

COUNTYWIDE 6TH CYCLE HOUSING ELEMENT

Amador County, City of Amador City, City of Ione, City of Jackson, City of Plymouth, and City of Sutter Creek

Housing Element Contents

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Note: Each jurisdiction will only adopt its Annex and will only make edits to its Annex as part of HCD review of the adopted Housing Element.

Adoption Draft
October 2024

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CITY OF PLYMOUTH ANNEX

This Annex provides information specific to the City of Plymouth regarding governmental constraints and the City's inventory of residential sites. This Annex supplements the information in the Background Report and contains the following:

[Chapter II – Plymouth Housing Needs Profile](#)

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II. PLYMOUTH HOUSING NEEDS PROFILE

[This section of the Annex highlights characteristics of Plymouth's population and housing stock as a means of better understanding the nature and extent of the community's housing needs. The Housing Needs Summary is comprised of the following components: A\) Demographic Profile; B\) Household Profile; C\) Housing Stock Characteristics; and D\) Regional Housing Needs. This section is based on data and information provided in Chapter II, Housing Needs Assessment, of the Background Report. For more detailed discussion of demographic, economic, and housing characteristics for each jurisdiction as well as Countywide, see the Chapter II of the Background Report.](#)

1. DEMOGRAPHIC PROFILE

[Demographic changes such as population growth or changes in age groups can affect the type and amount of housing that is needed in a jurisdiction. According to data prepared by the California DOF, the population of Plymouth in 2021 was 950 people, a decrease of approximately 0.7% or 7 people since 2000. Compared with the population percent change of other jurisdictions and countywide percent change \(6.5%\) since 2000, Plymouth experienced a population decrease. The median age of Plymouth residents decreased from 40.4 in 2010 to 33.8 in 2019, which is approximately 3 years lower than the State's median age of 36.5. Among all jurisdictions in Amador County, Plymouth experienced the second-greatest decrease of median age. Plymouth's residents are predominantly White \(81.2%\).](#)

[According to the ACS, the estimated civilian labor force in Plymouth totaled 506 people in 2019, increasing by 147 workers or 40.9% since 2010. The largest industry in Plymouth in 2019 was Construction at 17.6%, followed by Agriculture, Forestry, Fishing/Hunting, and Mining at 14.8%, and Manufacturing at 12.6%. Over the last decade, Agriculture, Forestry, Fishing/Hunting, and Mining, Construction, and Manufacturing experienced highest growth in civilian labor force. Wages of occupations are based on the Quarterly Census of Employment and Wages \(QCEW\) countywide data. Amador County is located within the Eastern Sierra-Mother Lode Region. Unemployment in Plymouth was 4.7% in 2019, compared to 6.9% Countywide. EDD projections indicate that the total employment within the Eastern Sierra-Mother Lode Region is expected to increase by 6.4% between 2018 and 2028. The highest forecast for job growth is in Educational Services \(Private\), Health Care, and Social Assistance \(20.9% increase\) and Private Household Workers \(14.3% increase\).](#)

2. HOUSEHOLD PROFILE

[In 2021, Amador County had 15,712 households, including 425 in Plymouth. Countywide, households increased by 23% since 2000 \(12,759 households\). Households in Plymouth have increased at a much slower pace, increasing by 8.4% from 392 households in 2000.](#)

[Household size and type, income levels, and the presence of special needs populations all affect the type of housing needed by residents. Countywide, 76.5% of households own their home and 23.5% rent. Plymouth's renter rate is higher than the countywide](#)

renter rate, and conversely the homeowner rate in Plymouth is lower than the countywide rate, with 62.7% homeowner household and 37.3% renter households. In 2019, the majority of households in Plymouth consisted of 2 to 4 persons (63.6%). Large households of 5 or more persons made up 15.7% of the total households in Plymouth, higher than the countywide average of 6.9%.

Approximately 95 (32.2%) households in Plymouth overpay for housing, which is slightly higher than the countywide average of 31.9%. The majority of households in Plymouth overpaying for housing are in the extremely low (10 households overpaying), very low (35 households overpaying), and low categories (40 households overpaying). In Plymouth, less renter households overpay for housing (43 renter households overpaying) than owner households (53 owner households overpaying). In 2019, 10.6% of individuals and 6.0% families in Plymouth were listed as living below the poverty level. Among all jurisdictions within Amador County, Plymouth has the third-highest rate of families living in poverty. Although female-headed households made up only 17.3% of all families in Plymouth, they accounted for 53.8% of families in poverty. Additionally, large families made up 15.3% of all families but accounted for 61.5% of families in poverty.

3. HOUSING STOCK CHARACTERISTICS

In 2000 there were 438 housing units in Plymouth. By 2010, the number increased to 493 units, most of which was due to single family construction and mobile homes. The DOF E-5 Report indicates that the number of total housing units in Plymouth increased from 493 in 2010 to 500 in 2021. According to the 2019 ACS data, of the total occupied housing units in 2010, 58.6% (214 units) were owner-occupied and 41.4% (151 units) were renter households. In 2019, the distribution of occupied housing units in Plymouth slightly decreased with 62.7% (208 units) of the occupied housing units as owner-occupied and 37.3% (124 units) as rental units.

The 2019 ACS data also indicates that there were 101 vacant units in Plymouth. Of the total vacant units, there are 15 units (14.9%) classified as for rent, no units classified as for sale, 38 units (37.6%) classified as for seasonal, recreational, or occasional use, and 26 units (25.7%) classified as other vacant.

In 2019, 110 or 24.6% of housing units in Plymouth were built 1970 or earlier, with 10.0% have no house heating fuel or use wood fuel only. The City of Plymouth identified that there are no areas of the City with concentrations of housing that is in need of repair and it is anticipated that homes in need of repair are distributed throughout the City. Respondents from Plymouth to the Housing Needs and Priorities Survey (Appendix B) indicated that units are primarily in excellent condition (57%) and that the remaining units need various degrees of repair, including 14% in minor condition with need for minor repairs, 29% in need of moderate repair (e.g., one or more modest rehabilitation improvements, such as new roof, new siding, etc.) and none that are dilapidated and require replacement. Further, 25% of respondents also indicated that their home is in poor condition and needs repair. Overall, it is estimated that approximately 25-35% of the housing stock needs moderate to substantial rehabilitation and 2-4% of the housing stock may need replacement.

Overcrowded households in Plymouth appear to be significant compared to the State and surrounding areas. According the 2015–2019 American Community Survey, overcrowding in Plymouth was 13.5% (18 housing units), compared to 6.8% countywide and 8.2% statewide. In detail, 3 overcrowded households in Plymouth were owner households and there were 15 overcrowded renter households. There were no severely overcrowded households in Plymouth in 2019.

From 2010 to 2019, renters in Plymouth saw a rent increase of 29.7% while homeowners experienced a 60.6% increase in monthly ownership costs. The median home sales price in Plymouth in September 2021 is \$323,500, an increase of 7.8% from \$300,000 in September 2020. Plymouth saw the lowest increase in median sales price compared with any other jurisdictions in Amador County and had the second-lowest median sales price in September 2021. A review of rental data on Craigslist.com, Zillow.com, and RentalSource.com identified 27 units for rent in Amador County in early November 2022. Rents in the Plymouth are generally affordable to low, moderate, and above moderate income households with 3 units ranging from \$800 for a 1 bedroom (Low and higher), \$2,000 for a 2 bedroom (Moderate and higher), and \$2,900 for a 4 bedroom (Above Moderate).

4. HOUSING NEEDS

As described in the Background Report, the Regional Housing Needs Allocation (RHNA) is a State-mandated process devised to distribute planning responsibility for housing need throughout the State of California. Chapter IV discusses Plymouth's ability to accommodate the RHNA. The regional housing needs allocation for each jurisdiction in Amador County, as shown by Table II-Plymouth-1 below, is allocated by HCD to address existing and future needs and covers a time period from 2021-2029.

Table II-PLYMOUTH-1. Regional Housing Needs Allocation by Jurisdiction (2021–2029 Planning Period)							
Income Group	Affordable Monthly Housing Costs²	Unincorporated Amador County	Amador City	Ione	Jackson	Plymouth	Sutter Creek
Very Low ³ : < 50% AMI < \$39,350	\$984	109	1	30	27	7	15
Low: 50-80% AMI \$39,350 – \$62,950	\$984 – \$1,574	62	1	20	23	5	12
Moderate: 80-120% AMI \$62,950 – \$94,450	\$1,574 – \$2,361	72	1	25	24	5	13
Above Moderate: 120+ AMI \$94,450	\$2,361	134	2	42	64	13	34
Total	n/a	377	5	117	138	30	74
¹ HCD has established these income limits for Amador County for 2021.							
² In determining how much families at each of these income levels should pay for housing, HCD considers housing “affordable” if the amount of rent or total ownership cost (principal, interest, taxes, and insurance) paid does not exceed 30% of gross household income.							
³ 50% of the County's very low-income housing needs (95 units) are for extremely low-income households, which are defined as those families earning less than 30% of median income.							
Source: HCD 2021 State Income Levels							

SPECIAL NEEDS HOUSEHOLDS

Chapter II, Housing Needs Assessment, of the Background Report provides more information regarding special needs households. Refer to Chapter IV, Section B, for a summary of housing assistance and community service providers that serve lower income and special needs households.

Extremely Low-Income Households

There are 8 Extremely Low-Income (ELI) households in Plymouth, making up 2.8% of all households in Plymouth. All of these ELI households overpay for housing. In detail, 4 ELI renter households and 4 ELI owner households overpay for housing. Additionally, all of these ELI households severely overpay for housing. Housing issues faced by ELI households include overpayment, overcrowding, and higher reliance on public transit, walking, and bicycling.

Seniors

In 2019, there were 62 households with a head of household who is 65 years of age or older representing 18.7% of all households in Plymouth. Overall, the number of households with a head of household who is 65 years or older increased by about 43.1% or 47 households when compared to 2010. Because seniors tend to live on fixed incomes dictated by Social Security and other retirement benefits, those who do not own their homes are significantly affected by rising housing costs. Also, while some seniors

may prefer to live in single-family detached homes, others may desire smaller, more affordable homes with less upkeep, such as condominiums, townhouses, apartments, or mobile homes.

Persons with a Disability

Between 2015 and 2019 there was a decrease in the number of persons with a disability in Plymouth from 60 in 2015 to 58 in 2019. The number of persons employed with a disability decreased from 29 persons in 2015 to 18 persons in 2019. In contrast, the number of persons with a disability not in the labor force increased from 25 persons in 2015 to 50 persons in 2019. For persons ages 0 to 64 in Plymouth, the most common disabilities are cognitive difficulties (21.1%) and hearing difficulties (19.5%). For the population of ages 65 and over, the most common disabilities are ambulatory difficulties (35.5%) and hearing difficulties (21.6%). Generally, people with disabilities experience disproportionate rates of poverty. Housing needs of disabled people include units that have features to accommodate persons with disabilities. Additionally, many individuals with ambulatory, self-care, or independent living difficulties need support including caregivers or In-Home Supportive Services (IHSS) to live independently. Persons with disabilities in rural areas may face additional challenges in finding housing that is affordable, accessible, and near supportive services, such as transit and hospitals.

Large Households

Approximately 52 households (15.7%) are large households with 5 or more persons. In 2019, approximately 62.7% of large households in Plymouth owned their own homes and the remaining 37.3% are renter households. In Plymouth, 5-person households make up nearly 82.7% of the large family households with households with 6 or more persons accounting for the remaining 17.3% of large households. For owner households, 5-person households make up 65.4% of the large family households with 6 or more persons accounting for the remaining large households. For renters, 5-person households make up 82.7% of large households with 6 or more persons accounting for the remaining large households.

Female-Headed Households with Children

With approximately 425 households in Plymouth, including approximately 248 families, there are 43 households with female heads, making up approximately 10.1% of households in Plymouth. Although female-headed households made up only 17.3% of all families in Plymouth, they accounted for 53.8% of families in poverty. Female-headed households with children can have lower incomes and higher living expenses and may lack the resources needed for adequate childcare or job training services, often making the search for affordable, decent, and safe housing more difficult.

Homeless

The 2022 Point-in-Time (PIT) Count identified 184 total homeless persons countywide, consisting of 27 sheltered and 157 unsheltered homeless, which reflects a decrease in homelessness from the 2019 count which identified 224 homeless persons. Based on available data, it is estimated there are approximately 5 unsheltered homeless persons in Plymouth. While characteristics of the homeless population are not available at the local level, of the 184 homeless individuals countywide, 48% are chronically homeless, 12% are veterans, 3% are between 18 to 24 years old, 30% experienced domestic violence, 17% have substance abuse disorder, and 24% have mental illness.

Farmworkers

Employed persons in Plymouth included 2.4% of those employed in agriculture, forestry, fishing/hunting, and mining Countywide. The USDA Agricultural Census does not provide information at the local level, but does show that there are 482 farms in Amador County including 111 farms with a total of 515 hired, 715 unpaid, and 459 migrant workers. Unpaid workers include those that are family members of the farm operator and unpaid partners of the operator. Based on Plymouth's share of persons with agriculture-related employment Countywide, it is estimated that there are approximately 12 hired, 17 unpaid, and 11 migrant workers. Farmworkers often live in substandard homes or overcrowded situations. Housing needs of farmworkers range from the need for seasonal migrant housing (both for single persons and households), affordable homeownership opportunities, permanent rental farmworker housing affordable to lower income households, with a significant portion of units for extremely low income

households, and housing rehabilitation programs (both for farmworkers and property owners of housing occupied by farmworkers).

FINDINGS - HOUSING NEEDS

While the population has remained relatively static in Plymouth, declining slightly from 957 persons in 2000 to 950 in 2021 (less than 1% decrease), household formation has occurred at a greater pace, increasing by 8% from 392 households in 2000 to 425 households in 2021. During this period, the average household size has decreased from 2.50 persons in 2000 to 2.46 persons in 2021, with approximately 63.6% of households consisting of 2 to 4 persons, 1-person households accounting for 20.8%, and large households of 5 or more persons making up 15.7% of total households. Approximately 37.3% of households rent and the remaining 62.7% of households own their homes.

As described above, Plymouth's households with special housing needs include ELI households (2.8% of households), senior households (18.7% of households), households with a disabled member (9.5% of the population with a disability, including 13.5% with independent living difficulties, 26.5% with cognitive difficulties, and 23.6% with ambulatory difficulties), approximately 1% of Plymouth's population has a developmental disability, large households with 5 or more members (15.7%), and households with a female head (10.1%), and farmworkers (approximately 12 hired and 11 migrant workers). There are approximately 5 unsheltered homeless persons.

The majority of homes in Plymouth are single family detached homes (290 units, 58.0%) with mobile homes representing 27.8% (139 units). Duplex through fourplex units represent 3.2% of the housing stock and multifamily apartments with 5 or more units represent 5.0% of homes. Vacancy rates are high in Plymouth, with a rate of 20.9% in 2019 and the majority of vacancies not available for rent or for sale but rather used for vacation and seasonal homes or other uses.

Housing prices range throughout the County, with rental rates in Plymouth affordable to low, moderate, and above moderate income households, but the majority affordable to moderate and higher income households and median sales prices affordable to some moderate income households and primarily affordable to above moderate income households. Approximately 32.2% of households overpay for housing, with 14.6% of households paying more than 50% of their income toward housing costs. The majority of households overpaying are lower income, with 54.4% of low income homeowners and 72.2% of low income renters overpaying for housing. Extremely low income households have even higher rates of overpayment, with all of extremely low income homeowners and extremely low income renters severely overpaying for housing. Overcrowding is relatively high in Plymouth, with 16.3% of households overcrowded but none severely overcrowded.

Plymouth has a higher rate of homes in need of repair than is typical across the County, with 25-35% of its housing stock requiring moderate to substantial rehabilitation and approximately 2-4% needing replacement.

