This category consists of open space areas established on public property for the protection of Native American historical, cultural, and sacred sites, including sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines.

5.2.2 Conservation Element Requirements

In accordance with state law, general plans are required to include a conservation element that addresses the conservation, development, and utilization of natural resources, including water and its hydraulic force, forests, soils, rivers and other waters, harbors and fisheries, wildlife, and minerals and other natural resources. State law further requires that conservation elements consider the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations. And conservation elements must identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

State law provides that conservation elements may also address reclamation of land and waters; prevention and control of water pollution; regulation of land in stream channels and other areas as part of a conservation plan; prevention, control, and correction of erosion; watershed protection; rock, sand, and gravel resources; and flood control.

5.2.3 Other Considerations

In addition to requiring that general plans include open space and conservation elements, state law allows for general plans to be "adopted in any format deemed appropriate or convenient by the legislative body, including the combining of elements" (Gov. Code Sec. 65301(a)). Given the strong interrelationship between open space and conservation issues, the City has chosen to combine discussion of these items into a single Open Space & Conservation Element.

Because not all subject matter addressed by open space and conservation elements will be germane to every city and county, state law provides that general plans address the required subject matter "to the extent that the subject of the element exists in the planning area" (Gov. Code Sec. 65301(c)). Consequently, where a particular subject is not relevant to Etna, it is not addressed by the City's Open Space & Conservation Element except perhaps to note its absence from the planning area. For example, because the planning area does not contain areas required for ecologic and other scientific study purposes; areas adjacent to military installations, military training routes, and underlying restricted airspace; areas required for the protection and enhancement of air quality; bays, harbors, estuaries, marshes, and rivers that are important for the management of commercial fisheries; coastal beaches and lakeshores; earthquake fault zones; and unstable soil areas, the Open Space & Conservation Element does not discuss these considerations.

5.3 NATURAL RESOURCES

It is desirable through the General Plan process to identify lands or areas that contain natural resources that are an asset to, or are a product of, open space. Undeveloped areas of Etna contain minor drainages, wildlife habitat, and agriculture that help to define the character of the area, as well as floodplains and wetlands that constrain development, facilitate groundwater recharge, and protect water quality. The policies provided in this Open Space & Conservation Element can be an effective means of preserving these resources, especially when paired with the Land Use Element.

5.3.1 Water

5.3.1.1 Streams and Other Surface Waters

The City of Etna is located within the Scott River Watershed of the Klamath River Basin. The watershed encompasses approximately 812 square miles and includes several perennial and ephemeral streams that are tributary to the Scott River. The river and its tributaries are part of the watershed's interconnected surface and groundwater systems that support Etna and other communities in the Scott Valley, numerous agricultural operations, and essential fish habitat, including cold water refugia for coho and chinook salmon. The Scott River flows past Etna a short distance (< 1.6 miles) east of the planning area on its approximately 58-mile long journey to its confluence with the Klamath River. Within the City's planning area, surface water features include Etna Creek, Johnson Creek, ditches and intermittent drainages, wastewater treatment plant effluent ponds, wetlands, and small ponds used for stock, wildlife, and recreation.

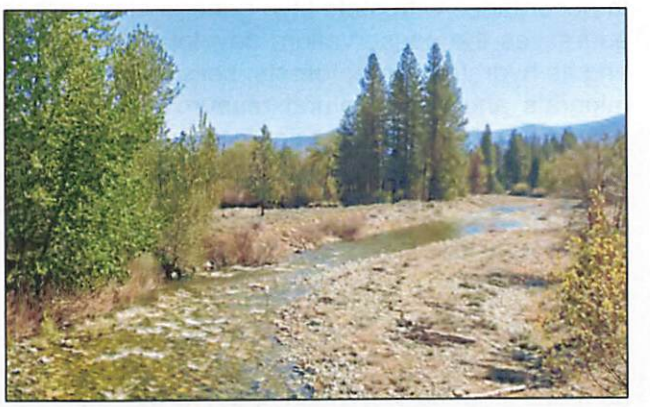


Figure 5-1, Etna Creek upstream from Hwy 3

The headwaters to Etna Creek and Johnson Creek are in the Marble Mountains located west of Etna. From there the streams flow in a northeasterly direction, with Johnson Creek passing through the City's northern end and Etna Creek situated just beyond city limits to the south. Once the streams are outside the planning area, Etna Creek merges with the Scott River a few miles northeast of the City and Johnson Creek feeds its way through agricultural operations to join Crystal Creek and Patterson Creek in the north.

Etna Creek is a critical stream system for the Scott River, as well as the sole source of Etna's municipal water supply. In 1980, the City of Etna was adjudicated a right to 2.40 cubic feet per second from Etna Creek, which the City obtains via a diversion southwest of city limits. As discussed in the Circulation Element, the City is entirely dependent upon its Etna Creek diversion, and California law requires the City and other diverters to leave water instream for the benefit of other diverters, as well as wildlife. Thus, as instream flows decrease over the dry summer months, so too does the amount of water the City can lawfully divert. For this reason, the City adopted a Water Conservation Plan in 2021 and relies heavily on volunteer measures to conserve water during dry years. Most recently, to address ongoing drought conditions and curtailment orders from the State, the City applied for and was awarded grant funding to develop an emergency

water source. The project, which entails developing up to two groundwater wells at Johnson-Joss Memorial Park, is scheduled to be completed in 2025.

5.3.1.2 Floodplains

Floodplains are critically important components of a watershed because of their ability to convey and store stormwater, protect water quality, and recharge groundwater. As mapped by the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (FIRM Map 06093C1585D) and shown in **Figure 5-6, Natural Resource Constraints**, large areas of the City are within the 100-year and 500-year floodplains of Etna Creek and Johnson Creek. This includes approximately 129.3 acres within the 100-year floodplains and 30.6 acres within the 500-year floodplains. As shown in **Figure 5-6**, Etna Creek's 100-year floodplain extends north into the City and encompasses much of the southeastern portion of the City, including several developed properties, whereas Johnson Creek's 100-year floodplain is significantly better confined to the stream corridor.[1]

To prevent flood damage resulting from development in special flood hazard areas, the City enforces flood damage prevention regulations codified in Etna Municipal Code Title 14 (Flood Damage Prevention). This occurs at the time of development and on as-needed-basis in response to violations. Additionally, the City maintains compliance with and good standing in FEMA's National Flood Insurance Program.

5.3.1.3 Wetlands

Wetlands store water, reduce flood risks, and support wildlife. The U.S. Fish and Wildlife Service (USFWS) maintains the National Wetland Inventory, which is a database of wetlands throughout the United States. The Inventory indicates the presence of wetlands within and adjacent to Etna consisting of "freshwater pond," "freshwater emergent wetland," "freshwater forested/shrub wetland," and "riverine" habitats. The wetland features found in Etna include the surface water features described in Section 5.3.1.1 (Streams and Other Surface Waters) above and are identified according to their National Wetland Inventory classification in **Figure 5-6, Natural Resources Constraints.**

5.3.1.4 Groundwater Recharge and Water Quality

Etna's watershed is a vital asset to the community in that supplies the City's drinking water, supports agriculture, and provides essential fish and wildlife habitat. Protection and conservation of the watershed resources, both groundwater and surface water, are essential.

Urbanization can have a substantial impact on groundwater recharge and water quality. This is due in large part to the development of impervious surfaces (e.g., roofs, streets, sidewalks, etc.) that increase the volume and rate of runoff and which limit the ability of stormwater to percolate into and be filtered by the soil. Runoff from urban areas often includes contaminants, such as oil and gas, and increased volumes and rates of runoff increase the potential for erosion and sedimentation of surface waters. When these contaminants and sediments are deposited into a

[1] In response to concerns regarding inaccurate flood hazard maps for the Scott Valley, FEMA conducted a detailed study of the Scott Valley that indicates considerable revisions are needed to the effective flood maps for Etna and the surrounding area. Based on FEMA's findings, once the revised maps become effective, the size and extent of Etna Creek's 100-year floodplain through Etna will be significantly reduced.

receiving waterbody, it can result in impairment of the water body and the loss of fish and wildlife habitat.

In areas unaffected by the creation of impermeable surfaces, groundwater recharge is largely dependent upon the permeability of the overlying soil, the geology of the underlying basin, and the amount of water received. As discussed in Section 5.3.2 (Soils), the two predominant soil types underlying most of the City are classified as having moderately slow permeability, and a third soil type that occurs within a large area of Etna Creek's 100-year floodplain is classified as having rapid permeability.

There has long been interest in the Scott Valley's groundwater system and its connection to surface waters due to competing interests and needs in the valley. With the passage of the Sustainable Groundwater Management Act in 2014, however, groundwater sustainability agencies were formed throughout California to evaluate groundwater inputs and uses within the State's groundwater basins. As a result, studies to better understand the specifics of groundwater use in Scott Valley are giving local agencies and the public a better idea of the scope and extent of this vital natural resource underlying the City.