Resources in the County are described in Chapter IV of the Background Report. Programs and resources that provide general housing assistance, including for lower income, large family, farmworker, and female-headed households, include Amador Tuolumne Community Action Agency (ATCAA) which provides a comprehensive range of services including rental and mortgage assistance, rapid re-housing, and emergency shelter, offers low income households assistance with home weatherization, provides child enrichment and family learning services, and links families and individuals to housing and assistance programs, Interfaith Food Bank of Amador County, CalWORKS, CommuniCare, WIC, and the Stanislaus County Housing Authority. Resources that assist the aging and disabled population include ADRC, Amador County Adult Protective Services, Amador County In-Home Supportive services, Amador Senior Center, Area 12 Agency on Aging, Multipurpose Senior Programs, ATCAA, and Common Ground Senior Services. Programs available to assist homeless and at-risk populations include the Central Sierra Continuum of Care, which provides coordinated and comprehensive homeless services to the region, and ATCAA.

Plymouth's housing needs include additional affordable multifamily units, including units affordable to extremely low, very low, and low income households, as well as market rate multifamily units. Affordable multifamily and single family units would reduce the overpayment burden on existing lower and extremely low income renters and homeowners, a greater variety of housing types

including duplex, triplex, multifamily, and mobile home units. Housing rehabilitation programs and emergency repair programs are needed to address aging housing stock and units in need of repair, particularly for lower income households and households overpaying for housing.

Of Plymouth's housing need of 58 units, including the 6th Cycle RHNA of 30 units plus the 4th/5th Cycles carryover of 28 units, it is anticipated that approximately 11 units will serve seniors, 6 units will serve a person with a disability, 9 units will serve large households, 6 units will serve female-headed households with children present, and approximately 10 units to serve farmworkers, based on the City's existing household trends.

As described in the Background Report, for units serving seniors and persons with a disability, it is important to ensure that units have accessibility features to accommodate the varied needs of the aging population and persons with a disability and to locate units close to services, including shopping and medical/social services. Persons with disabilities may also need general assistance with renting a home and grants or loans to make modifications to make a home accessible to a disabled resident and persons with developmental disabilities may also need assistance finding housing affordable to extremely low and low income households as well as occasional financial assistance to pay rent, mortgage, and/or utilities. To serve large households, there is a need for market-rate multifamily units with 3 or more bedrooms, and affordable multifamily and ownership opportunities with 3 or more bedrooms. Large households may also need emergency shelter or transitional or supportive housing, as well as housing close to public transportation and occasional financial assistance to pay rent, mortgage, and/or utilities. Female-heads of household with children would benefit affordable single family and multifamily housing as well as housing close to services, including schools, day care, shopping, and medical/social services. Female-headed households may need occasional financial assistance to pay rent, mortgage, and/or utilities. Farmworkers would benefit from affordable rental and ownership opportunities, as well as both permanent and seasonal farmworker housing and increased access to housing services. Homeless persons need affordable single family and multifamily housing, assistance with accessing emergency shelter, transitional housing, supportive housing, or finding permanent housing.

The Housing Plan will increase affordable housing opportunities and expand the variety of housing types through Program 3 (Adequate Sites including rezoning to create a new multifamily site and requiring minimum amounts of residential uses on mixed use sites), Program 4 (Accessory Dwelling Units, Junior Accessory Dwelling Units, and SB 9 Units), Program 5 (Affordable Housing Land Acquisition), Program 6 (Affordability Targets), Program 9 (Affordable and Special Needs Housing Assistance and Incentives), Program 13 (Affirmatively Further Fair Housing – Housing Mobility Enhancement, New Housing Choices and Affordability), Program 19 (Water and Wastewater Infrastructure Capacity), and Program 20 (Partnerships with Affordable Housing Developers). Housing rehabilitation, emergency repair, and weatherization assistance is provided through Program 8. Program 9 (Affordable and Special Needs Housing Assistance and Incentives) addresses creating additional housing opportunities for households with special housing needs, including extremely low income, seniors, persons with a disability, large families, single heads of household with children, and farmworkers. Additional resources to access housing and housing services are provided through Program 14. Program 15A addresses reasonable accommodation to increase accessibility for persons with a disability. Additional shelter opportunities and increased assistance to homeless persons is supported through Program 5B. Program 17 (Development Code/Zoning Code Amendments) removes constraints to a variety of housing types, including lower income housing and housing for persons with a disability, farmworkers, and homeless persons.

CHAPTER III.B. HOUSING CONSTRAINTS **GOVERNMENTAL CONSTRAINTS – PLYMOUTH**

1. LAND USE CONTROLS

Land use controls guide local growth and development. Plymouth applies land use controls through its General Plan, Community/Area Plans, and Zoning Code. All residential land use classifications pose a constraint on residential development in the sense that various conditions, building requirements, and limitations restrict a pure free market ability to construct housing. Land use regulations also have the potential of adding costs to construction, which indirectly may constrain housing. These

impacts are measured against the general health and public safety served in the adoption of such regulations. Standards have been determined by Plymouth to establish minimum constraints to provide for adequate separation of buildings for fire protection, air and light between structures, and the intensity of development. Implementation of these standards has not resulted in a serious constraint in providing housing to the various income levels.

a. GENERAL PLAN LAND USE DESIGNATIONS

By definition, local land use controls constrain housing development by restricting housing to certain sections of Plymouth and by limiting the number of housing units that can be built on a given parcel of land. The City's General Plan (General Plan) establishes land use designations for all land within Plymouth and defines community growth boundaries. The Land Use and Character Element also includes a land use map that establishes the location of each of these designations. Table III-P-1 identifies the different land use designations in Plymouth's General Plan that accommodate residential development.

Table III-P-1. Residential Land Use Categories and Density					
Land Use Category	Development Options	Average Lot Size	Open Space Ratio/Landscape Surface Ratio	Maximum Residential Density (du/ac)	Maximum Floor Area Ratio
Agriculture	This designation is intended for those areas within the SOI that are under Williamson Act contract, those beyond the 20-year growth area, and those for which there are not available and adequate facilities and services within the horizon of this plan. There are residential development options to allow septic/well and septic/rural water developments at very low densities, consistent with the intended agricultural character.	10 ac. (Farmstead) 1 ac. (Residential (septic & well)) 21,780 sf. (Residential (Septic & Rural Water))	0.00 (Farmstead) 0.70 (Residential (septic & well)) 0.80 (Residential (Septic & Rural Water))	0.10 (Farmstead) 0.25 (Residential (septic & well)) 0.31 (Residential (Septic & Rural Water))	--
Suburban	This designation is for larger lot and fringe area development.	43,560 sf. (Large Lot Single Family) 21,780 sf. (Single family) 12,500 sf. (Cluster)	0.10 (Large Lot Single Family) 0.20 (Single family) 0.25 (Cluster)	0.70 (Large Lot Single Family) 1.31 (Single family) 2.28 (Cluster)	--
Auto-Urban Residential	This designation is for single family and planned development types.	6,000 sf. (Single Family) 6,000 sf. (Planned)	0.15 (Single Family) 0.20 (Planned)	3.58 (Single Family) 4.80 (Planned)	--
Urban	The purpose of this district is to reinforce the urban character of downtown and to provide living opportunities within downtown, thereby helping to meet community housing objectives.	2,000 sf. (all residential)	0.15 (all residential) 0.0 (historic downtown)	16 (all residential)	1.86
Suburban Commercial	This district is for the historic downtown to reinforce the urban character of development.	n/a	0.40 (all uses)	--	0.28
Auto-Urban Commercial	This district is for larger, automobile-oriented commercial development adjacent to corridors and major intersections	n/a	0.20	--	7.50/0.23 (Mixed Use) 0.32 (all uses)

Industrial	This district provides a location in the community for heavier commercial, light industrial, and business park operations.	n/a	0.30 (outer ring) 0.77 (inner ring)	--	0.67 (outer ring) 0.77 (inner ring)
Source: City of Plymouth General Plan					

b. ZONING ORDINANCE

The Zoning Ordinance is among the chief implementing tools for the General Plan. The Zoning Ordinance specifies development standards for all applications such as setbacks, parking requirements, height limits, and lot coverage for individual zoning districts. Periodically, the Zoning Ordinance is reviewed to ensure its consistency with the policies of the General Plan, as required by Government Code Section 65860, and amendments are initiated to enhance its value in accommodating new development. The Zoning Ordinance provides for an array of residential districts throughout Plymouth that allow a variety of different residential uses. Table III-P-2 identifies the zoning districts in Plymouth that allow residential uses and the appropriate General Plan land use designations. The Zoning Ordinance includes eight zoning districts that allow for residential uses with maximum densities ranging from 0.05 to 16 dwelling units per acre.

Table III-P-2. General Plan Land Use Categories and Zoning	
General Plan Land Use Category	Zoning Districts
Agriculture	Agriculture (A)
Suburban	Rural Residential (RR)
Auto-Urban	Standard Residential (SR)
Urban	Village Residential (VR)
Suburban Commercial	Village Commercial (VC)
Suburban Commercial (SC)	Suburban Commercial (SC)
Auto-Urban Commercial	Highway Commercial/ Commercial (HC/C)
Industrial	Industrial/Business Park (I/BP)
Source: Plymouth Zoning Ordinance (Title 19) (2014 and amended 2017)	

Development Standards

The City regulates the type, location, density, and scale of residential development, primarily through its Zoning Ordinance. Zoning regulations are designed to protect and promote the health, safety, and general welfare of residents as well as implement the policies of the Plymouth General Plan. The Zoning Ordinance also helps preserve the character and integrity of existing neighborhoods. The setbacks and height requirements are comparable to other rural cities throughout the State and do not constrain the allowed residential uses in each zone. Table III-P-3 summarizes the current residential standards for both single family and multifamily development.

[The City's standards accommodate development at the maximum allowed intensities. For example, a 2,000 s.f. lot in the SR zone would be required to provide 25% open space and would require approximately 15% of the site for driveway/access \(driveway of 12 feet by 15 feet plus 120 s.f. of other exterior space \(HVAC, etc.\) which resulting in 65% \(1,300 s.f.\) of the site available. Lot coverage of the structure is limited to 50%, which is within the remaining 1,300 s.f. available. The maximum lot coverage for a 2,000 s.f. lot in the SR zone would allow 1,000 s.f. of development at ground level with another 1,000 to 1,500 s.f. \)2 to 2.5 stories within the 35 foot maximum\), more than accommodating a 3- or 4-bedroom home. The open space and lot coverage requirements would accommodate even more development in the other zones, based on either larger minimum lot sizes \(RR\) or larger lot coverage allowances \(VR\). The open space and lot coverage requirements are not expected to have a significant impact on housing cost, as development at the maximum allowed densities can be achieved and the open space requirements do not include any extensive maintenance or landscaping requirements.](#)

Table III-P-3. City of Plymouth Development Standards

Development Standard	Agriculture (A)	Rural Residential (RR)	Standard Residential (SR)	Village Residential (VR)	Village Commercial (VC)	Suburban Commercial (SC)	Highway Commercial/ Commercial (HC/C)	Industrial/ Business Park (I/BP)	High Density Residential Overlay (HOR)
Minimum Density	2 du/40 ac	0.60 du/ac	4.0 du/ac	8.0 du/ac	None	None	None	None	16 du/ac
Maximum Density	0.3 du/ac	2.28 du/ac	4.8 du/ac	16.0 du/ac	None	None	None	None	21 du/ac
Floor Area Ratio Minimum Maximum	-	-	-	-	0.4 1.86	0.25 0.28	0.10 0.32	0.0 0.77	Same as underlying district
Min. Lot Size (sq. ft.)	40 acres	12,000	2,000	2,000	None	6,000	9,000	12,000	
Setbacks (Min.)									
Front Yard (ft.)	50	20	14	5	0	5	25	25	
Side Yard (ft.)	25	10	5	5	0	--	--	--	
Side Yard- Interior (ft.)	--	--	--	--	0	0	0	0	
Side Yard- Street (ft.)	--	--	--	--	0	10	10	25	
Rear Yard (ft.)	50	20	5	5	10	10	25	25	
Max. Lot Coverage	n/a	25%	50%	75%	80%	75%	50%	75%	
Open Space/Landscape Area Requirement	80%	8035%	8025%	8025%	0%	0%	0%	0%	
Max. Building Height (ft.)	35	35	35	35	35	35	35	35	

Source: Plymouth Zoning Code (Title 19) (2014 and amended 2017)

Table III-P-4 provides setback, coverage, and height requirements for various zoning districts within Plymouth which allow for residential development. The setbacks and height requirements are comparable to other communities throughout the State but include slightly larger rear and front setback and lower height limitation requirements than other jurisdictions within Amador County.

Table III-P-4. Zoning District Setbacks

Zoning District	Front Setback	Side Setback	Rear Setback	Maximum Height	Maximum Height Accessory Structure	Accessory Structure Setback
Agriculture (A)	50 ft	25 ft	50 ft	35 ft	12 ft	--
Rural Residential (RR)	20ft/30ft ¹	10 ft	20 ft	35 ft	12 ft	--
Standard Residential (SR)	14ft/20ft ²	5 ft	15 ft	35 ft	12 ft	--
Village Residential (VR)	5 ft	5 ft	5 ft	35 ft	12 ft	--
Village Commercial (VC)	0 ft	0 ft – Street 0 ft. - Interior	10 ft	35 ft	12 ft	--
Suburban Commercial (SC) ³	5 ft	10 ft – Street 0 ft. - Interior	10 ft	35 ft	12 ft	5 ft
Highway Commercial/ Commercial (HC/C) ³	25 ft	10 ft – Street 0 ft. - Interior	25ft	35 ft	12 ft	5 ft

Industrial/Business Park (I/BP) ⁴	25 ft	25 ft – Street 0 ft. – Interior	25 ft	35 ft	12 ft	10 ft
Notes: 1 On rural residential lots, the front setback may be reduced to 20 feet for all active living quarters. Garages, rooms used for storage and other inactive portions of the house must remain behind the 30-foot setback. 2 On suburban residential lots, the front setback may be reduced to 14 feet for all active living quarters. Garages and other rooms used for storage and inactive portions of the house must remain behind the 20-foot setback. 3 Must maintain a 25ft. residential buffer. 4 Must maintain a 100ft. residential buffer.						
Source: Plymouth Zoning Ordinance (Title 19), (2014 and amended 2017)						

Parking Requirements

Plymouth's parking regulations are set forth in Section 19.76.040 of the Zoning Ordinance, which identifies the number of spaces required for each land use and disabled persons. Table III-P-5 below shows the parking regulations pertaining to the development of residential units. As part of development review process, each new or modified land use is required to provide a parking plan using the standard number of off-street vehicle parking spaces identified in Sections 19.76.040 (Off-Street Parking Requirements) and 19.76.060 (General Parking Requirements). While Plymouth's parking requirements are comparable to regional jurisdictions, the requirement for two spaces per multifamily unit, including one enclosed space, may constrain multifamily developments – particularly developments serving seniors, persons with a disability, and other populations that may have smaller than average household sizes. [While the requirement for 1 parking space per 2 occupants is appropriate for boarding houses and similar uses, this requirement could be a constraint if applied to residential care facilities or group homes which may have lower parking requirements due to the needs of their residents. The City requires one covered and one uncovered space for multifamily dwellings plus an additional space for every three units.](#) To address potential constraints associated with parking, the City allows reductions to parking requirements through an Administrative Use Permit (Planning Director approval) to allow shared parking so that parking may serve multiple uses on a site or multiple sites and to allow other parking reductions (reductions are not allowed for a single family unit, ADU, or duplex) provided that the project can demonstrate it will be adequately served by the proposed parking, parking demand generated by the project will not exceed the capacity or have a detrimental impact on on-street parking in the surrounding area, and the site plan is consistent with the objectives of the Zoning District and incorporates features such as unobtrusive off-street parking placed below the ground level of the project with commercial uses above or enclosed parking on the ground floor. [While construction costs are not available specifically for Amador County, the cost of parking can range from \\$5,000 to \\$10,000 for a parking space in a surface lot \(strongtowns.org, 2023\), to a cost of \\$27,900 for enclosed space \(WGI Parking Structure Outlook for 2022\). The City's parking requirements for multifamily units do exceed the alternative parking ratios under State Density Bonus law and may constrain affordable and special needs housing developments.](#) While the Administrative Use Permit [process to request reduced parking](#) removes most constraints associated with parking, Program 17 requires the Zoning Ordinance to be updated to: 1) establish parking requirements for mixed use developments, ~~and~~ 2) to either reduce the parking requirement for multifamily developments to require 1 space for studio units and 1.5 spaces for 1- and 2-bedroom units or to revise Section 19.76.050.B. to allow parking reductions for multifamily development without requiring that parking be unobtrusively placed below ground or in an enclosed structure, [3\) to require that the parking standards for a residential care facility are the same as required for a dwelling of the same type in the same zone, and 4\) to update the City's parking requirements to allow alternative parking ratios of 1 space per studio and one bedroom units and 1.5 spaces for two to three bedroom units for affordable and special needs housing projects.](#) Parking for accessory dwelling units and emergency shelters are discussed separately.

Table III-P-5. Residential Off-Street Parking Requirements

Residential Use	Required Parking Spaces
Accessory dwelling units	1 space per dwelling unit; exemptions provided pursuant to State law
Boarding and rooming houses and group dwellings	1 space per each 2 occupants for which sleeping facilities are provided
Dwelling, single family	2 fully enclosed spaces per dwelling unit
Dwelling, second family – excluding duplex	1 fully enclosed space per dwelling unit
Dwelling, multiple family	1 enclosed space per dwelling unit, 1 uncovered space per dwelling unit, plus 1 additional space for every 3 units
Dwelling, duplexes	1 enclosed space per dwelling unit, 1 uncovered space per dwelling unit, plus 1 additional space for every 3 units
Dwelling, senior units	1 enclosed parking space and 1 uncovered space per dwelling unit
Mobile home park	1 space per dwelling unit
Boarding and rooming houses and group dwellings	2 spaces per home site
Source: Plymouth Zoning Ordinance (Title 19), (2014 and amended 2017)	

Allowed and Conditional Uses

To promote higher densities and mixed land uses, Plymouth allows various uses within a range of zoning districts to accommodate a variety of housing types. As shown on Table III-P-6, a number of zoning districts in Plymouth allow a range of residential uses that are permitted by-right and subject solely to a zoning clearance; however, many districts also allow additional residential uses with an Administrative Use Permit (AUP) or Conditional Use Permit (CUP). CUPs are discretionary permits that address whether a proposed use is suitable in a specific location and is designed to properly integrate with the community or with nearby uses.

Table III-P-6. Zoning Districts Permitting Residential Uses

Uses	A	RR	SR	VR	VC	SC	HC/C	I/BP
Artisan, Live/Work	P	P	P	P	-	-	-	-
Boarding House	A	A	A	P	-	-	-	-
Convalescent Facility	A	A	P	P	N	P	A	N
Dwellings, Single Family Attached (townhouse, duplex, fourplex)	P	P	P	P	C	C	C	C
Dwelling, Single Family second unit attached	P	P	P	P	C	C	C	-
Dwellings, Single Family second unit detached	P	P	P	P	C	C	C	-
Dwellings, Multifamily	P	P	A	P	C	C	C	C
Dwellings, Above Commercial					A	A	A	N
Emergency Shelter						P	P	P
Employee Housing	P	P	P	P	C	C	C	C
Group Home – 6 or fewer residents	P	P	P	P	-	-	-	-
Group Home – more than 6 residents	A	C	C	C	-	-	-	-
Mobile Homes	C	A	A	-	-	-	-	--
Supportive Housing	P	P	P	P	C	C	C	C
Transitional Housing	P	P	P	P	C	C	C	C
Notes: P = Permitted Use Allowed by Right A = Administrative Use Permit CUP = Conditional Use Permit								
Source: Plymouth Zoning Code (Table 19.56.030-1)								

The following describes the allowed and conditional uses allowed by the Zoning Ordinance and their consistency with current State laws and regulations:

Single Family Dwellings

Single family units are defined in 19.98.020 of the Zoning Ordinance as a detached building containing only one dwelling unit. The Zoning Ordinance does not address stand-alone single family developments, but rather provides for single family attached units (such as townhomes, duplexes, fourplexes, etc.), single family dwellings with a second unit attached, and single family dwellings with a second unit detached. Single family units of these types are allowed in all residential districts and subject to a conditional use permit in the VR, VC, SC, and HC/C zones. Allowing non-attached single family units in the VR, VC, SC, and HC/C zones may reduce the variety of housing types in the City, by reducing availability of land in these zoning districts to accommodate multifamily units including affordable apartment projects. The lack of provision for stand-alone detached single family units may result in higher development costs by requiring all single family units be developed as attached units or with a second unit. Program 17 in the Housing Plan reduces these constraints by limiting development of single family units in the VR, VC, SC, and HC/C zones and by ensuring that detached single family units are allowed as a permitted use in the A, RR, and SR zones.

Multifamily Dwellings

Multifamily units are defined in 19.98.020 of the Zoning Ordinance as any building, group of buildings, or portion thereof which includes two or more dwelling units. Multifamily units are allowed as a permitted use in the A, RR, and VR zones and are also allowed subject to an Administrative Use Permit in the SR zones, and subject to a conditional use permit in the VC, SC, HC/C zones. The findings for a Conditional Use Permit, as discussed below under Section 3. Processing and Permit Procedures, are objective findings and do not constrain multifamily projects. The setback, height requirements, lot coverage, and landscaping requirements accommodate the maximum floor area ratios/densities and would not limit the potential for multifamily development. Program 3 in the Housing Plan requires sites to be rezoned to allow multifamily development to accommodate the RHNA as required by Government Code Section 65583.2(h).

Accessory Dwelling Units

Government Code Section 65852.2 establishes State standards for accessory dwelling units (ADUs), which are referred to as second units in Plymouth. Jurisdictions may adopt local ordinances that meet the state standards; however, without a local ordinance, State ADU regulations apply and local governments cannot preclude ADUs. The purpose of an ADU is to provide additional housing options for family members, students, the elderly, in-home health care providers, the disabled, veterans and others, in existing urban, suburban, and rural residential areas without substantially changing the use, appearance, or character of a neighborhood.

In 2019, the Governor signed a series of bills that significantly limit local jurisdiction's ability to restrict the development of ADUs. Assembly Bill (AB) 68, AB 587, AB 670, AB 671, AB 881, and Senate Bill (SB) 13 provide revisions to Government Code Section 65852.2 to further lift constraints on ADUs. These recent laws also provide numerous other standards, addressing lot coverage restrictions, lot size restrictions, owner-occupancy requirements, and changes to parking requirements, and addressing certain covenants, conditions, and restrictions that prohibit or unnecessarily restrict ADUs. In general, under these new laws:

- A Junior ADU and ADU are allowed on the same property;
- A local jurisdiction must ministerially approve a detached ADU that is less than 800 square feet, has an overall height less than 16 feet, and has at least four-foot rear and side-yard setbacks;
- A local jurisdiction must review and approve compliant ADUs within 60 days instead of 120 days;
- A local jurisdiction is prohibited from imposing development impact fees, excluding connect fee or capacity charges on ADUs smaller than 750 square feet;

- A local jurisdiction is prohibited from establishing a minimum square footage requirement for either an attached or detached ADU that prohibits an efficiency unit.
- A local jurisdiction is prohibited from establishing a maximum square footage requirement for either an attached or detached ADU that is less than 850 s.f. and 1,000 s.f. if the ADU contains more than 1 bedroom.
- A local jurisdiction may now choose to allow the sale of an ADU in certain circumstances; and
- Home Owner Associations and other common interest developments are prohibited from not allowing or unreasonably restricting the development of ADUs.

Section 19.56.30 and 19.56.040 of the Zoning Ordinance provides provisions and development standards for Accessory Structure and Second Units in Plymouth, which are mostly consistent with State laws and regulations. To ensure consistency with state law, the City allows second units without discretionary review in all residential districts. However, the City's requirements do not address several recent provisions of State law:

- One ADU and one JADU must be allowed on lots with an existing or concurrently built single family unit and ADUs shall be allowed with multifamily buildings pursuant to Government Code Section 65852.2(e).
- A detached ADU that is less than 800 square feet, is 16 feet or less in height, and has at least four-foot rear and side-yard setbacks must be ministerially approved.
- Compliant ADUs must be reviewed and approved within 60 days.
- Development impact fees, excluding connect fee or capacity charges, shall not be required on ADUs smaller than 750 feet.
- Parking shall not exceed 1 space per ADU or 1 space per bedroom, whichever is less.
- Junior ADUs shall be allowed as identified at Government Code Section 65852.2(a) and (b).

Program 4 in the Housing Plan requires the Zoning Ordinance to be updated to address requirements of State law related to ADUs and Junior ADUs.

Residential Care Facilities

California Health and Safety Code (HSC) Section 1566.3 establishes requirements for the local zoning standards for residential facilities that serve 6 or fewer persons. Section 1566.3(e) specifies that no conditional use permit, zoning variance, or other zoning clearance shall be required of a residential facility that serves 6 or fewer persons that is not required of a family dwelling of the same type in the same zone while paragraph (g) indicates "family dwelling," includes, but is not limited to, single family dwellings, units in multifamily dwellings, including units in duplexes and units in apartment dwellings, mobile homes, including mobile homes located in mobile home parks, units in cooperatives, units in condominiums, units in townhouses, and units in planned unit developments. HSC Section 1569.85 further specifies these same requirements for residential care facilities for the elderly that serve 6 or fewer persons.

Section 19.98.20 of the Zoning Ordinance defines Residential Care Facilities as a residential care facility which provides 24-hour nonmedical care for more than 6 persons 18 years of age or older, or emancipated minors, with chronic, life-threatening illness in need of personal services, protection, supervision, assistance, guidance, or training essential for sustaining the activities of daily living or for the protection of the individual. This classification includes, but is not limited to, rest homes, residential care facilities for the elderly, adult residential facilities, wards of the juvenile court, and other facilities licensed by the State of California. Convalescent homes, nursing homes, and similar facilities providing medical care are included under the definition of Medical A residential care facility is defined as a dwelling unit and permitted in the same manner as a dwelling unit of the same type.

Residential Care Facilities are included in the Zoning Ordinance definition of Group Homes and homes with fewer than 6 residents are permitted by right within the A, RR, SR, and VR zoning districts. Group Homes with more than 6 residents require an Administrative Use Permit in the A zoning districts but require conditional approval in the RR, SR, and VR zoning districts. [The requirement for a conditional use permit in the RR, SR, and CR zones reduces housing opportunities for persons with a disability in these districts](#) The City's Zoning Ordinance does not allow group homes with 6 or fewer residents in the VC, SC, HC/C, I/BP zoning districts in the same manner as other residential uses of the same type. Further, the Zoning Ordinance does not provide for group homes serving 6 or more residents as a permitted use in any zoning district, which constrains development of these types of group homes. Program 17 in the Housing Plan requires the Zoning Ordinance to allow group homes serving 6 or fewer persons consistent with the requirements of State law and to allow group homes serving more than 6 persons as a permitted use in the VR, VC, and SC districts [and to allow residential care facilities serving more than 7 persons in zones that allow residential uses subject to the same requirements of dwellings of the same type in the same zone.](#)

Single Room Occupancy Facilities

The Zoning Ordinance defines single room occupancy (SRO) facilities as multi-unit housing for very low-income persons that typically consists of a single room and shared bath and also may include a shared common kitchen and common activity area. SROs may be restricted to seniors or be available to persons of all ages. Subsidized versions may be supervised by a government housing agency as multi-unit housing for very low-income persons that typically consists of a single room and shared bath and also may include a shared common kitchen and common activity area. While SROs are defined in the Zoning Ordinance, SROs are identified as an allowed residential use in any of the zoning districts. Program 17 requires the Zoning Ordinance to allow SROs as a permitted use in the VR and VC zones to encourage a variety of housing types.

Employee Housing

Zoning Ordinance Section 19.98.020 defines employee housing as meaning: (a) employee housing that serves six or fewer persons shall be permitted as a single family structure and permitted in the same manner as other single family structures of the same type in the same zone (Health and Safety Code Section 17021.5) in all zones allowing single family residential uses; and (b) employee housing consisting of no more than twelve (12) units or thirty-six (36) beds shall be permitted as an agricultural use and permitted in the same manner as other agricultural uses in zones allowing agricultural uses (Health and Safety Section 17021.6).

HSC Section 17021.5 requires that employee housing serving 6 or fewer employees shall be deemed a single family structure and shall be treated subject to the standards for a family dwelling in the same zone. The City's definition of employee housing is consistent with State law and ensures employee housing serving 6 or fewer persons is permitted in the same manner as other single family structures of the same type in the same zone.

HSC Section 17021.6 requires that any employee housing consisting of no more than 36 beds in a group quarters or 12 units or spaces shall be deemed an agricultural land use and permitted in the same manner as agricultural uses, with exceptions related to various health, safety, and resource conservation provisions identified in HSC Section 17021.8.

The Zoning Ordinance definition of employee housing is: "Employee housing means: (a) employee housing that serves six or fewer persons shall be permitted as a single family structure and permitted in the same manner as other single family structures of the same type in the same zone (Health and Safety Code Section 17021.5) in all zones allowing single family residential uses; and (b) employee housing consisting of no more than twelve (12) units or thirty-six (36) beds shall be permitted as an agricultural use and permitted in the same manner as other agricultural uses in zones allowing agricultural uses (Health and Safety Section 17021.6)." This definition addresses the required employee housing types required by State law.

Employee housing is a permitted use in the A, RR, SR, and VR zoning districts and requires a CUP in the VC, SC, HC/C, and I/BP zones. This is consistent with the requirements of State law as employee housing is permitted in the same manner as a single family structure in the same zone. Further, agricultural uses are allowed in the A, RR, SR, and VR zones and employee housing is a permitted use in these zones. The Zoning Ordinance definition establishes that employee housing of no more than 12 units or 36 beds to be permitted as an agricultural use and in the same manner as other agricultural uses.

Further, HSC Section 17021.8 requires streamlined, ministerial approval and application of reasonable objective development standards for eligible agricultural employee housing, which must not contain dormitory-style housing and must be 36 or fewer units or spaces designed for use by a single family or household. To qualify for the streamlined, ministerial approval process, an eligible agricultural housing development must meet the health, safety, and resource conservation provisions HSC 17021.8(a). The Zoning Ordinance currently does not provide for ministerial approval of eligible developments as required by HSC 17021.8. Program 17 in the Housing Plan will update the Zoning Ordinance to address agricultural employee housing consistent with the requirements of HSC 17021.8.

Emergency Shelters

Government Code Section 65583 requires each jurisdiction to identify 1 or more zoning districts where emergency shelters are allowed without a discretionary permit, such as a use permit. California HSC Section 50801(e) defines an emergency shelter as “housing with minimal supportive services for homeless persons that is limited to occupancy of 6 months or less by a homeless person. The Zoning Ordinance defines emergency shelters in Section 19.98.20 as Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay. The Zoning Ordinance notes that emergency shelters are allowed by right (e.g., without discretionary action) in SC, HC/C, and I/BP zones. [The City has 1 vacant 0.78-acre site in the SC zone that is within 1 mile of services and the Downtown and has more than adequate capacity \(anticipating 1 bed/occupant per 200 s.f. of site area\) to accommodate the City's unsheltered homeless population.](#)

[AB 2339 has updated emergency shelter requirements to:](#)

- [Expand the definition of “emergency shelters” to include other interim interventions, including but not limited to, navigation centers, bridge housing, and respite or recuperative care.](#)
- [Require that zoning designations identified to allow emergency shelters as a permitted use without a conditional use or other discretionary permit must allow residential uses.](#)
- [Require analysis of any adopted written objective standards for potential governmental constraints.](#)

[The City's definition of emergency shelter has not been expanded to include other interim interventions.](#)

The State's regulatory requirements for emergency shelters are outlined in Government Code Section 65583(a)(4), which establishes objective standards for emergency shelters. The objective standards address parking, proximity (no closer than 300 feet of any other emergency shelter unless such shelter is located on the same lot or within the same building), receiving and reception area, a security plan, and a management plan. [These standards are consistent with State law and do not constrain the location of development of an emergency shelter.](#)

The Zoning Ordinance does not include standards for emergency shelters other than the definition and allowed zoning districts provided above. Furthermore, the Zoning Ordinance does not define number of parking spaces for emergency shelters. Therefore, the emergency shelter parking requirements are inconsistent with the State's regulatory requirements, which requires sufficient parking to accommodate all staff working in the emergency shelter, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone. ~~Therefore, this~~ [This therefore](#) represents a potential constraint to emergency shelter development.