According to the *Scott Valley Groundwater Sustainability Plan* adopted by the Siskiyou County Flood Control and Water Conservation District in 2021, the Scott Valley Groundwater Basin has two major geologic components, the alluvial deposits in the valley and the underlying bedrock, which also forms the surrounding mountains. As it relates to groundwater recharge, the most permeable alluvium underlies the east side of Scott Valley between Etna and Fort Jones in an area averaging 1½ miles in width on the floodplain of the Scott River. Further, the major source of recharge into stream channel and floodplain deposits between Etna and Fort Jones is underflows and surface runoff originating upstream of the vicinity of Etna and from the Scott River's western tributaries. As a result, the most important locations for groundwater recharge of the underlying groundwater basin are outside the City. Within the planning area, groundwater recharge is best facilitated within and adjacent to Etna Creek's 100-year floodplain.

According to the California Department of Water Resource (DWR), water quality in the Scott Valley Groundwater Basin is characterized as calcium-magnesium bicarbonate-type water, with some areas of the basin affected by high iron, manganese, sodium, chloride, total dissolved solids, calcium, and increased sodium hazards (i.e., Adjusted Sodium Adsorption Ratio). DWR notes that waters originating in the mountains west of the Scott Valley (e.g., Etna Creek and Johnson Creek) are lower in mineralization with a higher ratio of sodium and potassium than waters derived from other sources in the Scott Valley.

5.3.2 Soils & Mineral Resources

5.3.2.1 Soil Types and Their Characteristics

According to the U.S. Department of Agriculture's Natural Resources Conservation Service (NRCS), which classifies soils throughout the United States, the predominant soil types in Etna are various types of Atter loam (23.9 percent), Boomer loam (35.2 percent), Diyou loam (39.9 percent), and Marpa-Kinkel-Boomer complex (less than one percent). The characteristics of these soil types are summarized in **Table 5-1, Soil Types, Locations & Characteristics.**

TABLE 5-1
SOIL TYPES, LOCATIONS & CHARACTERISTICS

Soil Type	Location	Characteristics
#104 - Atter very gravelly sandy loam, 0 to 5 percent slopes	Large areas within and adjacent to the 100-year floodplain for Etna Creek as well as a small area northwest of the High School. (Approx. 123 acres)	Very deep, somewhat excessively drained soils that formed in recent cobbly alluvium from metamorphic rocks, low shrink-swell potential, rapid permeability, slow to medium runoff, and slight to moderate hazard of wind and water erosion.
#105 - Atter very cobbly sandy loam, 0 to 5 percent slopes		
#106 - Atter very bouldery loamy fine sand, 5 to 30 percent slopes		
#115 - Boomer loam, cool, 5 to 30 percent slopes	Much of the City adjacent to and west of Howell Avenue. (Approx. 181 acres)	Deep and very deep, well drained soils that formed in material weathered from metavolcanic and basic igneous rocks, low to moderate shrink-swell potential, moderately slow permeability, slow to very rapid runoff, and slight to moderate hazard of wind and water erosion.
#136 - Diyou loam	Much of the City east of Howell Avenue south to Pleasure Park Road and Callahan Street. (Approx. 205 acres)	Very deep, somewhat poorly drained soils that formed in alluvium derived from mixed sources, low to moderate shrink-swell potential, moderately slow permeability, medium runoff, and slight to moderate hazard of wind and water erosion.
#137 - Diyou loam, drained		
#184 - Marpa-Kinkel-Boomer, cool complex, 15 to 50 percent slopes	Approx. three acres at water treatment plant.	Deep, well-drained soil with high runoff and low to moderate shrink-swell potential formed from residuum weathered from metamorphic rock.

5.3.2.2 Mineral Resources

The Surface Mining and Reclamation Act (SMARA) of 1975 mandates that the State Mining and Geology Board (SMGB) and California Department of Conservation Division of Mines and Geology (currently the California Geological Survey) prepare a mineral resource report for each county to help identify and protect mineral resources in areas subject to urban expansion or other land use changes that preclude mineral extraction. If the SMGB classifies an area of statewide significance, the city or county with land use authority is required to establish a mineral resource management policy and designate the area in its general plan as having important minerals to be protected. SMARA further requires that prior to the city or county permitting a use that may threaten the potential to extract minerals in a designated area, the city or county would need to prepare a statement specifying its reasons for permitting the use. The State has not yet prepared a mineral resource report for Siskiyou County or classified any areas within or adjacent to Etna as being of statewide significance.

For many years following the discovery of gold near the mouth of the Scott River in 1850 and near Black Gulch outside Yreka in 1851, gold mining remained an important industry in Siskiyou County. Mountains and streams near Etna were worked heavily by miners for nearly 100 years following those discoveries, and miners and mule packers helped to fuel Etna's economy in its early years. The pursuit of gold, however, came with dramatic and adverse impacts to the environment and native cultures. During World War II, gold mining was largely shut down in the United States to focus efforts on the war. Since that time, gold mining in Siskiyou County has persisted at a greatly reduced level, fluctuating to some degree with the economy and the value of gold. Most mining in the Scott Valley these days involves sand and gravel skimming operations rather than prospecting for gold. Nevertheless, with limited sand and gravel resources in Etna's planning area, no commercial mining operations have been established and none are anticipated in the future.

5.3.3 Forests and Vegetation

There are varying densities of mixed or uniform stands of marketable timber west of Etna, and forestry remains an important, albeit significantly reduced, industry in Siskiyou County. However, most parcels in the City are too small and lack significant tree cover to support forestry and no lands within the planning area are zoned for timber production. Vegetative cover in or near the City includes irrigated farmlands, open land, dry farmland, and some brushy areas. Cover in these brushy areas include thorn-apple thickets, willows, wild chokecherry, and cottonwoods. The under story vegetation is annual and perennial grasses, wild rose bushes, weeds, and hemlock.

According to the California Wildlife Habitat Relationships (CWHR) System maintained by the California Department of Fish and Wildlife (CDFW), large areas west of Etna as well as forested areas north and west of the City's water treatment plant are classified as Klamath mixed conifer. Outside these areas, habitats in the City are classified as "urban" or "annual grassland." Additionally, the National Land Cover Database (2021) maintained by the U.S. Geological Survey (USGS) classifies ground cover in most of Etna as "developed" at varying intensities with pockets of "grasslands/herbaceous," "shrub/scrub," "evergreen forest," "mixed forest," "pasture/hay", "emergent herbaceous wetlands," and "cultivated crops." Lands in the Sphere of Influence are predominantly classified by USGS as "grasslands/herbaceous," "shrub/scrub," "cultivated crops," and "evergreen forest."

5.3.4 Fish and Wildlife

Most notable of the fish and wildlife species in the planning area are the mule deer (*Odocoileus hemionus*) often seen strolling through town and eating the landscaping in residents' yards. While natural and developed areas of the City offer forage for the "yard deer" or "town deer," as they are affectionally known, the City does not provide critical habitat for the species, such as wintering habitat essential to their survival. These areas are located south and east of the City outside of the planning area. And though concerns have been raised about the decline of the mule deer population in several areas of the State, including in Siskiyou County, the species is not at risk or potentially at risk of extinction or extirpation, and no state or federal protection status has been afforded to or proposed for the species.

5.3.4.1 Special-Status Species

Species whose persistence are at risk or potentially at risk in a given area or across their native habitats are designated for protection by governmental agencies such as the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (UFWS). These

species are commonly referred to as special-status species. Risk factors to a special-status species' persistence or population's persistence include habitat loss, increased mortality (take, electrocution, etc.), invasive species, and toxins.

According to the California Natural Diversity Database (CNDDB) maintained by the CDFW, there are a variety of special-status wildlife, insect, and plant species with the potential to occur in Etna's planning area. These species include American goshawk (*Accipiter atricapillus*), sharp-shinned hawk (*Accipiter striatus*), northern spotted owl (*Strix occidentalis caurina*), fischer (*Pekania pennanti*), coho salmon (*Oncorhynchus kisutch*), steelhead (*Oncorhynchus mykiss irideus*), Crotchs bumble bee (*Bombus crotchii*), western bumblebee (*Bombus occidentalis*), Cascades frog (*Rana cascadae*), southern long-toed salamander (*Ambystoma macrodactylum sigillatum*), Shasta chaenactis (*Chaenactis suffrutescens*), northwestern moonwort (*Botrychium pinnatum*), timber blue grass (*Poa rhizomata*), Scott Valley buckwheat (*Eriogonum umbellatum* var. *lautum*), and Scott Mountain bedstraw (*Galium serpenticum* ssp. *scotticum*).

No public lands in the planning area have been identified as containing critical habitat for these species, with the nearest USFWS identified critical habitat located approximately 2.6 miles southwest of Etna. Streams in the Scott Valley, however, are classified as Essential Fish Habitat under the Magnussen Stevenson Act (MSA). In accordance with the MSA, consultation with NOAA Fisheries is required whenever a federal agency, such as the U.S. Forest Service, works in an area that will adversely affect Essential Fish Habitat.



Figure 5-2, Migrating salmon

5.3.5 Air Quality

The federal Clean Air Act requires the U.S. Environmental Protection Agency to establish ambient air quality standards for six criteria air pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and suspended particulate matter. The California Clean Air Act also sets ambient air quality standards, which are more stringent than the federal standards and which include four additional pollutants. When the air quality in a geographic area meets or is cleaner than federal and/or state standards, the area is considered to be in attainment of the standard. Because air contaminants can result from activity outside the area and are not geographically contained, however, an exceedance of a standard is not necessarily related to a violation of the standard for the area.

Different air quality pollutants have been monitored in Siskiyou County over the years, however, the only pollutants that currently receive continuous monitoring are ozone (O_3) and fine suspended particulate matter ($PM_{2.5}$). Ozone monitoring has been in place in Siskiyou County since 1981 and $PM_{2.5}$ monitoring was added in 2005. The air quality monitoring station is operated by the Siskiyou County Air Pollution Control District in Yreka, approximately 22.5 miles northeast of Etna.

Ozone occurs naturally in the upper atmosphere; however, it can also be created in the lower atmosphere when exhaust emissions and other pollutants react with sunlight. Exposure to ozone can irritate the respiratory system and result in decreased lung function, aggravated asthma, and possible lung damage with persistent exposure. According to the California Air Resources Board, ozone levels in Siskiyou County consistently meet federal and state air quality standards.

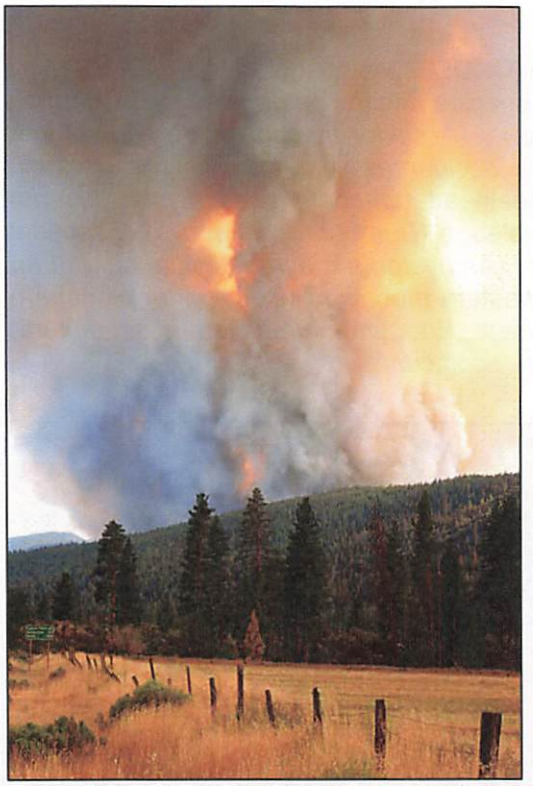


Figure 5-3, Wildfire burning on forest land

Fine suspended particulate matter, or $PM_{2.5}$, consists of tiny solid or liquid particles (approx. 0.0001 inch or less) that can easily enter and be deposited in the lungs. Although the composition of $PM_{2.5}$ varies, typical sources include power plants, wildfires, industrial facilities, automobiles, and other sources of combustion. Inhalation of fine suspended particulate matter can cause coughing, phlegm, wheezing, and other physical discomfort, as well as increased rates of respiratory and cardiovascular illness with long-term exposure. Recent research has found that long-term exposure to $PM_{2.5}$ can also substantially increase a person's risk of developing Alzheimer's disease and related dementia. According to the California Air Resources Board, Siskiyou County remains classified as being in attainment of state and federal $PM_{2.5}$ standards, despite ongoing seasonal exceedances of $PM_{2.5}$ for the past several years due to regional wildfires.

5.4 PALEONTOLOGICAL, CULTURAL, AND HISTORIC RESOURCES

5.4.1 Paleontological Resources

Paleontological resources, or fossils, are the evidence of once-living organisms preserved in the geologic record. They include both the fossilized remains of prehistoric plants and animals as well as signs of their existence (e.g., tracks, imprints, burrows, etc.). Fossils are considered to be greater than 5,000 years old and are typically preserved in sedimentary rocks. Although rare, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions. Intrusive igneous rocks, high-grade metasedimentary, and metavolcanic rocks are incapable of preserving paleontological resources due to the high temperatures and/or pressures required for their formation.

Although several fossils have been found in Siskiyou County, and pre-Cambrian, Paleozoic, Mesozoic, and Pleistocene sedimentary and metasedimentary deposits in the County are classified as having a high potential to yield paleontological resources, no unique geological or paleontological resources have been documented within the City or are known to occur in Etna.

5.4.2 Tribal Cultural Resources

The City of Etna is within the ethnographic territory of the Shasta people. Traditional Shasta land extends from just north of the Oregon state line south to the Scott Mountains and east from Mount

Shasta to the Salmon and Marble Mountains in the west. It is estimated that prior to Euro-American contact, the Shasta's population was approximately 6,000 but that due to introduced diseases and violent conflict with settlers and soldiers, the population was reduced to around 300 people within a few short decades. Today, the descendants are principally affiliated with the Shasta Indian Nation, Shasta Nation, and Quartz Valley Indian Community, which also includes Klamath and Karuk tribal members.

Consultation with the Shasta is essential to accurately identifying open spaces opportunities and to protecting sensitive cultural resources, including sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines, if any are present. In accordance Government Code Section 65352.3, the City contacted tribal representatives identified by the California Native American Heritage Commission (NAHC) to invite formal consultation for the purpose of protecting tribal cultural resources as part of the General Plan update. Individuals contacted included representatives of the Shasta Indian Nation and Shasta Nation. No tribal representative requested formal consultation or submitted comments or concerns regarding the City's General Plan update. Additionally, the NAHC completed a Sacred Lands File search of the planning area at the request of the City, the results of which were negative (i.e., no records of tribal cultural resources were located).

Although no responses were received and no tribal cultural resources are known to occur in Etna, the City recognizes the potential for the inadvertent discovery of tribal cultural resources during future development activities in the City, as provided for in the Land Use Element. This includes the possibility of the unanticipated and accidental discovery of human remains. For this reason, the City complies with and requires compliance with state law, including California Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5.

5.4.3 Historic Resources

Etna, or Rough and Ready as the City was known in its early years, was founded in 1853 with the development of a sawmill and the first housing in the present townsite. Within five years, the community had grown to include several businesses supported, in part, by miners working claims along the Scott and Salmon Rivers and the mule packers that supplied them. Following a flood that badly damaged the nearby community and commercial center of Aetna Mills in 1861-62, its post office and many of its residences and businesses relocated to Rough and Ready, fueling growth of the community. In 1874, the community's name was changed to Etna, and in 1878, the City of Etna incorporated. Due to its pioneer past and early miner days, there are numerous historic structures in the City that help to define Etna's character and which add to the City's charm. Although none of the buildings are listed in the National Register of Historic Places or the California Register of Historical Resources, and no official historic district has been established as a means to preserve these structures, most of the structures are in closely proximity to one another such that a district could readily be formed. This includes eight commercial structures in the downtown area that date to the late 1800s, as well as several residential dwellings of similar age that may also be worthy of historic recognition and preservation. Therefore, to better protect

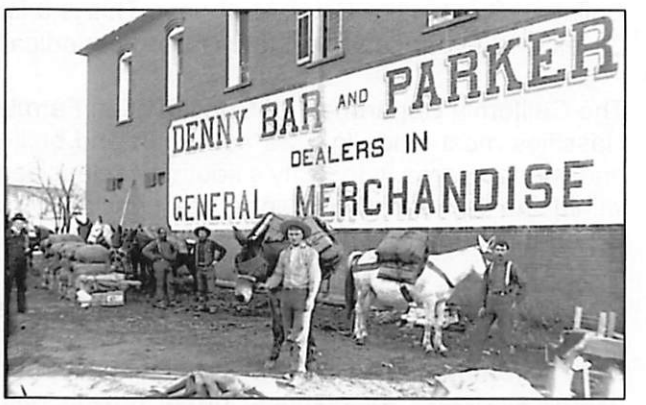


Figure 5-4, Mule packers ca. 1895 (Source: CSU Chico)

and preserve Etna's historic character and charm, the City desires to work with owners of historic properties, particularly those in the downtown area, to evaluate their historic status and mechanisms for their preservation.

5.5 AGRICULTURAL RESOURCES

Agricultural land conservation can be a foundation for more permanently preserving lands at the edge of cities for their intrinsic open space values. When agricultural activities produce self-sustaining revenue, agricultural conservation can be amongst the most cost-effective means of protecting open space, promoting infill development, and preserving the unique rural cultural character of communities. Agricultural lands can also play an important role in maintaining connectivity of conserved lands and preserving wildlife corridors and wetlands.

There is relatively little agriculture in the City when compared to unincorporated lands surrounding the City. Whereas the agricultural uses found in Etna consist primarily of grazing, 4-H projects, and non-commercial agriculture, which the City supports through its application of land use and zoning regulations, there are vast fields of alfalfa just outside city limits and throughout much of the Scott Valley.