Religious institutions are allowed with a conditional use permit in the A, RR, and P districts. The Zoning Code does not identify that emergency shelters are allowed as ancillary uses to permitted places of worship and churches, as required by the federal Religious Land Use and Institutionalized Persons Act. Therefore, this represents a potential constraint to emergency shelter development. Program 17 will ensure emergency shelters are allowed ancillary to permitted places of worship and churches.

Recent California Legislation (AB 761) has provided an update to Government Code Section 65583 to authorize vacant armories to be used as emergency shelters; however, there are no armories located in Plymouth.

Program 17 in the Housing Plan will require the City to revise the Zoning Code to 1) define emergency shelters consistent with Government Code Section 65583(a)(4)(C) to include other interim interventions, including but not limited to navigation centers, bridge housing, and respite or recuperative care, 2) amend parking requirements to be consistent with the State's regulatory requirements, and 3) allow emergency shelters ancillary to permitted places of worship and churches.

Transitional and Supportive Housing

Government Code 65583(c)(3) states that transitional and supportive housing shall be considered a residential use and only subject to the restrictions that apply to other residential uses of the same type in the same zone. Transitional housing is defined (Government Code Section 65582(j) and HSC 50675.2(h)) as “buildings configured as rental housing developments, but operated under program requirements that require for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months.” Supportive housing is defined (Government Code Section 65582(g) and HSC 50675.14(b)) as “housing with no limit on length of stay, that is occupied by the target population as defined in subdivision (d) of Section 53260, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.”

Section 19.98.020 of the Zoning Ordinance defines supportive housing as Housing with no limit on length of stay, that is occupied by the target population, and that is linked to an on-site or off-site service that assists the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Section 19.98.020 of the Zoning Ordinance defines transitional housing as buildings configured as rental housing developments, but operated under program requirements that require the termination of assistance and recirculating of the assisted unit to another eligible program recipient at a predetermined future point in time that shall be no less than six months from the beginning of the assistance. As shown by Table III-P-6, transitional and supportive housing is allowed by right in the A, RR, SR, VR zones and with a conditional use permit in the VC, SC, HC/C, and I/BP zones.

Government Code Section 65583(c)(3) and Government Code Article 11 (commencing with Section 65650) were revised in 2019 to implement AB 2162 which requires that specified supportive housing developments shall be a use by right in multifamily and mixed use zones with a streamlined and ministerial review and not be subject to discretionary review (e.g.: use permit, etc.). For a project to be eligible for the streamlined and ministerial AB 2162 process, it is required to meet specific criteria.

The Zoning Ordinance is consistent with the requirements of State law that transitional and supportive housing be treated as a residential use and only subject to standards for a residential use in the same zone, with the exception that dwellings above commercial uses in the VC, SC, and HC/C zoning districts are allowed with an Administrative Use Permit and the CUP requirement for transitional and supportive housing is more restrictive. The Zoning Ordinance does not address the requirement to allow eligible supportive housing developments by right in multifamily and mixed use zones. Program 17 in the Housing Plan requires the Zoning Ordinance to be modified to allow supportive and transitional housing consistent with the requirements of State law.

Low Barrier Navigation Centers

A “low barrier navigation center” is housing or shelter in which a resident who is homeless or at risk of homelessness may live temporarily while waiting to move into permanent housing. Assembly Bill (AB) 101 was approved on July 31, 2019, which added Article 12 (commencing with Section 65660) to Chapter 3 of Division 1 of Title 7 of the Government Code to address “low barrier navigation centers”. Government Code Section 65660 requires a low barrier navigation center use to be allowed by right in areas zoned for mixed uses and nonresidential zones permitting multifamily uses if it meets specified requirements. Additionally, AB 101 defines “low barrier navigation center” as a housing first, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. Low barrier navigation center developments are essential tools for alleviating the homelessness crisis and are considered a matter of statewide concern. “Low barrier navigation centers” are a “by right use” in areas “zoned for mixed use and nonresidential zones permitting multifamily uses.” The Plymouth General Plan and Zoning Ordinance do not address or define low barrier navigation centers. Program 17 in the Housing Plan requires the Development Code to be modified to allow low barrier navigation centers consistent with the requirements of State law.

Mobile Home Park and Manufactured Homes

A manufactured home or a mobile home located outside a mobile home park shall conform to all of the residential use development standards for the zoning district in which it is located. Government Code Section 65583 requires that manufactured homes attached to a permanent solid foundation system be allowed on lots zoned for single family residential dwellings and, except for architectural requirements for the roof overhang, roofing material, and siding material, shall only be subject to the same development standards applicable to a single family residential dwelling on the same lot.

“Manufactured home” is defined by the Zoning Ordinance as “A factory-built or manufactured home including mobile homes, as permitted by State of California and Federal laws. A manufactured home is synonymous with the definition of a single family dwelling and may be erected with or without a permanent foundation”. “Mobile Home” is defined by the Zoning Ordinance as “A type of manufactured housing that is subject to the National Manufactured Housing Construction and Safety Act of 1974.”

While the City’s definition of manufactured home does not distinguish a manufactured or mobile home from a single family dwelling and does not establish separate requirements for manufactured homes that are constructed as single family homes, mobile homes are treated differently than single family homes. Table 19.56.030-1 identifies that mobile homes require a CUP in the A zone and an AUP in the RR and SR zones and are not permitted in the VR zones; this requirement does not address mobile homes on a permanent versus temporary foundation and is inconsistent with the above-stated requirement of Government Code Section 65583. Program 17 in the Housing Plan ensures that the Zoning Ordinance will be updated to clarify that a mobile home on a permanent foundation to be treated in the same manner as a single family home.

Persons with Disabilities (Reasonable Accommodation)

On January 1, 2002, SB 520 became effective and required local jurisdictions to analyze local government constraints on developing, maintaining, and improving housing for persons with disabilities. In accordance with SB 520 and Government Code 65583(a) (7) Plymouth recognizes the importance of providing housing for persons with disabilities. Additionally, Government Code Section 65008 requires localities to analyze potential and actual constraints upon housing for persons with disabilities, demonstrate efforts to remove governmental constraints, and include programs to accommodate housing designed for disabled persons. As part of the Housing Element update process, Plymouth analyzed the Zoning Ordinance, permitting procedures, development standards, and building codes to identify potential constraints. This analysis represented a comprehensive review of Plymouth’s regulatory requirements and their potential impact on reasonable accommodations for persons with disabilities.

The City’s analysis included an evaluation of zoning standards, building code interpretation and enforcement, other regulatory standards, and permit processes for compliance with the State of California accessibility standards. The City determined whether these requirements are constraints to special housing accommodations for persons with disabilities (such as handicapped access within required set-backs or yards), whether Plymouth facilitates alternative housing types with supportive services for persons with disabilities who cannot live independently and whether conditions for approval are reasonable.

The Lanterman Development Disabilities Act (Lanterman Act) is the part of California law that sets out rights and responsibilities of persons with developmental disabilities. The Lanterman Act impacts local Zoning Ordinances by requiring the use of property for the care of 6 or fewer disabled persons to be classified as a residential use under zoning, subject only to the single family or multifamily permit processing requirements and standards applicable to housing of the same type.

Compliance with provisions of the federal ADA is assessed and enforced by the Building Official in the City of Plymouth. ADA access is enforced through building permit entitlement and is required for all commercial development, new construction of multifamily apartments with three or more units in any one building, and new construction of congregate housing or shelters. Special ADA access retrofitting is not required for remodeling or renovation of buildings, but only for new construction.

To ensure fair and efficient process for persons with disabilities to make necessary accessibility adjustments to their homes, the City will amend the Zoning Ordinance to create a reasonable accommodation procedure. Additionally, the definition of “family” in the Development Code has been updated to state “one or more persons living together in a dwelling unit with common access to and common use of all living, kitchen, and eating areas within the dwelling unit.” [This definition does not constrain residential care facilities or other household situations where unrelated persons may live together as a household.](#)

The City has analyzed its land use, zoning, and building code provisions and processes to determine what accommodations and constraints exist to housing production for persons with disabilities. Individuals in this special needs group may reside in residential units in any zoning district that allows residential, commercial, or institutional uses. Some individuals may choose to reside in a residential facility or a group home designed for occupancy by or with supportive services for persons with disabilities. The Zoning Ordinance does not differentiate between related and unrelated persons in the occupancy of residential units. The Zoning Ordinance allows group homes for six or fewer persons by right in all residential zoning districts. Group homes of six or more persons are permitted with Administrative Use Permit in agricultural zones and with a conditional use permit in all other residential zones. There is no restriction as to minimum distances between group homes. [As previously discussed, Program 17 ensures the City will allow group homes consistent with the requirements of State law and allow group homes serving more than six persons in all residential zones as a permitted use.](#)

Section 19.98.20 defines Group Home as the use of any single family residence or other dwelling unit for a group residence where residents pay a fee or other consideration to the group home operator in return for residential accommodations. A group home includes a boarding home or a rooming house, as well as a group residence for the elderly, or mentally or physically disabled or handicapped persons, or other persons in need of care and supervision. Each dwelling unit so used shall be considered a single group home. The term group home includes both licensed and unlicensed group homes.

1. Licensed Group Home. A licensed group home is any residential facility subject to state licensing requirements pursuant to the California Health and Safety Code, implementing state regulations, and amendments thereto. Any group home which is subject to State licensing requirements shall be treated as an unlicensed group home if the facility's license has expired or such license has been suspended, revoked or terminated. Group homes subject to State licensing requirements include the following:
 - a. Residential facilities providing nonmedical residential care, specifically, any residential community care facility, a residential care facility for the elderly and an alcoholism or drug abuse recovery or treatment facility.
 - b. The following types of health facilities, specifically, a congregate living health facility; an intermediate care facility/developmentally disabled habilitative facility; an intermediate care facility/developmentally disabled, and an intermediate care facility/developmentally disabled-nursing.
2. Unlicensed Group Home. An unlicensed group home is the use of a dwelling unit by an owner or operator as a dormitory, boarding house, rooming house, or similar use, where such residential facility is not subject to State licensing requirements or whose State license has expired, or has been suspended or revoked.

Furthermore, as mentioned earlier, Section 19.98.20 also defines Residential Care Facilities as a residential care facility which provides 24-hour nonmedical care for more than 6 persons 18 years of age or older, or emancipated minors, with chronic, life-threatening illness in need of personal services, protection, supervision, assistance, guidance, or training essential for sustaining the activities of daily living or for the protection of the individual. This classification includes, but is not limited to, rest homes, residential care facilities for the elderly, adult residential facilities, wards of the juvenile court, and other facilities licensed by the State of California. Convalescent homes, nursing homes, and similar facilities providing medical care are included under the definition of Medical Services, Extended Care within the city's Zoning Ordinance. This definition of Residential Care Facilities appears to expand on the licensed group homes definition identified above.

In 2019, the City adopted the 2019 California Building Code. Chapter 11 of the California Building Code provides accessibility requirements. This chapter incorporates provisions from the ADA and specifies that a number of the residential units in new multifamily construction of three and more apartments or four and more condominiums must be accessible or adaptable.

The City does not impose special permit procedures or requirements that could impede the retrofitting of homes for accessibility. The City consistently applies the requirements of the Development Code to all residential projects and has not noted any impacts which suggest a [constraint or](#) limitation on the construction of housing units designed for persons with disabilities. The City has

received no complaints from local building contractors or lower-income and/or senior citizen housing advocates regarding any impacts on the construction or rehabilitation of housing for persons with physical disabilities created as a result of building codes.

The City does not impose special occupancy permit requirements or business licenses for the establishment or retrofitting of structures for residential uses serving persons with a disability.

The City enforces the development standards and building codes, which are minimum standards for health and safety and therefore should not be relaxed. Planning staff work with members of the public to find ways to address their special needs within the provisions of these codes. Specifically, staff's review (and recommendations) of projects that are proposed to meet special housing needs (e.g., seniors, large families, persons with disabilities) also consider zoning and permit procedures, as well as the appropriateness of applicable site development standards. If needed and determined not to be detrimental to the public health and safety, permit procedures and standards may be relaxed (e.g., parking requirements) to facilitate development. Staff typically consults with the property owner and developer to identify issues during the initial stages of the application process. While staff works with the public to address accommodation requests, the City has not adopted a reasonable accommodation program to ensure that requests for reasonable accommodation are addressed in compliance with ADA and fair housing laws. [As this is considered a constraint](#), Program 17 in the Housing Plan ~~requires~~ [will require](#) the City to [review and minimize potential constraints and](#) adopt a reasonable accommodation program consistent with the HCD Reasonable Accommodation Model Ordinance.

Zoning and Land Use Provisions for a Range of Housing Types

State and federal housing laws encourage an inclusive living environment, where persons of all walks of life have the opportunity to find housing suited to their needs. As previously addressed, single family homes, multifamily homes, single room occupancies, emergency shelters, transitional housing, supportive housing, employee and agricultural employee housing, accessory dwelling units, residential care facilities, mobile/manufactured homes, and mobile home parks are accommodated by the Zoning Ordinance. As discussed in Chapter IV, there are a number of sites in the City that would be suitable for more affordable and higher density housing which are in close proximity to jobs, commerce, public services, transportation, and public facilities.

The Zoning Ordinance does not have a restrictive definition of family; as previously identified a “family” one or more persons living together as a single housekeeping unit, as distinguished from a group living in a boarding house, hotel, motel, or group or institutional living quarters such as a group home, day care home, or convalescent home. Since Plymouth does not require persons in a family to be related, this definition does not pose a constraint to the provisions of housing for persons with disabilities in those zoning districts which allow for residential uses or any type of household that is not a related family. Additionally, the Zoning Ordinance does not establish specific site planning requirements for residential care facilities. Residential care facilities housed in single family or multifamily homes are subject to the relevant site planning requirements.

Density Bonus

Currently, Chapter 19.96 of the Plymouth Code (Housing Density Bonuses) addresses the provisions of California Government Code sections 65915 and 69517, to facilitate the development of affordable housing to serve families of moderate and less-than-moderate incomes within Plymouth through density bonus and other incentives. The purpose of this the density bonus is to provide incentives for the production of housing for very low, low, and moderate income, special needs, and senior households in accordance with Government Code Section 65915 through Section 65918. This section of the code was last updated in 2014.

Currently, Plymouth may grant a density bonus of 20 to 35% to an applicant or developer of a housing development who agrees to provide the following:

1. 10% or more of the total units of a housing development for lower-income households.
2. 5% or more of the total units of a housing development for very low-income households.
3. Housing for special needs populations.
4. A senior citizen housing development.

5. 10% of the total dwelling units in a common interest development as defined in Section 1351 of the California Civil Code for persons and families of moderate income, provided that all units in the development are offered to the public for purchase.

A density bonus is the allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned. In October 2019, the Governor approved AB 1763, which revised the existing density bonus law found in Government Code Section 65915. In general, AB 1763 provides an 80% density bonus and 4 incentives or concessions for housing projects that contain 100% affordable units (including the density bonus units but excluding manager's units) for low and very low income households. If the project is located within a half-mile of a major transit stop, all restrictions on density are eliminated and a height increase of up to 3 stories or 33 feet is allowed. For housing projects that qualify as a special needs or supportive housing development, the legislation eliminates all local parking requirements. The Zoning Ordinance currently does not comply with these most recent revisions to Government Code Section 65915. Program 17 in the Housing Plan will update the Zoning Ordinance to reflect the requirements of State density bonus law and to ensure projects requesting a density bonus are processed consistent with the requirements of State law.