As outlined in the U.S. Department of Agriculture's *Land Inventory and Monitoring (LIM) Project for Siskiyou County, Central Part, and Butte Valley-Tule Lake Area Soil Surveys*, the only soil type in Etna that meets the criteria for "prime farmland" is Diyou loam, drained (#137). This soil type is limited to approximately 87.6 acres in a central, mostly developed area of the community where commercial agriculture, were it to occur and depending upon how it occurs, may not be compatible with surrounding uses. Nevertheless, undeveloped property in this area could potentially support development of less intensive agricultural uses, including community gardens. Additionally, one of the closely related soil types in Etna, Diyou loam, (#136), meets the criteria for "farmland of statewide importance." Diyou loam underlies approximately 49.5 acres between Main Street and Callahan Steet in the City's southeast. This is a largely undeveloped area of the City within Etna Creek's 100-year floodplain that is used periodically for grazing.

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) classifies most lands in Etna as "urban and built-up land" due to development, with the largely undeveloped area in the City's southeast classified as "farmland of statewide importance." Lands within the Sphere of Influence are principally classified by the FMMP as "farmland of local importance" and "other land."

An important tool for preserving land for agricultural uses is the California Land Conservation Act, better known as the Williamson Act. The Williamson Act program was envisioned as a way for local governments to integrate the protection of open space and agricultural resources into their overall strategies for planning urban growth patterns. To do so, the Williamson Act program enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. Private land within locally designated agricultural preserve areas is eligible for enrollment under contract. The minimum acreage for enrollment under the Williamson Act is 100 acres and the term for contracts is ten years. However, since the contract term automatically renews on each anniversary date of the contract, the actual term is essentially indefinite. Landowners receive substantially reduced property tax assessments in return for enrollment under Williamson Act contract. Despite the savings, there are no agricultural properties subject to a Williamson Act contract within the City or Sphere of Influence.

5.6 ENERGY

As discussed in the Circulation Element, there are no electrical energy production facilities in Etna. Pacific Power provides electrical service to the City and surrounding area.

State and local agencies regulate the use and consumption of energy through various methods and programs. As a result of the passage of Assembly Bill 32 (the California Global Warming Solutions Act of 2006), which seeks to reduce the effects of Greenhouse Gas (GHG) emissions, a multitude of state regulations have been enacted to reduce energy use and GHG emissions. Many of these regulations are implemented and enforced at the local level through energy efficiency requirements in the building permit application process.

The Siskiyou County Building Department, which the City contracts with for plan check and building inspection services, ensures that all new construction complies with the standards in effect on the date a building permit application is made, including the Energy Efficiency Standards and Green Building Standards in Title 24 of the California Code of Regulations. Although the City does not have any additional energy conservation requirements or standards in place, energy and efficiency incentive programs for residential and commercial customers are regularly offered by Pacific Power and the State of California.

5.7 PARKS AND RECREATION

The City aims to preserve, maintain, and enhance a network of open space that connects compatible natural resource areas, parks, and recreation areas and which provides access to key destinations in the community. This will allow for pedestrian, bicycle, and wildlife circulation, as well as opportunities for passive recreation.

5.7.1 Existing Parks and Recreation Areas

Public parks and recreation areas in Etna are currently owned and maintained by the City, with the Scott Valley Unified School District providing additional outdoor recreation areas and facilities for youth-related activities at the Elementary School and High School. Two local non-profits also own recreation facilities in the planning area. The Etna Beautification Project maintains a small park for public use on Main Street and the Scott Valley Pleasure Park Association maintains facilities adjacent to city limits for community activities, including rodeos, clinics, community riding, 4H/FFA events, and softball. Among the various entities, recreational amenities in the planning area presently include ballfields, playgrounds, tennis courts, picnic areas, a community pool, and rodeo grounds. Etna's current open space areas for outdoor recreation are summarized in **Table 5-2** below and are shown on **Figure 5-7, Parks and Recreation**.



Figure 5-5, Scott Valley Community Pool

TABLE 5-2, INVENTORY OF PARKS AND RECREATION AREAS

Ownership	Facility	Acres
City Parks & Recreation Areas	Johnson-Joss Memorial Park	6.0
	Scott Valley Community Pool	1.8
	Little League Ballfield	1.3
Other Public Agencies with Outdoor Recreation Areas	Etna Elementary School	3.4
	Etna High School	37.9
Non-Profit Parks & Recreation Areas	Scott Valley Pleasure Park	11.1
	The Little Lot	0.2
	TOTAL	**61.7**

5.7.2 Future Parks and Recreation Areas

At the start of the General Plan update, residents were surveyed and asked their opinions about a variety of issues, including the adequacy of the City's parks and recreation facilities. Respondents were split on the issue, with fewer than half (44.0%) indicating the City's existing parks and recreation facilities meet the needs of the community. When asked about desired improvements, a youth facility/skate park and walking/running trails were most frequently noted by respondents.

The Etna Police Activities League (PAL) has been working to address the first need identified by the community with its plan to develop a skate park, and a possible site for the facility has been identified. Nevertheless, project planning remains in the early stages and no permits or approvals have been obtained.

Etna is fortunate in that the City has property on which it can develop additional recreation facilities in the future. Johnson-Joss Memorial Park encompasses 6.0 acres and could readily accommodate development of a youth facility and/or other recreation facilities. However, city-owned land with which to develop a pedestrian and/or bicycle trail network on separate from automobiles is largely nonexistent. Further, funding for maintenance of the City's existing facilities, as well as for other core services, remains limited. For that reason, when evaluating the development of additional parks, trails, and recreation areas, or expansion of or improvements to existing areas, operations and maintenance costs must be fully considered, and use of partnerships should be promoted. With willing partners, additional lands could potentially be enhanced, including within Etna Creek's 100-year floodplain, and co-managed for public access and other purposes, and trails through these areas connected with other pedestrian and bike friendly areas in the community to promote recreation and active transportation.

Use of shade structures and shade trees should also be considered when planning future parks, trails, and recreation areas. Shade trees not only enhance community character and provide relief from the sun, but the "Urban Heat Island Effect" can occur in small or large cities, and even in suburban areas. Heat islands form as natural land cover is replaced with dark-colored rooftops, pavement for roads and parking lots, and other hardscapes that collect and retain heat. According to the U.S. Environmental Protection Agency, these dark surfaces can reach temperatures up to 60 degrees Fahrenheit (°F) warmer than the air, thereby increasing the ambient temperatures in areas 1-7 °F higher than in natural landscapes during the day and 2-5 °F higher at night. For these

reasons, the City will want to consider the use of shade trees and other passive cooling strategies when planning future parks, trails, and recreation areas.

5.7.3 Quimby Act

Local governments in California provide an important role in the establishment of parkland and open space for recreational purposes. The Quimby Act (California Government Code Section 66477) authorizes cities and counties to pass ordinances requiring developers to set aside land, donate conservation easements, or pay in-lieu fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of existing park facilities, although they may be used for park rehabilitation.

The intent of the Quimby Act is to assist local municipalities in providing adequate open space for their citizenry by requiring developers to mitigate the impacts of residential development projects. The provisions give authority for passage of land dedication ordinances only to cities and counties. However, if an agency other than a city or county is responsible for providing recreational services, the agency ultimately is the recipient of the land dedication and/or fees.

Local Quimby Act ordinances must include definite standards for determining the proportion of land to be dedicated and the amount of the fee to be paid. Further, in order for the City to be able enforce a Quimby Act ordinance, the ordinance must be in effect for a period of at least thirty days prior to the filing of the tentative subdivision map or parcel map.

The City of Etna does not yet have a Quimby Act ordinance, which is understandable given the limited growth that has occurred in the past. Nevertheless, because the City of Etna periodically receives subdivision applications and has yet to pass such an ordinance, it may be in the interest of the City to incorporate the necessary Quimby Act language into City Code.

5.8 CONSERVATION, DEVELOPMENT & UTILIZATION OF NATURAL RESOURCES

Natural resource conservation offers many rewards. The preservation of water-related resources can reduce flooding, improve water quality, and increase resiliency to drought. Trees planted in parks and yards and along streets and parking areas are an effective, low technology means of staying cool during summer, reducing energy demand, and achieving other social, environmental, and economic benefits. Conservation of environmental and agricultural resources is also one of the State's three planning priorities and helps to achieve State climate goals.

Understanding the natural resources within Etna and the methods for conserving them helps ensure community needs are balanced with environmental conservation and climate change considerations. Most natural resource conservation issues are closely related to open space preservation. Protection of open space is a means of protecting the watershed, reducing pollution, and conserving wetlands and other resources.

The goals, policies, and programs in this element, along with the Land Use, Safety, and Circulation Elements, seek to balance new development in the City with the conservation, development, and utilization of natural resources.

5.9 EFFECT OF DEVELOPMENT ON OPEN SPACE AND NATURAL RESOURCES

Planning for new development in Etna should consider and protect natural resources within and around the City, and it does so in different ways. The City's municipal code includes building and

subdivision standards that protect public health and safety from development in flood hazard areas, and it provides for the protection of biological resources in open space areas. Additionally, **Figure 5-6, Natural Resources Constraints** is included below to identify the locations of natural resources in the City that may require permits or other approvals from state and federal agencies prior to development or disturbance of the underlying land.