Affordable Housing Requirement

The City's Zoning Ordinance does not establish an inclusionary housing ordinance or affordable housing requirement, requiring new residential developments to provide affordable units for lower-income households. However, as described in the density bonus above, the City does provide incentives for the production of housing for very low, low, and moderate income, special needs, and senior households in accordance with Government Code Section 65915 through Section 65918. The City has also established the High-Density Residential overlay district (HOR) to help fulfill the City's requirement to provide adequate land for affordable housing.

The HOR district may be applied to properties that are located in the Village Residential Zoning District. The HOR District is required to be applied to one parcel that measures at least 1.63 acres, or two or more parcels that individually measure at least 1 acre, with a reference made to requirements of State law. If the HOR district is applied to a single parcel, at least 1.63 acres of the parcel must meet the state affordability requirement. If the HOR district is applied to 2 or more parcels, at least 1 acre of each parcel must meet the state affordability requirement. These residential uses are permitted without discretionary review. State law does not require a minimum parcel size of 1.63 acres or combined parcel size of 1 acre for the HOR. State law does require that the portion of the RHNA accommodated through rezoning be zoned a minimum of 16 du/ac and that the parcel accommodates at least 16 units, which may be the reason for the 1 and 1.63-acre minimum reference.

Program 17 in the Housing Plan requires the HOR to be revised to remove the references to the 2014 Housing Element and to remove the 1 and 1.63-acre minimum parcel size requirements to avoid confusion and allow for broader application of the HOR.

Planned Development Overlay Zone

The City's Zoning Ordinance also includes the Planned Development (PD) zoning district. The PD is intended for the City to consider pre-planned and designed developments, which may combine different land uses but are primarily intended for single family homes. This zoning district allows developers to vary from requirements of other zoning districts in order to provide a better arrangement for the development of land than might otherwise occur. The PD zoning district provides a process to allow diversity in the relationship between buildings and open spaces to create interesting physical environments and to maximize the development potential of underutilized or problematic land areas. The Planned Development entitlement is intended to allow modification of requirements established by other ordinances and diversification in the relationship of different uses, buildings, structures, lot sizes, and open spaces, while ensuring compliance with, and implementation of, the General Plan. Additional objectives include the provision of development consistent with site characteristics, creation of optimum quantity and use of open space, encouragement of good design, and promotion of compatible uses. The PD overlay requires development projects to receive City Council approval of development plans that show how projects in these areas will conform to all general plan goals, policies, objectives and design guidelines. The inventory of residential sites in Chapter IV does not include sites zoned PD.

Developers may request PD zoning to accommodate creative approaches to site design and a greater variety of housing types than allowed by the base zoning district; this increases development opportunities and is not a constraint to housing development.

C. OTHER DEVELOPMENT PROVISIONS

Building Codes

~~Plymouth has adopted and enforces the 2019 California Building Standards Code, including Chapter 11A which addresses the provisions for housing accessibility for people with disabilities and Chapter 11B which addresses the provisions for accessibility to public buildings, public accommodations, commercial buildings, and public housing for people with disabilities. These standards include requirements for a minimum percentage of fully accessible units in new multifamily developments. The City also permits existing and new homes to be retrofitted or fitted for features that provide for accessibility and independent living for persons with disabilities. Further, Plymouth works with applicants who need special accommodations in their homes to ensure that application of building code requirements does not create a constraint.~~

STREAMLINED REVIEW AND OBJECTIVE DESIGN STANDARDS

California legislation has been adopted to address the housing shortage within the State, requiring a streamlined and ministerial process for specific residential developments. SB 35 (Government Code Section 65913.4), which went into effect on January 1, 2018, was part of a comprehensive package aimed at addressing the State's housing shortage and high costs. SB 35 requires the availability of a streamlined ministerial approval process for developments located in jurisdictions that have not yet made sufficient progress towards their required allocation of the regional housing need. For a project to be eligible for streamlining pursuant to SB 35, it must:

- Contain at least 2 multifamily units;
- Provide a specified level of affordability;
- Be located on an eligible site in an urbanized area or urban cluster;
- Comply with residential and mixed use General Plan or Zoning provisions; and
- Comply with other requirements, such as locational and/or demolition restrictions.

A streamlined and ministerial review, per State legislation, requires projects to be reviewed against existing objective standards, rather than through a discretionary entitlement process, in specified timeframes. Residential development that is a permitted use by right is not required to go through a discretionary process. However, there is potential for multifamily projects with an affordable component to be eligible for the streamlining provisions of SB 35 that require a degree of discretionary review under current zoning requirements. The Zoning Ordinance does not define or describe compatible or compatibility and thus such standards cannot be enforced through a streamlined ministerial process. Consistent with existing State Law, objective standards are those that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark.

While Plymouth has not adopted objective zoning standards and design standards to allow eligible projects to be permitted through a streamlined ministerial review, Plymouth has not received any applications for processing pursuant to SB 35. A streamlined and ministerial review removes multiple constraints to residential development including, financial, time, and environmental constraints. [Program 17 of the Housing Plan requires](#) ~~As part of the Zoning Ordinance Update,~~ a streamlined, ministerial (by-right) approval process ~~will to~~ be established for eligible projects and objective standards ~~will to~~ be developed to ensure that all eligible projects are reviewed in a consistent manner consistent with the requirements of State law.

SUBDIVISION ORDINANCE

The City's Subdivision Ordinance defines Plymouth's official requirements governing the division of land into separate parcels for future development. The City's Subdivision Ordinance is patterned after the model version recommended by the State Office of Planning and Research and adheres to the requirements of the State Subdivision Map Act. The requirement for adequate roads, lot size dimensions, provisions for water supply and sewage disposal and drainage improvements are among the key factors addressed in the Subdivision Ordinance. The Ordinance has proven valuable in sustaining a cohesive pattern of development with unified street standards that are coordinated with the existing City street network. These regulations ensure that residential building sites can exist in a safe environment to accommodate a wide range of residential building options desired by the public. Annual monitoring of the effectiveness of these regulations is achieved through input received from Plymouth's Building Department, Planning Department, Public Works Department, and Utilities Department.

SHORT-TERM RENTALS

The Zoning Ordinance requires an Administrative Use Permit for all short-term (less than 30 days) rentals.

BUILDING CODES AND ENFORCEMENT

Building Codes regulate the physical construction of dwellings and include plumbing, electrical, and mechanical divisions. The purpose of the Building Code and its enforcement is to protect the public from unsafe conditions associated with construction. The City adopted (see Title 15 of the Plymouth Code) and enforces the [2019-2022 California Building Code Standards \(Title 24\)](#) for existing units, new construction, and residential rehabilitation. [The code includes Chapter 11A which addresses the provisions for housing accessibility for people with disabilities and Chapter 11B which addresses the provisions for accessibility to public buildings, public accommodations, commercial buildings, and public housing for people with disabilities. These standards include requirements for a minimum percentage of fully accessible units in new multifamily developments. The City also permits existing and new homes to be retrofitted or fitted for features that provide for accessibility and independent living for persons with disabilities. Further, Plymouth works with applicants who need special accommodations in their homes to ensure that application of building code requirements does not create a constraint.](#)

State law affords local government some flexibility when adopting the uniform codes; the building codes can be amended based on geographical, topological, or climate considerations. Further, State Housing law provides that local building departments can authorize the use of materials and construction methods other than those specified in the uniform code if the proposed design is found to be satisfactory and the materials or methods are at least equivalent to that prescribed by the building codes. [The City's adoption of the State's uniform codes does not include any amendments \(Municipal Code Chapter 15.05\). Enforcement in the City is complaint-driven and focuses on maintaining public health and safety. While addressing code requirements will result in a cost to the property owner to remedy the repairs, the City is not aware of any impact on lower income housing units or significant impacts to housing costs. Program 8 in the Housing Plan addresses connecting property owners and residents with emergency repair and rehabilitation resources to decrease the impact of any needed repairs on housing costs and to ensure lower income households in need of repair have access to resources for assistance.](#)

CEQA (CALIFORNIA ENVIRONMENTAL QUALITY ACT) AND RELATED CONSULTATION

Section 21082 of the Public Resources Code, referred to as the California Environmental Quality Act of 1970, or "CEQA" requires all projects subject to discretionary review to comply with State requirements, including the Public Resources Code and the CEQA Guidelines, pertaining to environmental review. Since there is uncertainty as to what specific environmental impacts a development might have there is also a lack of predictability of how long it can take to negotiate this process before a project can be approved by Plymouth. In some instances, a project can be exempt from environmental review which has very little impact on the timing or costs of review. However, in other instances, where a project may be found to have a potential adverse impact on the environment, the environmental review process can take over a year to complete, undergoing thousands of dollars in environmental analysis, before it is ready to be approved.

2. FEES AND EXACTIONS

The City of Plymouth collects development fees to process permits and provide services and infrastructure related to new development. Plymouth also requires fees for off-site extension of the water, sewer, and storm drain systems. It requires the developer to construct all internal streets, curb, and gutter, affected portions of off-street arterials, and other standard conditions.

Development processing and permit fees and exactions can add to housing construction costs. In general, permit fees are typically high in rapidly growing communities, as supporting infrastructure is not in place and must be provided by new development. Other than impact fees, planning and building fees and facility fees assessed by Plymouth are generally lower than in comparable jurisdictions. Table III-P-7 identifies the development fees and III-P-8 provides impact fees by residential unit type for the City of Plymouth.

Plymouth's application fees are generally at or below those of other jurisdictions and are not considered to be a deterrent to the development of affordable housing.

On December 17, 2020, Plymouth released a revised master fee schedule updating a number of City Department fees, including Building Permit Fees, Planning Fees, and Public Works and Engineering Fees. Table III-P-7 details Plymouth's current planning processing fees for project entitlements based on the level of approval required. The City's fee schedule is based on actual costs and does not provide estimates or initial deposits based on expected costs. One or more of the entitlements would be required to process a residential project and a building permit is required for each residential structure.

Table III-P-7. Development Project – Planning Entitlement Fees	
Fee Title	Fee
Building Permit Pre-clearance	\$25.00
Variance	\$200.00 deposit (fee based on actual staff time)
Use Permit - Administrative	\$200.00 deposit (fee based on actual staff time)
Use Permit - Major (Conditional)	\$200.00 deposit (fee based on actual staff time)
Site Plan Review	\$200.00 deposit (fee based on actual staff time)
General Plan Amendment/Rezone	\$200.00 deposit (fee based on actual staff time)
Tentative Parcel Map	\$200.00 deposit (fee based on actual staff time)
Final Parcel Map	\$100.00 deposit (fee based on actual staff time)
Development Plan	\$400.00 deposit (fee based on actual staff time)
Boundary Line Adjustment	\$200.00 deposit (fee based on actual staff time)
Certificate of Compliance	\$200.00 deposit (fee based on actual staff time)
Reversion to Acreage	\$200.00 deposit (fee based on actual staff time)
Annexation	\$200.00 deposit (fee based on actual staff time)
Appeal	\$200.00 deposit (fee based on actual staff time)
Grading permit	\$200.00 deposit (fee based on actual staff time)
P.U.E Abandonment	\$100.00 deposit (fee based on actual staff time)
Merger of Unbuildable Lots	\$200.00 deposit (fee based on actual staff time)
Lot Line Adjustments	\$450.00 deposit (fee based on actual staff time)
Source: Plymouth Planning Fee List Master Fee & Service Charge Schedule Updated July 2020	

The planning entitlement fees include a deposits applicants are required to pay at the time of application submittal. Applicants will be required to pay the actual cost of processing the planning entitlements. Actual City staff time (i.e., Planning Division, Engineering and Public Works Division) spent during the processing/review of the project is calculated and an invoice is prepared. The invoice amount is then deducted from the deposit amount, and any unspent remainder is refunded. If the invoice exceeds the deposit, the project applicant will be required to pay the outstanding fees.

In addition to entitlement fees, residential development is also subject to development impact fees. While these costs will likely be passed on to the ultimate product consumer, thus impacting housing prices, these requirements are deemed necessary to maintain the quality of life desired by city residents. Table III-P-8 illustrates the adopted Impact Fees for residential development.

Table III-P-8. Estimated Fees for Typical Single and Multi-Family Units

Housing Type	Streets	Wastewater	Community Facilities	Long Range Planning
Single Family/ Duplex (per unit)	\$5,605	\$12,484	\$17,949	\$392.73
Multifamily (per unit)	\$4,013	\$9,364	\$13,728	\$392.73
Source: Plymouth Master Fee & Service Charge Schedule				

Table III-P-9 compares the estimated total City fees, including planning, building, engineering, and development impact fees for a single-family unit and multi-family unit. Additionally, the calculations assume that the single-family residential homes average 1,750 square feet while the multifamily development averages 925 square feet per unit. Residential projects in Plymouth can expect to pay fees ranging from approximately \$81,369 for a single-family unit (built on an existing lot), \$81,362 per unit in a single family 50-unit subdivision, and \$50,663 per unit in a 48-unit multifamily subdivision.

Table III-P-10. Total Fees for Typical Single- and Multi-Family Units

Development Assumptions					
Development Type			Single Family unit	Single Family Subdivision	Multifamily Project
Number of Units			1	50	48
Square Feet per Unit			1,750	1,750	925
Estimated Construction Cost			\$262,500.00	\$13,125,000.00	\$6,937,500.00
Residential Valuation			\$238,169.00	\$11,908,450.00	\$5,829,030.00
Total Square Feet			1,750	87,500	46,250
Planning and Engineering Entitlement Fees					
Site Plan Review			\$200.00	\$0.00	\$5,664.00
Tentative Map			\$0.00	\$44,000.00	\$1,090.00
Final Parcel Map			\$0.00	\$1,500.00	\$3,757.00
Development Plan			\$0.00	\$44,000.00	\$0.00
<i>Subtotal Planning and Engineering Entitlement Fees</i>			<i>\$200.00</i>	<i>\$89,500.00</i>	<i>\$39,000.00</i>
Building Permit Fees					
CA Building Standards Fee			\$8.03	\$401.67	\$233.16
Electrical, Mechanical, Plumbing			\$73.37	\$3,668.50	\$11,514.80
Building Permit Fee			\$4,418.36	\$220,917.84	\$77,645.00
Plan Check Fee			\$2,101.67	\$25,220.04	
Strong Motion Fee			\$26.11	\$1,305.42	\$757.77
<i>Subtotal Building Permit Fees</i>			<i>\$6,627.54</i>	<i>\$251,513.47</i>	<i>\$63,511.86</i>
Development Impact Fees					
City Impact Fees	Single Family Unit	Multifamily Unit	Single Family unit	Single Family Subdivision	Multifamily Project
County Impact Fees					
Streets	\$5,605.00	\$4,013.00	\$5,605.00	\$280,250.00	\$192,624.00
Wastewater	\$12,484.00	\$9,364.00	\$12,484.00	\$624,200.00	\$449,472.00
Community Facilities	\$17,949.99	\$13,728.00	\$17,949.00	\$897,450.00	\$658,944.00
Long Range Planning	\$392.73	\$392.73	\$392.73	\$19,653.50	\$18,851.04

Subtotal City Impact Fees			\$36,430.73	\$1,821,536.50	\$1,319,891.04
Other Agency Impact Fees					
School Fees (s.f.)	\$4.08	\$4.08	\$7,140.00	\$357,000.00	\$188,700.00
Amador Water Agency (meter size)	\$23,800.00	\$380,305.00	\$23,800.00	\$1,190,000.00	\$380,305.00
County Regional Traffic Impact Fee (unit)	\$3,878.00	\$3,878.00	\$3,878.00	\$193,900.00	\$186,144.00
County Recreation Agency Park Impact Fee (unit)	\$3,293.00	\$3,085.00	\$3,293.00	\$154,650.00	\$154,250.00
Subtotal Other Agency Impact Fees			\$38,111.00	\$1,905,550.00	\$909,399.99
TOTAL FEES			\$81,369.27	\$4,068,099.97	\$2,431,801.90
TOTAL FEES PER UNIT			\$81,369.27	\$81,362.00	\$50,662.54

Table III-P-11 identifies the typical fees that would be collected for the development of single family and multifamily projects in the region, based on the fees for each jurisdiction as calculated in its respective section of this Background Report. The combination of Plymouth's fees and those of other agencies and service providers are higher in comparison to other Amador County jurisdictions ~~(except for Jackson)~~.