The Natural Resources Constraints map does not restrict development of property by the City. Rather, the intent of the map is to help assure a sensitive form of development that protects identified natural resources, preserves biodiversity and important natural habitats, and reduces hazards due to flooding. To achieve this, the Natural Resource Constraints map combines FEMA's floodplain data with USFWS's National Wetlands Inventory data to indicate the presence of federal development regulations set forth by FEMA and USFWS to protect property owners from flood damage and to protect sensitive natural habitats. By including this information in the General Plan Open Space & Conservation Element, it indicates to property owners, developers, and city staff the presence of potential limitations to development in these areas and the need for additional review prior to building permit issuance and/or project approval. Importantly, however, because more accurate flood hazard information should be made available from FEMA in the near future, as discussed in Section 5.3.1.2 (Floodplains), the Natural Resource Constraints map will likely need to be updated at that time.

It is also important to note that in addition to permits or other approvals from FEMA and USFWS, prior to the disturbance of wetlands or the bed, bank, or channel of any surface waters, additional permits or other approvals may be required from the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and California Water Resources Control Board.

The goals, policies, and programs in this element, along with the Land Use, Safety, and Circulation Elements, seek to balance new development with the preservation of the City's natural resources.

5.10 CORRELATION WITH OTHER ELEMENTS

Some of the topics addressed in the Open Space & Conservation Element overlap with and are also addressed by other elements of the General Plan. For example, floodplains and flood risk reduction are also addressed in the Safety Element, and Land Use Element policies that promote efficient use of land and infill development are intended to support growth of the community without unnecessarily converting agriculture or other open space to an urban use. As discussed in the Noise Element, open space can also be used to buffer incompatible land uses from one another, such as noise sensitive uses from noise generating sources. Accordingly, the Open Space & Conservation Element should be used in combination with the other Elements to ensure full implementation of all General Plan resource-related policies.

5.11 OPEN SPACE ACTION PLAN

Government Code Section 65564 requires that every local open space plan contain an action program consisting of specific programs that the legislative body intends to pursue in implementing its open space plan. Thereafter, any action by the city or county by which open space land is acquired or disposed of, or its use restricted or regulated, needs to be consistent with the local open space plan. In the case of Etna, the open space plan is the Open Space & Conservation Element, and the open space program consists of the goals, policies, and programs in Section 5.12 (Open Space and Conservation Element Goals, Policies & Programs), which follows.

5.12 OPEN SPACE AND CONSERVATION ELEMENT GOALS, POLICIES & PROGRAMS

GOAL OC-1:	**Welcoming, inclusive, and safe parks, recreation facilities, and activities to serve city residents regardless of age, ability, or income.**
GOAL OC-2:	**A comprehensive system of interconnected open space areas that maximizes the potential for habitat preservation, compatible recreation, and scenic views.**
GOAL OC-3:	**Preservation of cultural, historical, and paleontological resources.**
GOAL OC-4:	**Protection of special-status species and other biological resources sensitive to human activities and development.**
GOAL OC-5:	**A sustainable and high-quality water supply.**
GOAL OC-6:	**Industries that support the local and regional economy, minimize adverse impacts to the public and environment, and are compatible with development in the City.**
GOAL OC-7:	**Etna's rural small town atmosphere conserved and enhanced.**
GOAL OC-8:	**Increased energy efficiency, where possible, to reduce costs and environmental impacts.**

GOAL OC-1: Welcoming, inclusive, and safe parks, recreation facilities, and activities to serve city residents regardless of age, ability, or income.

Policy OC-1.1: The City supports investment in the maintenance, improvement, and development of parks, recreation facilities, and greenspace to promote active lifestyles, mental health, lifelong learning and development, and environmental health benefits for individual and community wellbeing.

Policy OC-1.2: The City supports investment in parks, trails, and programs, when feasible, to promote sports, fitness, active transportation, and active lifestyles.

Program OC-1A: Continue to evaluate and apply for grants and other sources of funding as they become available for the maintenance, improvement, and development of parks, recreation facilities, and greenspace.

Program OC-1B: Encourage residents, stakeholders, neighborhood groups, businesses, schools, social organizations, and public agencies to volunteer and partner in the maintenance and development of city-owned parks and recreation facilities.

Program OC-1C: Provide a variety of recreation facilities and activities that meet the diverse needs of the community.

Program OC-1D: Accommodate those with special needs in the City's parks and recreation facilities and programs, including seniors and people with disabilities, and meet the requirements of the Americans with Disabilities Act.

Program OC-1E: Coordinate with the Etna Police Department in the planning for safe and secure parks and recreation areas.

Program OC-1F: When planning park renovations and development, incorporate green infrastructure, shade, and vegetation where appropriate.

Program OC-1G: Design and develop parks, greenspace, and trail corridors to support community respite, wellness, and the mental health benefits found in connections to nature.

Program OC-1H: Support urban agriculture in private development and public spaces, including home gardens, community gardens, and urban farms.

Program OC-1I: When planning new parks, recreation facilities, open space, and greenways, ensure adequate funding is available for the ongoing maintenance and operation of these areas.

GOAL OC-2: A comprehensive system of interconnected open space areas that maximizes the potential for habitat preservation, compatible recreation, and scenic views.

Policy OC-2.1: The City recognizes that open-space land is a limited and valuable resource that should be conserved wherever possible.

Policy OC-2.2: The City, in cooperation with other agencies, organizations, and property owners endeavors to maintain, preserve, and enhance an interconnected system of open space for the community's use, appreciation, and enjoyment and for the preservation and enhancement of natural habitat.

Program OC-2A: Where practical, improve city-owned or managed open space with designated access points, parking, trails, and other amenities.

Program OC-2B: Provide access to public open space areas, excluding those areas determined to be sensitive to human presence, through a network of pedestrian and bicycle trails that can be adequately managed.

Program OC-2C: Integrate, where feasible, active and passive recreational opportunities with the protection of natural areas.

Program OC-2D: Amend the Subdivision Ordinance to require the dedication of land, improvement of parks and open space, and/or the payment of in lieu fees in accordance with the Quimby Act.

Program OC-2E: Maintain a ratio of not less than five acres of park and open space land per 1,000 city residents.

GOAL OC-3: Preservation of cultural, historical, and paleontological resources.

Policy OC-3.1: The City desires to strengthen Etna's identify, safeguard the cultural identity of previously displaced tribes, and preserve the fossil record through protection of the cultural, historical, and paleontological resources in the City.

Policy OC-3.2: The City recognizes that although no paleontological resources or tribal cultural resources, places, features, or objects have been identified in the planning area, projects resulting in ground disturbance have the potential to uncover previously unknown resources.

Program OC-3A: Consult with local Native American Tribes that are traditionally and culturally affiliated with resources that could be affected by city plans or projects, identify areas that may be of tribal cultural significance, and determine appropriate treatment for the areas.

Program OC-3B: When items of historical, cultural, or paleontological significance are discovered, contact a qualified archaeologist or historian to evaluate the find and recommend proper action.

Program OC-3C: Where feasible, incorporate significant archaeological and tribal cultural resource sites into open space areas.

Program OC-3D: Coordinate with the appropriate federal, state, local agencies, and Native American Tribes upon discovery of tribal cultural resources and artifacts.

Program OC-3E Work with affected property owners in the City's historic town center to evaluate the possible creation of a historic district or similar mechanism to protect the historic character and charm of the downtown area.

Program OC-3F: Support interested property owners in the preservation, maintenance, and/or renovation of significant historic resources, consistent with applicable Department of the Interior historic preservation standards.

GOAL OC-4: Protection of special-status species and other biological resources sensitive to human activities and development.

Policy OC-4.1: The City, in cooperation with other agencies, organizations, and property owners endeavors to preserve habitats necessary for the persistence of special-status species.

Policy OC-4.2: The City provides for the protection of special-status species during its review of discretionary projects.

Policy OC-4.3: The City supports the restoration and management of natural habitats to improve the resilience of the community and environment to flood, drought, and wildfire hazards.

Program OC-4A: Work with the Siskiyou County Flood Control District, Siskiyou Resource Conservation District, Scott River Watershed Council, Scott River Water Trust, interested property owners, and other appropriate entities to restore and preserve natural habitats in the planning area and improve the resilience of natural landscapes to hazards like drought, flood, and wildfire.

Program OC-4B: When activities involving modifications within or adjacent to wetland areas are planned or proposed, seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Program OC-4C: Require buffer areas between development projects and significant watercourses, riparian vegetation, and wetlands.

Program OC-4D: Where practical and feasible, co-manage open space and wetlands for flood control.

GOAL OC-5: A sustainable and high-quality water supply.

Policy OC-5.1: The City collaborates with the State, regional water quality control boards, watermasters, water purveyors, and government agencies at all levels to ensure a safe supply of drinking water and a healthy environment.

Policy OC-5.2: The City supports the development, update, and implementation of groundwater and surface water management plans that emphasize sustainable use and/or water quality protection.