While these costs will likely be passed on to the ultimate product consumer, thus impacting housing prices, these requirements are deemed necessary to provide City facilities and services and regional services necessary for health, safety, and quality of life desired by residents. The City also recognizes that developers can not as easily pass the cost of fees, as well as other costs, to the buyer or future homeowner when providing deed-restricted housing that is affordable to lower and moderate income households. While individual fees may not constrain housing, the combination of cumulative City and regional fees may serve as a constraint to housing development, including housing affordable to lower income households, special needs households, and deed-restricted moderate income housing. Program 9 in the Housing Plan ensures the City promotes and offers incentives to developers, such as such as reduced or deferred development fees, in exchange for a commitment to provide a portion of a project as affordable or special needs housing and also addresses fee reductions or deferrals for deed-restricted moderate income housing.

Table III-J-10. Estimated Fees Compared to Amador County Jurisdictions

Jurisdiction	Single-Family Unit 1,750 s.f.	Single Family Unit – 50- unit subdivision, 1,750 s.f. average size	Multi-Family Unit – 48- unit apartment, 925 s.f. average size
Unincorporated Amador County ¹	\$50,879.01	\$50,057.97	\$26,887.06
City of Amador City ²	\$41,464.61	\$41,545.05	\$21,336.45
City of Ione ³	\$58,559.27	\$63,357.78	\$40,567.57
City of Jackson ⁴	\$60,067.78 92,641.56	\$65,024.28 92,849.71	\$41,250.86 42,752.52
City of Plymouth	\$81,369.27	\$81,362.00	\$50,662.54
City of Sutter Creek ⁵	\$71,769.15	\$71,191 951.88	\$456,830 642.278

Source:

1. Amador County Fee Schedule, Amador County Single Family Unit Example Fee Calculation; De Novo Planning Group
2. City of Amador Fee Schedule; De Novo Planning Group
3. City of Ione Fee Schedule; De Novo Planning Group
4. City of Jackson Fee Schedule; De Novo Planning Group
5. City of Sutter Creek Fee Schedule; De Novo Planning Group

3. PROCESSING AND PERMIT PROCEDURES

The length of time it takes the City to review and approve a housing development application can add to housing costs. If the developer is buying the land outright, there are monthly interest costs, and if the developer is working under an option to purchase, there are option costs to hold the land.

In recent years, varying amounts of time were taken to consider and approve housing construction proposals. Generally, projects that require environmental impact reports and/or are subject to public controversy have longer review periods. Project redesigns or additional studies may be required by environmental review. Each change in the project design can have associated architect and engineering fees, which grow with each revision. Projects that receive a negative declaration of environmental impact are typically approved within six months; projects with environmental impact reports have required several years.

Processing delays for residential projects can result from incomplete submittals by project applicants, inadequate responses to staff requests for additional information and exhibits, and failure to design projects to City standards. Table III-J-10 identifies the typical processing times for the City's development approvals and permits.

The City can encourage the construction, maintenance, and improvement of housing by also decreasing, to the extent possible, the time and uncertainty involved in obtaining permit approval. Based on the Permit Streamlining Act, governmental delays can be reduced in two key ways: (1) limiting the processing time for development, in most cases to one year; and (2) requiring public agencies to specify the required information to complete an acceptable application.

Table III-P-12 identifies the approximate time necessary to process residential development applications and Table III-P-13 provides the breakdown of permits and processing procedures required for single family and multifamily developments and subdivisions.

The costs associated with development project review will vary between projects. Increased development costs resulting from delays in the City's development review and permitting process are not considered a constraint on housing development.

Table III-P-12. Application Processing Times	
Type of Approval or Permit	Typical Processing Time
Major Design Review	90-120 days
Minor Design Review	30-90 days
Conditional Use Permit	90-120 days
Administrative Use Permit	15-30 days
Zone Change and GP Amendment	3-6 months
Environmental Review	1 month to 1 year
Planning Commission Approval	30-90 days
City Council Approval (if necessary)	60-120 days
Source: City of Plymouth, 2022.	

Table III-P-13. Processing Procedures by Project Type			
Type of Approval or Permit	Single Family Unit	Subdivision	Multifamily
Approval Requirements	• Building permit review • Zoning Clearance • Minor design review if located in Historic Downtown or Scenic Corridor Overlay Districts and/or in a nonresidential district • No CEQA Review	• Tentative/final subdivision map • Design Review • CEQA – anticipate Initial Study/Mitigated Negative Declaration • Building permit review/Zoning clearance	• Major design review (5,000 s.f. +) - Ministerial review in the HOR overlay - Discretionary review in other districts • CEQA – anticipate Initial Study/Mitigated Negative Declaration or exemption if eligible affordable or infill project • Building permit review/zoning clearance
Processing Time	5-15 days (no design review) 30-90 days (design review)	6 – 12 months	3 – 4 months 6-8 months if Mitigated Negative Declaration required
Source: City of Plymouth, 2022.			

PROJECT REVIEW PROCESS

Review of residential projects typically involves the determination of conformance with the City's General Plan, site improvement standards, development standards and design guidelines, and environmental compliance in accordance with CEQA and CEQA Guidelines. The time frames for these processes are largely dictated by state planning law and CEQA; the time period necessary for environmental review may vary substantially depending on whether an environmental impact report, negative declaration, or categorical exemption is required. The project is also reviewed to determine if the type and amount of residential development is consistent with the zoning for the site; otherwise, a zone change would be required. The permitting and review process for all project types in Plymouth includes:

- An optional pre-application review meeting (to identify issues early on, thereby expediting application processing).
- Submittal of the application.
- Review for completeness by the Planning Department.
- A letter to the applicant specifying in detail what additional information is needed to complete the application—this would include information about the project and environmental background reports, if applicable (traffic and noise studies, soils reports, etc.).
- Internal review of all application materials, site plan, maps, and design by Planning staff, City Engineer, and Building Inspector.
- Additional meetings (phone and/or in person) with the applicant, if necessary.
- Public hearing by the Planning Commission or City Council for review and approval due to type of permit required, if necessary.

Building Permit

In general, development of a single family homes on an appropriately zoned lot requires a building permit and zoning clearance. The application for the permit must be filed with City Building/Engineering and then the application is sent to City Planning for

Zoning Clearance, to ensure that the development conforms to the required standards for that district. City Building/Engineering then issues the permit to the developer. This process takes approximately 10 to 20 days for a single family unit.

Use Permit Process

According to Chapter 19.14 of the Zoning Code, the purpose of this chapter is to provide a process for use permits review and determination of requests for uses and activities whose effects on adjacent sites and surroundings need to be evaluated in terms of specific development proposal for the specific site. Use permits are either Administrative Use Permits (AUP) or Conditional Use Permits (CUP). AUP may be approved or denied by the Planning Director. CUP may be approved or denied by the Planning Commission. The process includes the review of the configuration, design, location, and potential impact(s) of the proposed use/construction by comparing it to established development standards and design guidelines.

An application for an AUP is filed with the Planning Department where the Planning Director approves an application for an Administrative Use Permit after finding all of the following conditions are met or apply conditions to ensure the following is met:

1. The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code, Municipal Code, General Plan, and any applicable specific plans or City regulations/standards.
2. The site is physically suited for the type, density, and intensity of the proposed use including access, utilities, and the absence of physical constraints and can be conditioned to meet all related performance criteria and development standards.
3. Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity in which the project is located.

Single family and multifamily projects require a CUP in commercial and industrial zones. It should be noted however that dwellings above commercial are allowed with an AUP in the commercial zones. A CUP requires a noticed public hearing of the Planning Commission and is subject to conditions that the Planning Commission may find necessary to ensure compatibility with surrounding land uses. The time frame for a CUP is approximately three to four months.

The Planning Commission is responsible for reviewing and approving CUPs. The Planning Commission may approve CUPs when the proposed use complies with the provisions of the General Plan and the Zoning Ordinance. In reviewing a proposal, the Planning Commission must make the following findings:

- The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Ordinance, Municipal Code, General Plan, and any applicable specific plans or City regulations/standards.
- The site is physically suited for the type, density, and intensity of the proposed use including access, utilities, and the absence of physical constraints and can be conditioned to meet all related performance criteria and development standards.
- Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity in which the project is located.

Conditional Use Permits require public hearings. This process necessitates public noticing in accordance with the Brown Act and noticing of property owners within 300 feet of the project.

Plymouth Design Review

All multiple-family planning applications and single family planning applications pertaining to sites in the Historic Downtown and Scenic Corridor Overlay Districts and the nonresidential districts are subject to design review. Applications are processed on a first-come, first-serve basis, and may be processed concurrently with other entitlement applications.

In most instances, including new construction, Major Design Review applies. This entitlement is discretionary; the Planning Commission makes a determination on the application following the conclusion of a noticed public hearing. Like the City's other discretionary entitlements, the Major Design Review process takes approximately 3-4 months to complete. The remainder of applications requiring design review are subject to Minor Design Review. This entitlement is ministerial; the Planning Director makes a determination on the application. The process typically takes approximately 1-3 months to complete. The City does not see its design review processes as a constraint to the development of housing in the community.

The City adopted design guidelines for the Historic Downtown Overlay District in 2012. The document addresses the preservation of several historic structures along Main Street and the perpetuation of the corridor's historic character through new infill projects, building renovations and site designs. Each applicant for a building permit or demolition permit which would involve the exterior appearance of any new or existing building or structure is required to first obtain Design Review approval from the Planning Commission. The design guidelines also include site planning standards that consider building orientation, ceiling height, street layout, lot design, landscaping, and street tree configuration to which projects in the downtown area must conform.

Minor Design Review addresses a project's compliance with and conformity to adopted design review guidelines (the City's only adopted design guidelines are for the Historic Downtown Overlay District), site layout, location of open space, building design, building siting, compatibility with surrounding land and development, and other associated items. No findings are required for Minor Design Review. While the Minor Design Review process is ministerial, the range of review includes subjective evaluation components (i.e., compatibility with surrounding land and development) as well as "other associated items" which are not defined or described. These subjective requirements can introduce uncertainty into the development review process and constrain housing development by not establishing objective requirements against which a project will be measure.

Major Design Review addresses a project's compliance with and conformity to adopted design review guidelines (the City's only adopted design guidelines are for the Historic Downtown Overlay District), site layout, location of open space, building design, building siting, compatibility with surrounding land and development, and other associated items as determined by the Planning Commission. Major Design Review requires the Planning Commission to make the following findings:

1. The architectural and general appearance of the structures and grounds shall have architectural unity and be in keeping with the character of the neighborhood so as to not be detrimental to the orderly and harmonious development of the City, or to the desirability of investment or occupation in the neighborhood.
2. The site plan is consistent with this title, any applicable specific plan, any adopted development standards and design guidelines, and the General Plan.
3. The proposed project, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

The Major Design Review process includes subjective evaluation components (i.e., compatibility with surrounding land and development) as well as "other associated items" which are not defined or described. The findings for Major Design Review also include subjective criteria, including the requirement that architectural and general appearance of the structure and grounds shall be in keeping with the character of the neighborhood, references to orderly and harmonious development, and references to the desirability of investment or occupation in the neighborhood. These terms are subjective and the Zoning Ordinance does not establish definitions for these terms or provide examples that illustrate how these terms will be interpreted. These subjective requirements can introduce uncertainty into the development review process and constrain housing development by not establishing objective requirements against which a project will be measure.

As noted above, the design review process, as a component of project review, is carried out either as ministerial or discretionary review, according to project type. The design review process allows for a variety of housing types and design, and allow mobile homes and factory-built housing with permanent foundations that also meet all design review requirements to be placed on residentially zoned parcels, pursuant to zoning and design review requirements. The Design Review guidelines also ensure that historic structures are retained and allow for the application of the State's Historic Building Code. However, the Design Review process includes subjective criteria. Program 17 in the Housing Plan requires that the Zoning Ordinance and Design Guidelines be reviewed and revised to address subjective criteria, either by providing definitions of subjective terms or examples that illustrate how the terms will be applied.

Subdivision Maps

Subdivision maps require Planning Commission review and approval. The initial Tentative Subdivision Map and draft improvement plan review takes about 6 to 9 months and final maps usually take 60 to 90 days. For a residential subdivision, the Planning Department is responsible for handling the application. The development application is checked for completeness, which takes less than 30 days. In most cases, an initial study and negative declaration or mitigated negative declaration is prepared with a public review period lasting generally from 20 to 30 days. The project is then brought before the Planning Commission by the Planning Director or staff. If a rezone or General Plan map amendment is required, the project is then usually brought before the City Council for approval three to four weeks later. Typically, the whole process from submittal of the development application to approval (or denial) of the tentative map takes about 6 to 9 months. However, if an environmental impact report is required, this may add to the cost and extend the time frame for permit processing.

Various development review and approval activities, such as General Plan amendments, rezones, and specific plans, may be subject to CEQA and require the preparation of an environmental document (i.e., environmental impact report, negative declaration) before a project can be approved. The requirement to prepare an environmental document can substantially lengthen the development review process, sometimes taking up to one year to obtain project approval. State environmental law mandates much of the time required in the environmental review process.

4. TRANSPARENCY

Government Code Section 65940.1 requires Plymouth to make the following available on its website:

- A current schedule of fees, exactions, and affordability requirements applicable to a proposed housing development project, presented in a manner that clearly identifies the fees, exactions, and affordability requirements that apply to each parcel and the fees that apply to each new water and sewer utility connection.
- All zoning ordinances and development standards adopted by the city or county presenting the information, which shall specify the zoning, design, and development standards that apply to each parcel.
- The list(s) that specify in detail the information that will be required from any applicant for a development project, pursuant to Government Code Section 65940.
- The current and five previous annual fee reports or the current and five previous annual financial reports, that were required pursuant to subdivision (b) of Section 66006 and subdivision (d) of Section 66013.
- An archive of impact fee nexus studies, cost of service studies, or equivalent, conducted by that city, county, or special district on or after January 1, 2018.

The City's current fee schedules, development application and permit forms, General Plan, Zoning Map, a link to the Zoning Ordinance, and other applicable planning-related documents are also available on its website to assist interested parties in understanding the fees and requirements associated with development of a parcel (or parcels). However, the City does not have its building permit fee schedule, the five previous annual fee reports, or the archive of impact fee nexus studies, cost of service

studies, or equivalent, conducted on or after January 1, 2018 available on its website. Program 24 in the Housing Plan ensures that the City will provide fiscal information on its website pursuant to Government Code Section 65940.1.

IV. INVENTORY OF RESIDENTIAL SITES – PLYMOUTH

This section of the Housing Element describes resources available for housing development, rehabilitation, and preservation in Plymouth. Resources include land designated for housing development, financial resources to assist with the development, rehabilitation, and preservation of housing, and resources for energy conservation.

A. AVAILABILITY OF SITES FOR HOUSING

Housing element law requires an inventory of land suitable for residential development (Government Code Section 65583(a)(3)). An important purpose of this inventory is to determine whether a jurisdiction has allocated sufficient land for the development of housing to meet the jurisdiction's share of the regional housing need, including housing to accommodate the needs of all household income levels.