Program OC-5A: Work with local, state, and federal agencies, special districts, private landholders, and the Groundwater Sustainability Agency to promote management practices that protect the watershed and the City's municipal water supply.

Program OC-5B: Reduce soil erosion and sedimentation of water bodies to protect water quality by applying "best management practices" for projects in and around surface waters (e.g., storm drainage maintenance).

Program OC-5C: Integrate stormwater management techniques and low impact development best practices to minimize runoff.

Program OC-5D: Work with the Siskiyou Resource Conservation District, landowners, and other appropriate entities to implement flood and erosion control measures, manage watershed health, and promote sustainable agricultural practices that reduce the risk of soil degradation, water contamination, and flooding in the community.

Program OC-5E: Continue to implement the water conservation plan on an as-needed-basis to reduce the impact of drought on the City's water supply.

Program OC-5F: Encourage water conservation efforts by residents, businesses, and industry.

Program OC-5G Protect riparian areas and wetlands by requiring setbacks from these features during project review.

GOAL OC-6: Industries that support the local and regional economy, minimize adverse impacts to the public and environment, and are compatible with development in the City.

Policy OC-6.1: The City supports the conservation of agricultural operations that are sustainable, economically viable, and compatible with development in the City.

Policy OC-6.2: The City permits small-scale, non-water-intensive agriculture and silviculture where compatible with surrounding uses and the environment.

Policy OC-6.3: The City requires that all mining activity is properly permitted, conducted in accordance with the State Surface Mining and Reclamation Act of 1975 (SMARA), and that mines are effectively reclaimed.

Policy OC-6.4: The City supports state or local property tax incentives that allow property owners to preserve their land as open space.

> **Program OC-6A:** Protect productive timberland and agricultural lands through buffers from sensitive uses as a means to prolong the economic use of this open space.
>
> **Program OC-6B:** Amend the Zoning Code to provide additional opportunities for urban agriculture and to support limited ancillary retail sales of agricultural products produced in the City.
>
> **Program OC-6C:** Ensure that non-exempt mineral extraction activities area comply with SMARA, including requirements for financial assurances and reclamation plans.

GOAL OC-7: Etna's rural small town atmosphere conserved and enhanced.

Policy OC-7.1: The City supports efforts to improve the appearance of properties in the planning area.

Policy OC-7.2: The City endeavors to safeguard the community from the effects of urban blight.

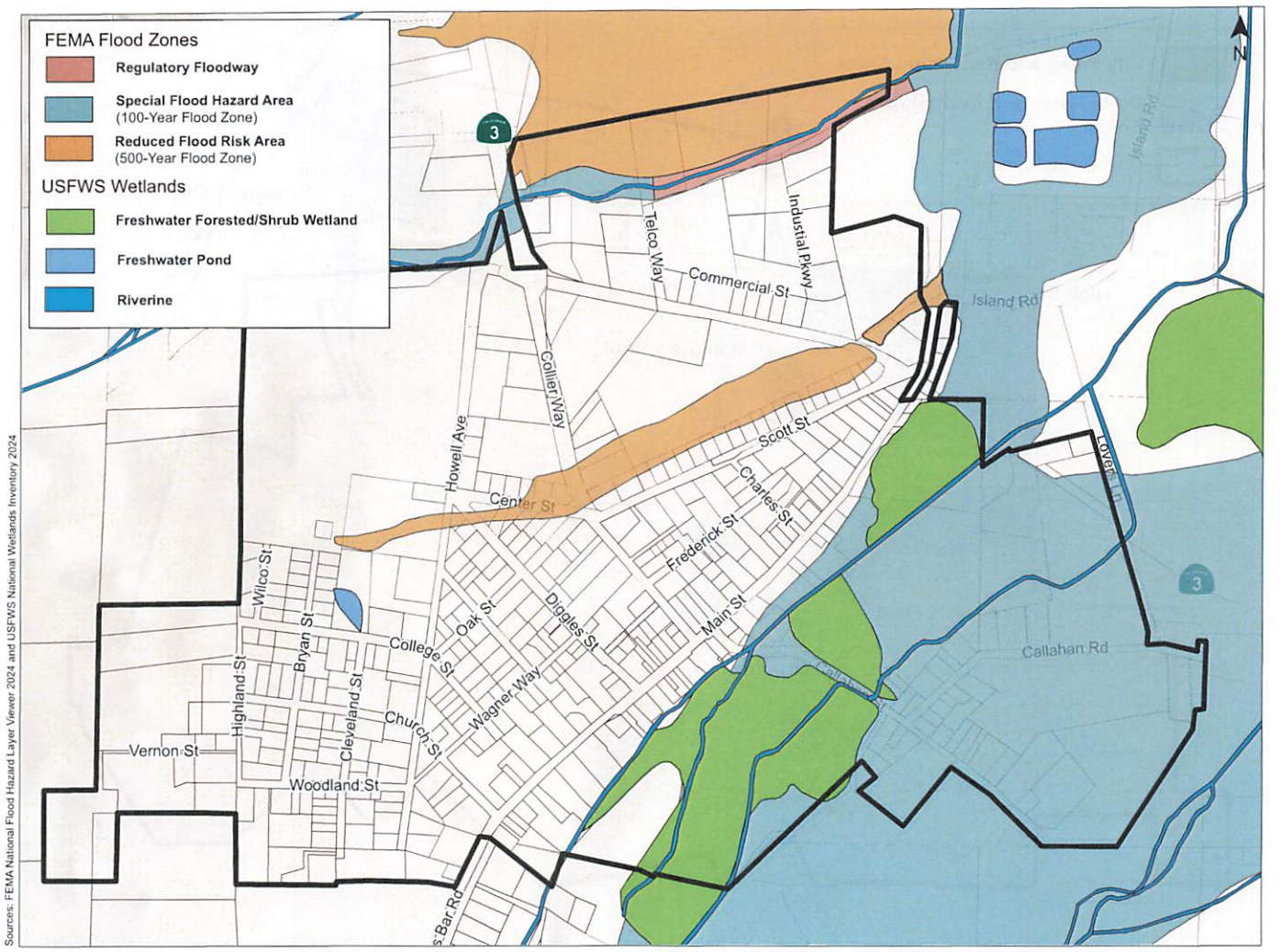
> **Program OC-7A:** Continue to utilize code enforcement as a means to eliminate property deterioration, and the accumulation of trash and junk that negatively impacts adjacent properties and the appearance of the community.
>
> **Program OC-7B:** Work with property owners to improve the scenic quality along State Highway 3 as it proceeds through the community.
>
> **Program OC-7C:** Amend the Zoning Code to include landscaping requirements for parking lots to reduce the visual impact of large paved areas.
>
> **Program OC-7D:** Update the sign regulations to ensure outdoor advertising remains at a scale appropriate for the size of the community, and where feasible, complements the City's historic downtown area.
>
> **Program OC-7E:** Amend the Subdivision Ordinance to require that developers include street trees in frontage improvements and protect significant trees, creeks, and wetlands.

GOAL OC-8: Increased energy efficiency, where possible, to reduce costs and environmental impacts.

Policy OC-8.1: The City supports increased energy efficiency and the use and deployment of sustainable energy sources.

Program OC-8A: Continue to identify energy efficiency improvements that can be implemented by the City to reduce energy demand and cost, and seek grant funding for implementation of the improvements, if necessary.

Program OC-8B: Cooperate with federal, state and local governments and other appropriate entities to accomplish energy conservation objectives throughout the State, and inform city employees, contractors, staff, and the general public of the need for and methods of energy conservation.



Sources: FEMA National Flood Hazard Layer Viewer 2024 and USFWS National Wetlands Inventory 2024

Figure 5-6, Natural Resources Constraints

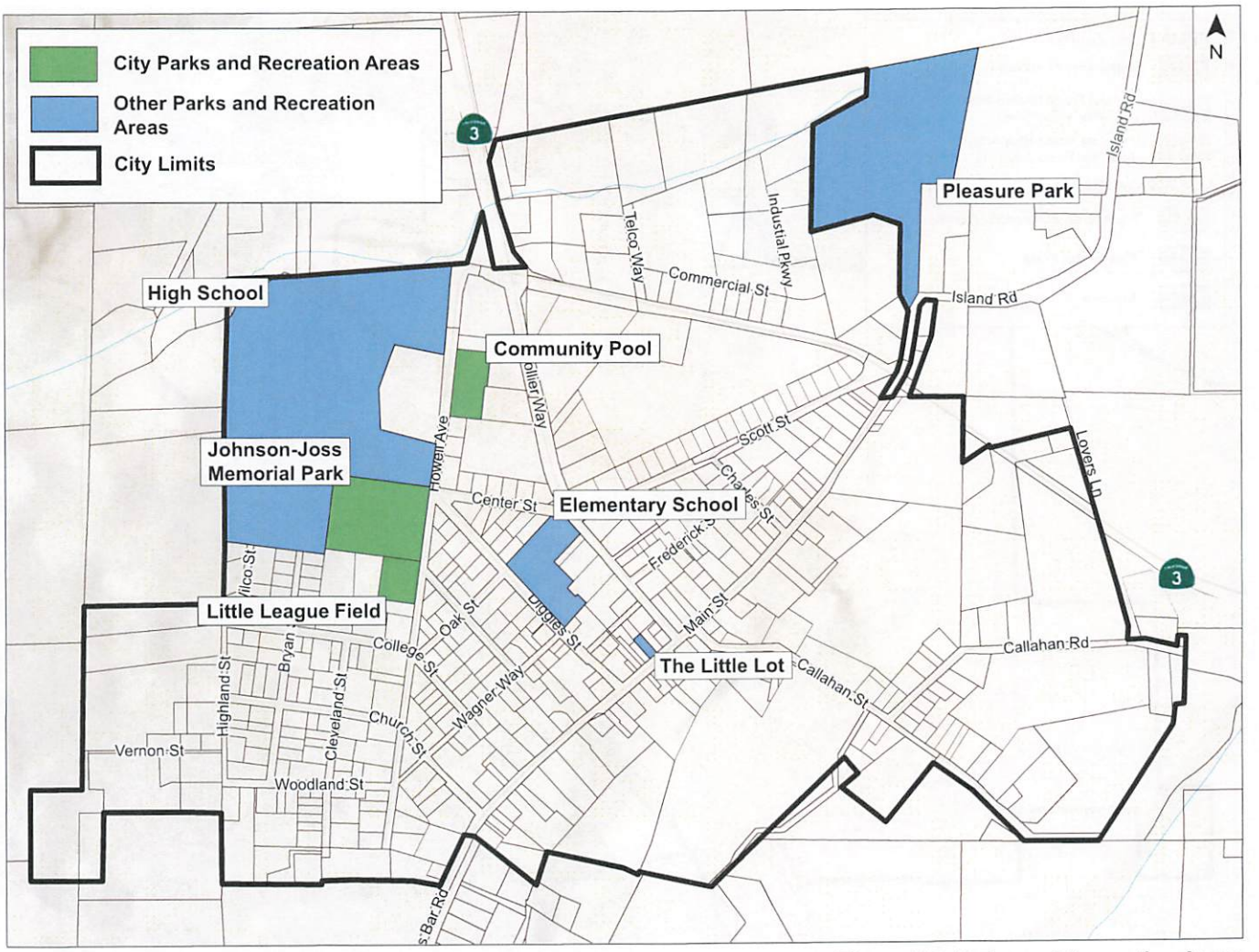


Figure 5-7, Parks and Recreation Areas

RESOLUTION 2024-019

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ETNA ADOPTING THE CIRCULATION, NOISE, AND OPEN SPACE & CONSERVATION ELEMENT UPDATES

WHEREAS, the City of Etna was awarded a SB 2 Planning Grant (19-PGP-13888) and a Local Action Planning Grant (20-LEAP-14926) from the California Department of Housing and Community Development to prepare and update various planning documents to facilitate housing opportunities; and

WHEREAS, included in the grant awards was funding to update the City of Etna General Plan; and

WHEREAS, the update to City of Etna General Plan is needed to ensure that the General Plan meets current state requirements, that it continues to represent the community's vision for itself, and that it provides the guidance necessary to accomplish this vision; and

WHEREAS, due to the use of planning grants with differing completion deadlines, the General Plan is being updated in phases; and

WHEREAS, the present phase provides for development and adoption of the Circulation, Noise, Open Space & Conservation Elements of the General Plan; and

WHEREAS, the City of Etna City Council held workshops to solicit public input on the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates on March 25, 2024, September 23, 2024, and October 28, 2024; and

WHEREAS, a notice of public hearing of the City Council for the proposed Circulation Element, Noise Element, and Open Space & Conservation Element updates was provided in accordance with California Government Code Sec. 65090 et seq; and

WHEREAS, on December 2, 2024, planning staff presented oral and written staff reports on the proposed Circulation Element, Noise Element, and Open Space & Conservation Element updates at a regular meeting of the City Council; and

WHEREAS, on December 2, 2024, the Mayor of the City Council opened the duly noticed public hearing to receive testimony both oral and written, following which the Mayor closed the public hearing and the City Council discussed the draft Circulation Element, Noise Element, and Open Space & Conservation Element updates prior to taking action on the project; and

WHEREAS, the City Council found that the Circulation Element, Noise Element, and Open Space & Conservation Element updates would not have a significant adverse effect on the environment, and that the project is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Etna adopts the amendments to the General Plan Circulation Element, Noise Element, and Open Space & Conservation Element contained in "Exhibit A-1," "Exhibit A-2," and "Exhibit A-3" hereto and made a part hereof.

IT IS HEREBY CERTIFIED that the foregoing Resolution 2024-019 was duly adopted on a motion by _____ and seconded by _____ at a regular

meeting of the City of Etna City Council held on the 2nd day of December 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

CITY OF ETNA CITY COUNCIL

_____

Clifford Munson, Mayor

WITNESS, my hand and seal this 2nd day of December 2024

_____

Pamela Eastlick, City Clerk

City of Etna

Agenda Request

Date of Meeting: 12.02.2024

Spokesperson(s): Cint Whitchurch

Is this for Discussion ☐ or are you requesting an Action ■

Subject/Request: Etna FD - Fort Jones FD 2024 MOU

Please provide a description of the request and attach supporting documentation:

Authorize Mayor Munson to execute the MOU on behalf of the City of Etna.

Will there be a financial impact to the City? ■ Yes ☐ No If Yes, $_____

Please describe:

Possible contribution of matching funds for grant revenue authorized through future Council action.

NOTE: Agenda requests must be received no less than four working days before the date of meeting. Return this form and supporting documentation to address below.

442 Main Street • P.O. Box 460 • Etna, CA 96027
P: 530-467-5256 • F: 530-467-3217

FY2024 AFG Memorandum of Understanding

WHEREAS The City of Etna Fire Department (Known hereafter as "EFD"), The Town of Fort Jones Fire Department (Known hereafter as "FJFD"), and Scott Valley Fire Protection District (Known hereafter as "SVFPD") have come together to collaborate and to make an application for Assistance to Firefighters Grant (AFG); and

WHEREAS the partners listed above have agreed to enter into a collaborative agreement in which FJFD will be the lead agency and named applicant and the other agencies will be partners in this application; and

WHEREAS the partners herein desire to enter into a Memorandum of Understanding setting forth the services to be provided by the collaborative; and

WHEREAS the application prepared and approved by the collaborative through its partners is to be submitted to the Federal Emergency Management Agency (FEMA.)

I) Description of Partner Agencies

A) EFD, FJFD, and SVFPD represent the entirety of the official local fire protection agencies for their respective areas. Each entity is in good standing with regards to laws and statutes that govern fire departments and fire protection districts in respect to this agreement at the time of the signing of this MOU.

II) Development of Application

A) Throughout the application process it has been known by all parties that FJFD will be the "Host" agency meaning all matters regarding the grant writing process would be handled by FJFD staff. Staff of EFD and SVFPD shall provide FJFD with all needed information for the application process including, but not limited to, budgets, personnel rosters, and equipment lists.

III) Roles and Responsibilities

A) NOW THEREFORE, it is hereby agreed by and between the partners as follows: Each party in this agreement will provide all needed information pertaining to the grant in a timely manner as set by FJFD staff. Any delay, and/or neglect in providing this information may subsequently result in this MOU being deemed null and void at the option of the signers.

B) Each party shall provide true and accurate information based upon real data regarding their respective agencies. It is the responsibility of each agency to provide true and correct information and each agency is hereby released of all liability from any false information provided from any other entity in this agreement.

C) Should the grant be successful, each party will be responsible for payment of matching funds up to 5% of the total funds allocated to each individual department and all parties agree that

matching funds will be calculated based upon actual equipment mutually agreed upon and received by each agency. All parties will collaborate to calculate what the percentage of total funds each agency will receive. All parties receiving grant funded equipment agree to pay for their proportionate matching funds up to 5% upon receipt of equipment.

D) Should any party refuse to pay their matching fees as calculated by the above listed method, that party/ parties will be responsible for all action taken against the other parties in this MOU from any outside agency regarding this grant. Said party refusing to pay shall be responsible to reimburse the remaining parties for any penalties and/or legal fees associated with this grant process

E) If this grant is successful, all parties shall provide to FJFD any needed documentation and information in order to "close-out" the grant in accordance with all rules and regulations set forth by FEMA. If FJFD (the host agency) is unable to conduct all required FEMA reporting, the Town of Fort Jones shall be the party responsible for completing such reporting.

F) All agencies are responsible for abiding by any rules and regulations regarding grant funded equipment as set forth by FEMA.

G) All equipment (Including, but not limited to, hose, nozzles, fittings, hand tools, thermal imaging cameras, and IDLH monitoring equipment) will be inventoried and issued to each agency by the host agency in a timely manner once received and inspected. Each agency is responsible for inspection and self-inventory of their equipment prior to taking delivery. Each agency shall be responsible for retrieving their equipment from the host agency once it is notified as ready for pickup no later than 10 business days. (Exception being equipment delivered on site to any agency in this agreement)

H) Maintenance and repair, and/or annual testing of all equipment received through the grant will be the responsibility of the agency in possession of the equipment.