This section documents the availability of sites for future residential development and the adequacy of these sites to accommodate Plymouth's 6th Cycle RHNA. In addition to assessing the quantity of land available to accommodate the City's total housing needs, this section also considers the availability of sites to accommodate a variety of housing types suitable for households with a range of income levels and housing needs. Plymouth will fulfill its share of regional housing needs using a combination of the methods below, as further described in this section:

- Units constructed/permitted during the 6th Cycle RHNA projection period in 2019 through 2021
- Residential projects with development entitlements with anticipated development post January 1, 2022
- Sites with zoning in place
 - Vacant and underutilized sites with a proposed project
 - Vacant sites with zoning in place (RR, SR, SC, VC, and VC-HDO zoned sites):
 - Residential sites (RR and SR) are assumed to develop at ~~80~~75% of capacity,
 - Mixed use (SC, VC, and VC-HDO) sites are assumed to develop with residential uses at 50% of capacity, and
 - Realistic capacity assumptions anticipate up to 20% of a residential site may accommodate infrastructure and right-of-way consistent with approved and built densities shown in Table III-18.

Table IV-P-1 summarizes the residential unit potential from the above methods and provides a comparison with Plymouth's RHNA and inventory parcels are shown on Figure Plymouth-1. Parcel-specific site inventories are included in Attachment A.

Table IV-P-1: Comparison of RHNA to Inventory of Sites, Approved Projects, and ADUs							
Category	Maximum Density	Acres	Realistic Capacity				
			Very Low	Low	Moderate	Above Moderate	Total
2021-2029 RHNA (Table II-39)			7	5	5	13	30
Carryover 4 th /5 th Cycle RHNAs			14	14	-	-	28
Units Constructed/Permitted in 6 th Cycle RHNA Projection Period (2019 – 2021) ¹			0	0	0	35	25
NET REMAINING RHNA			21	19	5	0 (12 excess units)	24

Table IV-P-1: Comparison of RHNA to Inventory of Sites, Approved Projects, and ADUs

Category	Maximum Density	Acres	Realistic Capacity				
			Very Low	Low	Moderate	Above Moderate	Total
Approved and Pending Projects							
Approved Projects		3.1	-	-	-	6	6
Pending Projects		115.5	-	-	-	234	234
Subtotal Projects		118.63.7	-	-	-	2406	2406
Vacant Sites by Zoning District							
RR-PDO	2.28	25.1	0	0	0	5351	5351
SR	4.8	38.5	0	0	0	146138	146138
SC	10.2	0.8	0	0	3	0	3
VC	54.0	0.1	0	0	3	0	3
VC-HDO	21.0	0.94	0	0	73	0	73
Subtotal Vacant Sites		68.264.9	0	0	139	199189	212198
Total Capacity (Inventory, plus Approved Projects, plus ADUs)							
TOTAL CAPACITY			0	0	139	439205195	218204452
Shortfall			21	19	-	-	
Excess Capacity			-	-	84	451205207	
1HCD APR Table A2, California Open Data Portal, Accessed 10/14/2022 Source: Plymouth, 2022; Amador County Assessor Data, 2021; De Novo Planning Group, 2022							

As shown in Table IV-P-1, Plymouth has a total realistic capacity for 452-204 units, with an excess capacity of 8-4 moderate and 451-195 above moderate income units to accommodate the RHNA.

REALISTIC CAPACITY AND AFFORDABILITY

To evaluate the adequacy of the sites identified to address the affordability levels established by the RHNA, State law (Government Code Section 65583.2(c)(3)) provides for the use of “default densities” to assess affordability. Based on its population and location within Amador County, Plymouth falls within the default density of at least 15 units per acre for providing sites affordable to very low and low income households.

All identified developable land designated for residential use (all residential land use designations in the General Plan) is considered available for residential development; however, large sites that are not proximate to roadways and existing/planned water and sewer infrastructure are not included in the 6th Cycle inventory as such sites are more likely to develop in the 7th or future cycles. Additionally, land within the SC and VC zoning districts is also considered available for residential development as the Development Code permits residential uses on these sites and does not require a non-residential component. All sites included in the inventory are vacant.

Realistic capacity was calculated at 80-75% of maximum density for residential zoning districts and 50% of maximum density for commercial and mixed use districts that allow residential development. The realistic capacity assumptions anticipate that residential sites may be reduced by up to 20% to provide for infrastructure and that mixed use sites may be reduced by up to 50% to accommodate non-residential uses and infrastructure.

Sites suitable for very low and low income households are sites zoned VC and VR that are sized from 0.5 to 10 acres, based on Government Code Section 65583.2(c)(2). However, the VC sites require a Conditional Use Permit which may reduce the potential

for affordable housing. To address this very low and low income need, the City will rezone at least 2 acres of vacant land to allow densities of at least 16 units per acre by-right to accommodate Plymouth's very low and low income RHNA as described in Program 3 of the Housing Plan. [The City has identified APN 010-011-047 to be rezoned to accommodate very low and low income housing. This 6.24-acre site will be rezoned consistent with Government Code Section 65583\(h\) requirements as described in the Housing Plan.](#)

Sites suitable for moderate income households can be provided at 10 or more units per acre (SC, VC, and VC-HDO districts). The City has used these default density thresholds as a guide in allocating its sites inventory by income category, as presented in Table IV-P-1 and detailed by site in Appendix Plymouth-A. [To ensure that these sites that allow for non-residential uses are developed with residential uses, Program 3 requires the Zoning Code to be updated to require a minimum of 50% residential uses on these sites included in Appendix Plymouth-A.](#)

PROJECTS WITH ENTITLEMENTS

The City has 6 projects with development entitlements that will have occupancy post January 1, 2022 and will contribute towards addressing its 6th Cycle RHNA, as described below:

- **Single family units** – APNs 008-490-016, 008-490-014, 008-490-012, 008-490-015, 008-490-011, and 008-490-013, each site has an issued building permit for a single family home.

PENDING PROJECT

The City has 1 pending residential projects that will have occupancy post January 1, 2022 and contribute toward addressing its 6th Cycle RHNA, as summarized below. Additional information regarding each site is provided in Appendix A:

- ~~**Greilich Ranch Subdivision** – Highway 49/Zinfandel Parkway, APN 008-060-044, 234 single family units (above moderate) proposed on a 115.5-acre site. The remainder of the parcel (44.9 acres) is proposed as the 49er Village RV Resort expansion.~~

34. SIZE OF SITES

As shown in Table IV-P-2, the City has vacant sites in a range of sizes. Sites available for single-family development appropriate for above moderate income households range from small lots of less than 0.4 acres in existing and approved subdivisions to infill lots of up to 2.5 acres in size. Lots for moderate income households accommodate higher density single-family (e.g., townhomes, attached single-family, cluster housing) and medium/high density multi-family units, primarily in the SC, VC, and VC-HDO zones, are located on lots less than 1 acres.

Zoning District	<0.25	<0.5	<1	<2.5	<5	<10	>10	Total Parcels
Approved and Pending Projects								
RR-PDO	-	3	3	-	-	-	-	6
RR-PDO, SC-PDO, SR-PDO	-	-	-	-	-	4	4	2
Vacant Sites								
RR-PDO	2	23	8	--	--	4	34	4 34
SC	--	--	1	--	--	--	1	-- 1
SR	11	3	4	2	--	2	22	2 2

Table IV-P-2: Vacant and Underdeveloped Parcels by Size

Zoning District	<0.25	<0.5	<1	<2.5	<5	<10	>10	Total Parcels
VC	1	--	--	--	--	--	4 ₁	--1
VC-HDO	2 ₁	2 ₁	--	--	--	--	4 ₁	--2
<i>Subtotal Vacant</i>	16 ₁₅	28 ₂₇	13	2	--	3 ₁	62 ₃	366

V. AFFIRMATIVELY FURTHERING FAIR HOUSING ISSUES AND HOUSING SITES – PLYMOUTH

This section summarizes the AFFH issues in Plymouth in the context of the inventory of sites. AB 686 requires that jurisdictions identify sites throughout the community in a manner that is consistent with its duty to affirmatively further fair housing. The site identification requirement involves not only an analysis of site capacity to accommodate the RHNA, but also whether the identified sites serve the purpose of improving segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity. The Annex for Plymouth identifies its inventory of sites with approved projects and vacant sites that can accommodate the RHNA during the 6th Cycle. Countywide site inventory and regional issues are discussed in the AFFH chapter of the Background Report.

LOCAL KNOWLEDGE

Based on local knowledge and data, no location-specific AFFH issues were identified that would be affected by the inventory of sites. The primary AFFH needs identified were for fair housing education and enforcement, to assist residents, landlords, and property managers in understanding and complying with fair housing laws, and additional affordable housing to increase housing choice and mobility and to improve access to opportunities and services.

There are no areas known to the City with significant or disparate concentrations of protected classes (race, ethnicity, disability, age, familial status, or income) and no known concentrations of subsidized housing. The City has not received any reasonable accommodations requests.

There is limited local data associated with trends that influence fair housing factors. Local knowledge of historic conditions and City investments is briefly described above. Where local information is available for a specific topic, such as school performance, data related to demographic and socioeconomic conditions, it is included in the discussion below.

SEGREGATION/INTEGRATION

As shown in Figures V-6 and V-8, sites to accommodate all income levels are provided in census tracts with all neighborhood concentrations in Plymouth. However, a higher share of lower income sites is located in areas exhibiting lower levels of diversity. No very low/low and moderate income sites are available in areas of 4 Group Mixed concentration. As shown in Figure V-12, very low/low, moderate, and above moderate income sites are distributed throughout Plymouth and provide opportunities for all income levels in areas with lower disability levels (10-20%). Regarding familial status, very low/low and moderate income sites are not provided in areas exhibiting higher share of married couple households, as shown in Figure V-15. Regarding female-headed households by proportion of children present, very low/low, moderate, and above moderate income sites are not concentrated by income level in census tracts exhibiting higher share of female-headed households by proportion of children present. As shown in Figure V-19, a higher share of very low/low and moderate income sites are concentrated in areas with higher percentage of senior population. Regarding income patterns, as shown in Figure V-21, areas in Plymouth have similar median household income levels. Therefore, very low/low, moderate, and above moderate income opportunities are not concentrated in areas with specific income levels.

R/ECAPS AND RCAAS

As previously discussed, there are no R/ECAPs or RCAAs located in Amador County, including the incorporated cities nor are there any that are proximate or connected to Amador County. As previously discussed, the very low/low, moderate, and above moderate income sites are distributed throughout the County and cities and do not include any concentrations of lower income housing. Further, there are no concentrations of above moderate income housing (most sites for above moderate incomes are in close proximity to moderate income and/or very low income sites) and are not anticipated to result in any RCAAs. Therefore, there would be no effect on R/ECAPS or RCAAs.

ACCESS TO OPPORTUNITY

Economic

A review of Census OntheMap data indicates that job opportunities in Plymouth are similar to the number of workers residing in the City. In 2021, there were 264 jobs in Plymouth, with only 6 jobs filled by workers living in the City. The majority of Plymouth's employed residents (292 of 298 employed residents) work outside the City – 22 in Sacramento, 17 in San Jose, 11 in San Francisco, 8 in Jackson, 8 in Rancho Cordova, and the remaining work in varied locations, including the Sacramento region, the Central Valley, and the Bay Area.

Figures V-25 shows that, in Plymouth, sites to accommodate moderate and above moderate income levels are located in areas with positive and more positive economic outcomes. The site identified to be rezoned to accommodate very low and low income units is located in an area with more positive economic outcomes (highest economic score).

Education

The California School Dashboard uses color indicators (red = very low, orange = low, yellow = medium, green = high, and blue = very high) to address school performance. Countywide, Amador County Unified School District averages orange for English language arts and mathematics and yellow for high school graduation rates in 2023. Due to the small size of communities in Amador County, schools typically serve students from multiple cities and unincorporated communities and areas which assists in not concentrating educational opportunities in one specific community. Plymouth students are assigned to Plymouth Elementary School (in Plymouth), Lone Junior High School (in Lone), and Amador High School (in Sutter Creek). Plymouth Elementary School rates consistent with County averages, with orange ratings for English language arts and for mathematics. Lone Junior High School rates at County averages for English language arts (orange) and slightly above County averages with yellow for mathematics. Amador High School rates above County averages, with a blue rating for English language arts and yellow for mathematics.

As shown in Figure V-27, the very low and low income units are provided in areas with more positive education outcomes, while moderate and above moderate sites are provided in areas with more positive education outcomes as well as moderate levels of outcomes.

Environmental

As shown in Figure V-29, sites to accommodate all income levels are provided in areas with different environmental outcomes with very low and low income units accommodated in an area of more positive environmental outcomes, moderate income units in areas that have less positive environmental outcomes while bordering more positive areas, and above moderate income sites distributed in areas with both more and less positive environmental outcomes.

Transportation

Amador City is located a little over a mile east of State Route 49, providing the City with vehicle access to local destinations, including Sutter Creek and Jackson, as well as connections to regional destinations in the Sacramento and Stockton areas. Amador Transit Route 3 has two stops, near the Shell Station and near City Park, providing a connection with nearby communities and a connection to Sutter Hill Transit Center and Amador High School twice a day. Sutter Hill Transit Center provides connections to routes serving locations throughout the County and twice daily trips to downtown Sacramento with connections to the Sacramento International Airport. In addition, Amador Transit provides curb-to-curb Dial-a-Ride service Monday through Friday for disabled

passengers and passengers with health-related conditions. Dedicated pedestrian and bicycle facilities are limited in Plymouth, with pedestrian and bicycle facilities generally limited to portions of Main Street, Locust Street, and Sherwood Streets. As part of Plymouth's rural, small-town character, most residential and neighborhood streets do not have dedicated pedestrian and bicycle facilities, accommodating pedestrian and bicycle modes of travel within the roadway right-of-way. These limited pedestrian and bicycle facilities do not correlate with concentrations of any particular household or population characteristic or opportunity levels as the facilities are generally minimal Citywide. The above moderate and moderate income sites are located in areas that are near transit and the City's limited pedestrian and bicycle network. Very low and low income units are located within several blocks of transit as well as several blocks from the bicycle and pedestrian facilities, which provide a route to Plymouth Elementary School.

Overall Opportunity Scores

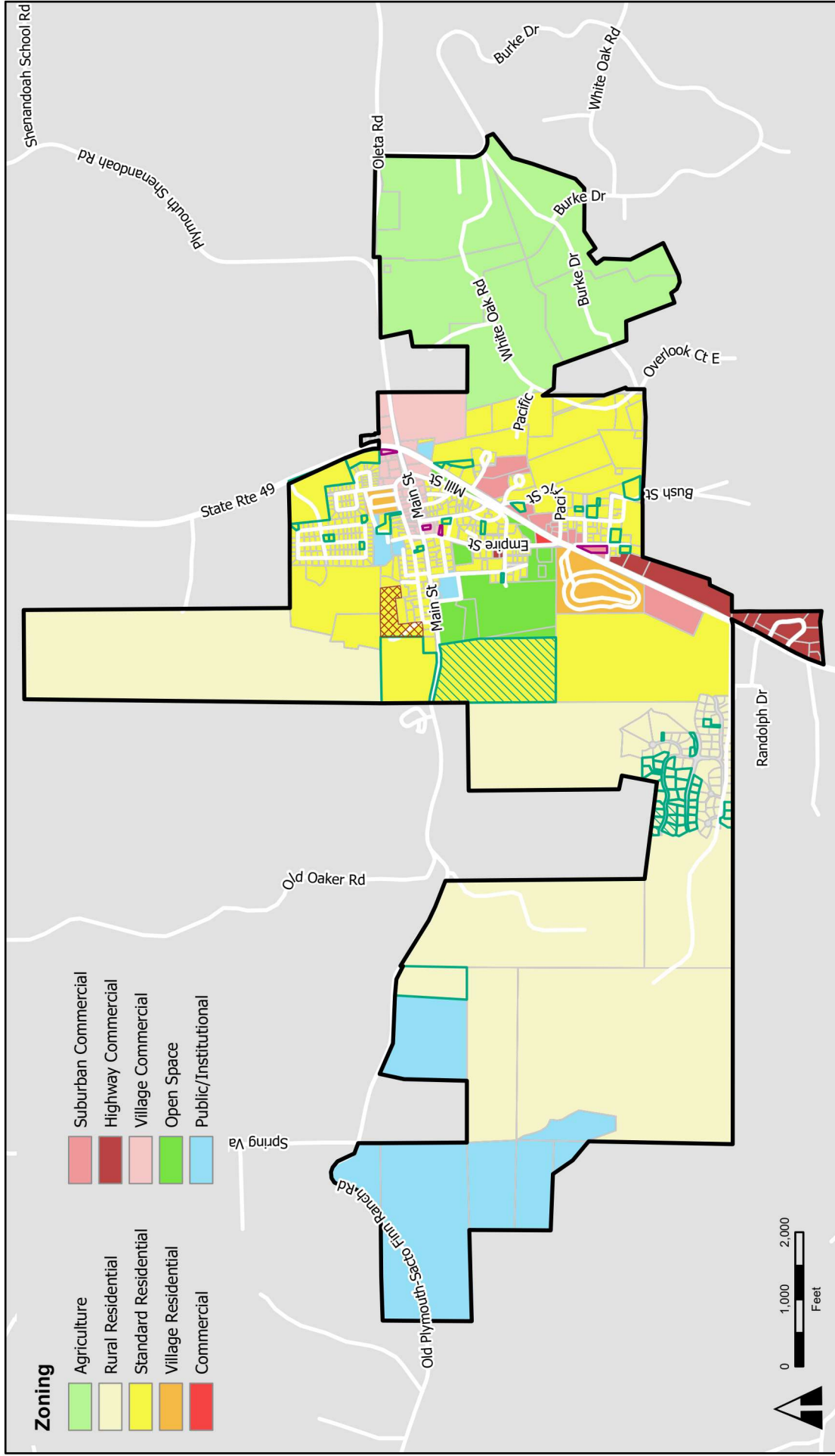
As shown in Figure V-31, very low and low income units are located in the highest resource TCAC opportunity areas in Plymouth. The City relocated the proposed sites to accommodate very low and low income units from a lower performing area to a higher performing area following the initial public and HCD review of the Draft Housing Element. Moderate and above moderate sites are located in both high and highest resource areas.

DISPLACEMENT RISK

As shown in Figure V-34, the County and the cities do not include any areas identified as vulnerable to displacement. While there are vulnerable communities along the I-5 and Highway 99 corridors in Sacramento and San Joaquin Counties to the west, there are no areas identified as vulnerable to displacement that are adjacent or proximate to Amador County. While there are no vulnerable communities in Amador County, factors that may lead to displacement are examined below to identify potential displacement risks. As shown in Figure V-36, renter households with the highest rates of overpayment are located in the eastern portion of Amador County south of State Route 88 and from Sutter Creek to the Jackson area west of State Route 49. Very low/low, moderate, and above moderate income sites are distributed throughout Plymouth and provide opportunities for all income levels in areas with 20-30% of their households as renter cost-burdened households. As shown in Figures V-21, household incomes are distributed evenly throughout the City. Therefore, there are no very low/low income sites concentrated in areas with higher median household incomes.

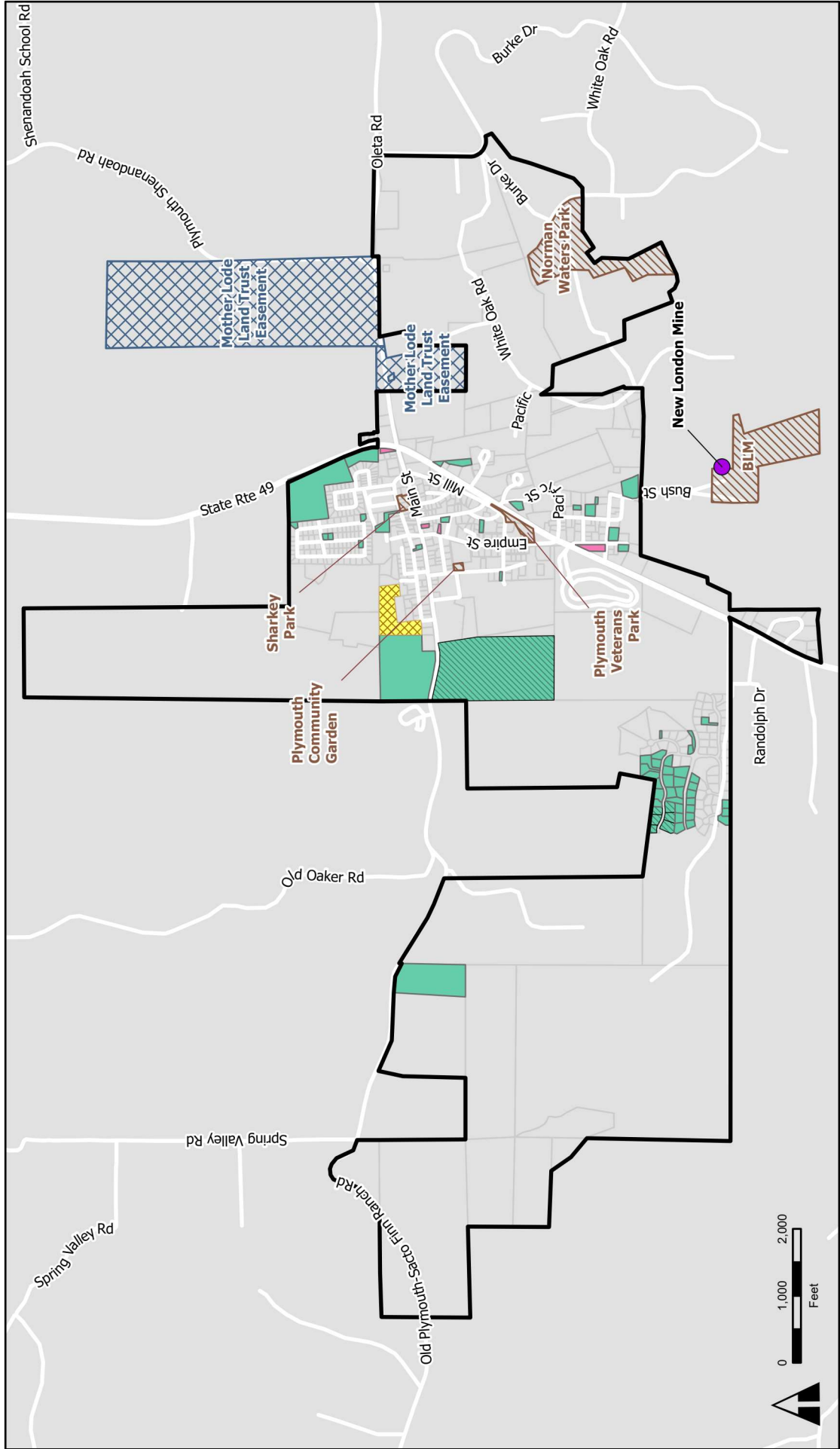
CONCLUSION

While sites in Plymouth would not have an adverse effect on AFFH issues associated with segregation and integration (income distribution by household diversity would be improved and other factors would not be significantly changed), R/ECAPs and RCAAs, disproportionate housing needs, or displacement risk, the inventory sites do have the potential to adversely affect AFFH issues associated with access to opportunity. While the inventory increases access to economic, education, environmental, transportation, and overall opportunities for very low and low income households while providing for moderate and above moderate income households in areas with a range of opportunities. The sites would not contribute to any disproportionate housing needs or displacement risk. The City will implement Program 3, to rezone at least two acres of vacant land in the highest resource area, which also has higher educational and environmental opportunities to ensure that lower income households are not concentrated in areas with less positive outcomes and less access to resources. The City will also implement Program 4, to encourage ADUs, JADUs, and SB 9 units throughout the City including in higher opportunity areas, Program 9 to prioritize assistance to very low/low income projects that increase access to opportunity, and Program 13, which includes place-based strategies for community preservation and revitalization to improve place-based opportunities.



AMADOR COUNTYWIDE HOUSING ELEMENT

Figure Plymouth-1. Plymouth Inventory of Sites Zoning Map



Legend

- City Boundary**
- Pending/Approved Project Sites**
 - Above Moderate
 - Moderate
 - Very Low/Low
- Vacant Sites**
 - Above Moderate
 - Moderate
 - Very Low/Low
- Opportunity Sites**
 - Above Moderate
 - Moderate
 - Very Low/Low

Hazardous Materials

- LUST Cleanup Site*
- Cleanup Program Site*
- Voluntary Cleanup Site
- State Response Site*
- Federal Superfund Site*

Easements and Restrictions

- California Protected Areas Database (CPAD)
- California Conservation Easement Database (CCED)
- * None identified within the mapped extent

AMADOR COUNTYWIDE HOUSING ELEMENT

Figure Plymouth-2. Housing Inventory Constraints

JURISDICTION	ADDRESS/ INTERSECTION	ZIP	APN	CONSUL DATED	GENERAL PLAN	ZONING	MINIMUM DENSITY	MAXIMUM DENSITY	ACRE	EXISTING USE	INFRASTR UCTURE	PUBLICLY OWNED	SITE STATUS	INCLUDED IN LAST 2 CYCLES	VERY LOW	LOW	MODERATE	ABOVE MODERATE	TOTAL REALISTIC CAPACITY	100-YR FLOOD (Acres)
Plymouth	18169 EMPIRE ST		95669 010-141-006-000		Suburban Commercial	SC	0.00	10.16	0.78	Residential Vacant	Planned		Available		0	3	0	0	3	0.00
Plymouth	18230 BUTTER ST		95669 010-132-009-000		Standard Residential	SR	0.00	7.00	4.80	0.18 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	9510 VICTORIAN WAY		95669 010-178-008-000		Standard Residential	SR	0.00	7.00	4.80	1.88 Commercial Vacant	Planned		Available		0	0	0	0	6	0.00
Plymouth	18930 NUGGET WAY		95669 010-176-008-000		Standard Residential	SR	0.00	4.80	4.80	0.17 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	9453 BUSH ST		95669 010-150-017-000		Standard Residential	SR	6.00	4.80	4.80	1.60 Residential Vacant	Planned		Available		0	0	0	0	5	0.00
Plymouth	18129 EMPIRE ST		95669 010-141-005-000		Standard Residential	SR	1.00	4.80	4.80	0.36 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	9350 BUSH ST		95669 010-144-002-000		Standard Residential	SR	2.00	4.80	4.80	0.65 Residential Vacant	Planned		Available		0	0	0	0	2	0.00
Plymouth	9417 BUSH ST		95669 010-143-004-000		Standard Residential	SR	0.00	4.80	4.80	0.10 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	18190 BUTTER ST		95669 010-143-001-000		Standard Residential	SR	2.00	4.80	4.80	0.62 Residential Vacant	Planned		Available		0	0	0	0	2	0.00
Plymouth	9475 PACIFIC ST		95669 010-111-001-000		Standard Residential	SR	1.00	4.80	4.80	0.43 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	18451 SHERWOOD ST		95669 010-081-007-000		Standard Residential	SR	0.00	4.80	4.80	0.12 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	18506 DAVIS ST		95669 010-093-027-000		Standard Residential	SR	1.00	4.80	4.80	0.27 Residential Vacant	Planned		Available		0	0	0	0	2	0.00
Plymouth	18594 STATE HIGHWAY 49		95669 010-093-005-000		Standard Residential	SR	2.00	4.80	4.80	0.72 Residential Vacant	Planned		Available		0	0	0	0	2	0.00
Plymouth	18615 POPLAR ST		95669 010-053-010-000		Standard Residential	SR	0.00	4.80	4.80	0.14 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	18650 EMPIRE ST		95669 010-093-012-000		Village Commercial	VC	0.00	54.01	0.00	0.14 Residential Vacant	Planned		Available		0	0	3	0	3	0.00
Plymouth	18620 STATE HIGHWAY 49		95669 010-093-001-000		Standard Residential	SR	0.00	4.80	4.80	0.15 Residential Vacant	Planned		Available		0	0	0	0	1	0.05
Plymouth	HIGHWAY 49 AND OLD SACRAMENTO R		95669 008-060-012-000		Standard Residential	SR-PDO	0.00	0.00	0.00	37.74 Agricultural Vacant	Planned		Available		0	0	0	0	44	5.96
Plymouth	9344 MAIN ST		95669 010-053-002-000		Village Commercial	VC-HDO	0.00	21.00	4.80	0.15 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	9313 MAIN ST		95669 010-022-003-000		Standard Residential	RR-PDO	0.00	4.80	4.80	0.17 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	7794 OLD SACRAMENTO RD		95669 008-020-031-000		Rural Residential	RR-PDO	0.00	2.28	2.28	10.97 Residential Vacant	Planned		Available		0	0	0	0	18	0.00
Plymouth	9565 MAIN ST		95669 010-032-014-000		Village Commercial	VC-HDO	0.00	21.00	4.80	0.26 Residential Vacant	Planned		Available		0	0	2	0	2	0.00
Plymouth	9389 LANDRUM ST		95669 010-021-021-000		Standard Residential	SR	2.00	4.80	4.80	1.00 Residential Vacant	Planned		Available		0	0	0	0	3	0.00
Plymouth	18840 GOLDEN WAY		95669 010-177-029-000		Standard Residential	SR	0.00	4.80	4.80	0.17 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	18861 NUGGET WAY		95669 010-175-018-000		Standard Residential	SR	0.00	4.80	4.80	0.16 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	18930 NUGGET WAY		95669 010-176-009-000		Standard Residential	SR	0.00	4.80	4.80	0.17 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	19040 GOLDEN WAY		95669 010-172-013-000		Standard Residential	SR	48.00	4.80	4.80	0.20 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	MILLER WAY		95669 010-178-011-000		Standard Residential	SR	67.00	4.80	4.80	12.23 Residential Vacant	Planned		Available		0	0	0	0	44	0.00
Plymouth	9005 OLD SACRAMENTO RD		95669 008-060-043-000		Standard Residential	SR	0.00	4.80	4.80	16.90 Residential Vacant	Planned		Available		0	0	0	0	60	0.00
Plymouth	8823 PORT DR		95669 008-470-012-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.38 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-480-016-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.29 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-480-015-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.21 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-480-017-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.08 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-009-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.67 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-460-032-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.35 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-460-018-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.34 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-460-019-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.33 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-460-020-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.48 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-460-027-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.35 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-460-028-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.37 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-460-029-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.32 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-460-030-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.32 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-460-031-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.34 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-460-033-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.42 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-023-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.50 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-022-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.42 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-001-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.39 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-003-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.47 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-004-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.43 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-013-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.70 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-017-000		Rural Residential	RR-PDO	0.00	0.00	0.00	0.77 Residential Vacant	Planned		ZINFADEL-APPROVED		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-036-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.41 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-007-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.48 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-005-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.47 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-006-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.51 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-010-000		Rural Residential	RR-PDO	0.00	0.00	0.00	0.55 Residential Vacant	Planned		ZINFADEL-APPROVED		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-011-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.43 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-035-000		Rural Residential	RR-PDO	0.00	0.00	0.00	0.46 Residential Vacant	Planned		ZINFADEL-APPROVED		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-012-000		Rural Residential	RR-PDO	0.00	0.00	0.00	0.34 Residential Vacant	Planned		ZINFADEL-APPROVED		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-010-000		Rural Residential	RR-PDO	0.00	0.00	0.00	0.32 Residential Vacant	Planned		ZINFADEL-APPROVED		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-015-000		Rural Residential	RR-PDO	0.00	0.00	0.00	0.48 Residential Vacant	Planned		ZINFADEL-APPROVED		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-016-000		Rural Residential	RR-PDO	0.00	0.00	0.00	0.38 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-017-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.38 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-018-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.04 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-019-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.39 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-020-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.36 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-021-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.36 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-022-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.66 Residential Vacant	Planned		Available		0	0	0	0	1	0.00
Plymouth	ZINFADEL PKWY AND HWY 49		95669 008-490-024-000		Rural Residential	RR-PDO	0.00	2.28	2.28	0.40 Residential Vacant	Planned		Available		0	0	0	0	1	0.00