IV) Timeline

A) The roles and responsibilities described above are contingent on FJFD receiving funds requested for the project described in the grant application. Responsibilities under this Memorandum of Understanding would coincide with the grant period and follow up period.

B) The deadline for all requested information shall be December 16th, 2024, at 5pm. Failure by an agency to comply with this deadline may result in this MOU becoming null and void at the option of the signers.

V) Grant close-out responsibilities

A) All agencies shall be required to report NFIRS data to FEMA for a period of not less than 3 years following the award of grant monies as required by FEMA.

B) All agencies shall provide all requested information and documentation to FJFD in a timely manner for FEMA grant close-out requirements.

VI) Commitment to Partnership

A) The collaboration service area includes the City of Etna, Town of Fort Jones, and Scott Valley Fire Protection District.

B) We, the undersigned have read and agree with this MOU. Further, we have reviewed the proposed project and approve it.

City of Etna

Mayor Print	Sign	Date
Fire Chief Print	Sign	Date

Town of Fort Jones

Mayor Print	Sign	Date
Fire Chief Print	Sign	Date

Scott Valley Fire Protection District

Chairman of the Board Print	Sign	Date
Fire Chief Print	Sign	Date

STAFF REPORT
ETNA CITY COUNCIL

To: Mayor and City Council Members

From: Jeff Mitchem, City Manager

Date: December 2, 2024

Subject: **Discussion Item:**
Recreation and Culture Staff Position

RECOMMENDATION:

Discussion to generate direction for Staff regarding the creation of a Recreation and Culture staff position by repurposing the Pool Manager position.

BACKGROUND:

The City of Etna is very fortunate to 1) be situated in a region endowed with astounding natural, cultural and recreational resources, and 2) be in possession of many local assets in the form of land, structures and talented community members that directly benefit from proximity to those resources.

The question I pose to Council is: *Are those assets best positioned to maximize benefit to the City?*

At present, the best examples of the City's intentional positioning of assets in alignment with resources are:

1) Pool programs serving Scott Valley customers.
2) Camping and showers at City Park for PCT hikers.
3) Other?

The Pool Manager is a seasonal position (April–August) funded by General Fund revenue of approximately $36K (offset by pool revenue). Opportunity exists to invest the same amount of annual revenue targeted at a broader segment of Etna's market. Determining which assets to better align with which resources is a multi-step process summarized as follows:

1) Utilize existing Strategic Planning process to identify and refine a list of:
    a. Resources – natural, cultural or built source of revenue.
        i. Examples – mountains, water/rivers, historic buildings, historic/indigenous populations, humans (particularly the young and old), wildlife (and pets), etc.
    b. Assets – an item of value intended to capitalize a resource.
        i. Examples – museum, library, pool, park, structures, employees, vehicles, ball fields, businesses, etc.
2) Develop an investment strategy – a plan of action to refine and/or position specific assets in

to capitalize on specific resources.

a. Examples – 1) city pool and staff (assets) serve young people (resource) in return for revenue when the pool is filled with warm water (resource); 2) city staff (asset) teach kids (resource) how to ride mt bikes in city park (asset) and in the trails above town (resource); 3) city staff (asset) collaborate with regional arts organizations (resource) to establish an arts fair (asset) servicing Siskiyou County art enthusiast (resource); 4) city staff (resource) utilize city-owned building (asset) to teach yoga to seniors (resource); 5) city staff (asset) utilize city-owned or leased facilities (asset) to conduct sports camps for Scott Valley youth (resource); 6) city staff (asset) leverage partnerships with state organizations (resource) to host summer wilderness (resource) camps for youth (resource).

3) Create a Recreation & Culture Director Job Description – duties, roles, responsibilities necessary to execute the plan of action.

a. Example – *The Recreation and Culture Director is responsible for overseeing the recreation, arts and cultural programs, special events, commercial filming, citywide arts activities and cultural community partnerships. This position assists in the development of policies, procedures, goals, objectives, strategies and liaises with community organizations, businesses and individuals to foster the development of new recreation, arts and cultural programs and events.*

FINANCIAL IMPACT:

No immediate impact on General Fund. Potential longer-term impact to both General Fund revenue and expense related to expanded programs and corresponding increased salary. Leading opportunities for grant revenue that can be explored are: CA Dept of Parks and Recreation, CA State Parks, National Recreation and Park Assn, CA Arts Council, National Endowment for the Arts, Sierra Neveda Conservancy, etc.

STAFF REPORT
ETNA CITY COUNCIL

To:	Mayor and City Council Members
From:	Jeff Mitchem, City Manager
Date:	December 2, 2024
Subject:	**PERSONNEL POLICY**
Attachments:	**None** – previously provided on October 28, 2024 (unchanged)

RECOMMENDATION:

Standing item to provide direction to Staff.

SUMMARY:

The following materials, previously conveyed and presented to City Council 28, 2024, remain unchanged.

Chapter 2.06 City Administrator

Refer to Attachment A and note margin comments.

Personnel Rules and Policies

Refer to Attachment B and note margin comments.

STAFF REPORT
ETNA CITY COUNCIL

To:	Mayor and City Council Members
From:	Jeff Mitchem, City Manager
Date:	December 2, 2024
Subject:	**STRATEGIC PLAN**
Attachments:	**None** – previously provided (*Internal Draft Strategic Plan*, via email Sept 30, 2024)

RECOMMENDATION:

Standing item to provide direction to Staff to publish the *Public Review Draft Strategic Plan*.

SUMMARY:

Staff have compiled the survey results (General Plan Update) from Council and Staff and incorporated revisions into the Internal Draft Strategic Plan (distributed to City Council via email on September 30, 2024.)

Remaining Steps:

1. Incorporate any City Council comments and produce the *Public Review Draft Strategic Plan*
2. Formulate follow-up community outreach recommendations for Council consideration.
3. Conduct Public Hearing / Workshop on Strategic Plan refinement.
4. Revise Strategic Plan in response to public comments and produce the *Draft Strategic Plan*.
5. Council adoption of *Final Strategic Plan*
6. Staff to formulate Strategic Plan Implementation workplan
7. Commence implementation phase

October Numbers

Total: 37 Billable: 24	Etna 6 FJ 9 SV 22 M11 0	ALS 13	BLS 8	CXL 9	BLSD 2	Missed 3	AMA/BLS assess/ non billable : 2	AMA BLS Assess/ billable : 1	None: CCP MSAS rendezvous
								Days w/o calls: 8	
October 2023	Total: 34 Billable: 20 Days without calls: 9								

Key:

ALS: Advanced Life Support (paramedic level)
BLS: Basic Life Support (EMT level)
BLSD: Deceased on scene, no transport
AMA: Against Medical Advice (No transport)
CXL: Cancelled
CCP: Community Care Program
MSAS: Mount Shasta Ambulance Service (we req them for a paramedic if needed)
M11: Salmon River Fire/Rescue (they req us for transport)
Etna: City limits of Etna
FJ: Fort Jones Town Limits
SV: Scott Valley outside of city/town limits

New Team Members:

Andrew Juliusson, EMT. Andrew is a member of the Fort Jones FD and received his EMT certification from our class in May, 2024.

Victor Kwasnikow, EMR. Victor is a member of the Fort Jones FD and received his EMR certification in May 2024.

Ambulances:

Dan and his crew have been helping keep routine maintenance and are switching over to the snow tires.

Grants:

SAMSHA- Rural EMS Training grant. I am keeping watch for this to open to see if we will qualify. Although it is a training grant, the money that would be awarded would also help our day-to-day operations. It closes March 2025. I will be working with Jeff on this.

Upcoming training/classes/events:

*First of the Scene, what to do until help arrives. This was a free class for the community, hosted by the Greenview Grange on Nov 9th. There were 12 people in attendance. We already have requests to hold this again.

*A Public Safety First Aid and CPR class was held at our station Nov 15-17.

*In December, I will be attending an Ambulance Strike Team Leader certification course hosted by the CA EMS Authority. This is a necessary course to go out with a strike team request. Similar to the fire service, this would bring in money to the city. Since we usually do not have the staff to send a unit, I could be a single resource for the city.

*We set our date for the annual multi agency/MCI training drill: April 26, 2025.

MISC

The following items have still not any further discussion or updates:

*The ¾ time EMT/Firefighter position to assist the ambulance and the FD that was discussed and created with the new budget is on hold until the overall budget has been balanced.

*Merging of the FD and ambulance is on hold per Mr. Mitchem, although the attorney sees no problem with this merge.

* Still have not heard any updates from Mr. Mitchem regarding my request to add an ALS Dry Run fee to our ambulance fee schedule. As you'll recall, this additional fee to our rates was a recommendation from Angelo, the owner of Mount Shasta Ambulance. They have this rate in their fee schedule and were able to invoice, and recoup costs during the Shelly Fire for responses that resulted in >1 hr of time commitment of their crew/unit without a patient transport. We also had those type of calls during the Shelly Fire and were not able to recoup our costs.