

AGENDA

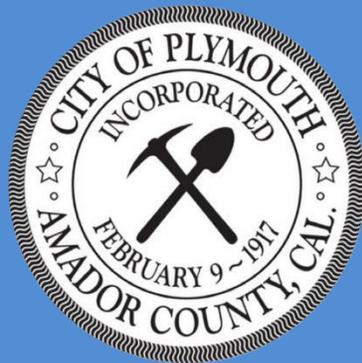
CITY OF PLYMOUTH

PLANNING COMMISSION

REGULAR MEETING

THURSDAY, MARCH 5, 2026

9426 Main Street, Plymouth, California



Michael Sullivan, Chair

William Klapproth, Vice Chair

Thomas Mikkelsen, Planning Commissioner

Micki East, Planning Commissioner

Micah Malcolm, Planning Commissioner

PLEASE NOTE: The Council may take up any agenda item at any time, regardless of the order listed. Action may be taken on any item on the agenda. **Members of the public who wish to speak may be subject to a three (3) minute maximum time limit when addressing the Commission, and/or the Commission may require speaker identification sheets be submitted to the Planning Clerk prior to being called upon by the Chairman to provide public comment.**



CITY OF PLYMOUTH PLANNING COMMISSION REGULAR MEETING AGENDA

Thursday, March 5, 2026, at 6:30 PM

Plymouth City Hall - 9426 Main Street Plymouth, California

Members of the public not attending in person may submit written public comment prior to the meeting by emailing your comment to the Planning Clerk at jsmith@cityofplymouth.org before 3:30 PM on the day of the meeting. Emailed public comments will be distributed to the Commission and made part of the official record.

Meeting ID: 952 7864 2417 Passcode: 497665

<https://zoom.us/j/95278642417?pwd=i28tSK0xbr7ew2znnCa7lrRxBMT62f.1>

Michael Sullivan, Chair

William Klapproth, Vice Chair

Thomas Mikkelsen, Commissioner

Micki East, Commissioner

Micah Malcolm, Commissioner

This meeting will be recorded. Council Chambers are wheelchair accessible. Special accommodations may be requested by contacting the Planning Clerk 72 hours in advance of the meeting.

Please silence all cell phones or similar devices.

1. CALL TO ORDER / ROLL CALL:

- Roll Call
- Flag Salute

2. APPROVAL OF PLANNING COMMISSION REGULAR MEETING AGENDA FOR FEBRUARY 5, 2026

3. PUBLIC COMMENT:

Under provisions of the Government Code, citizens wishing to address the Commission for any matter not on the agenda may do so at this time by completing and submitting a Speaker Submittal Form to the Planning Clerk or following the instructions noted on this agenda. Speakers will be called by the Chair at the point on the agenda when the item will be heard. Speakers should keep comments to three minutes or less and state their name and community of residence. Under provisions of the California Government Code, the Commission is prohibited from materially discussing or taking action on any item not on the agenda unless it can be demonstrated to be of an emergency nature or an urgent need to take immediate action arose after the posting of the agenda.

4. PRESENTATIONS/APPOINTMENTS:

4.1 2025 GENERAL PLAN ANNUAL PROGRESS REPORT

5. CONSENT CALENDAR ITEMS:

All matters listed under the Consent Calendar are to be considered routine and will be enacted by one motion. If discussion is required, that particular item will be removed from the consent calendar and will be considered separately.

5.1 APPROVAL OF THE PLANNING COMMISSION REGULAR MEETING MINUTES OF SEPTEMBER 18, 2025

5.2 APPROVAL OF THE PLANNING COMMISSION SPECIAL MEETING MINUTES OF DECEMBER 9, 2025

6. PUBLIC HEARINGS:

6.1 RECOMMENDING CITY COUNCIL APPROVAL OF A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLYMOUTH APPROVING THE ADOPTION OF CHAPTER 19.74, ACCESSORY DWELLING UNITS TO THE CITY'S ZONING ORDINANCE

7. UNFINISHED BUSINESS: NONE

8. NEW BUSINESS:

9. REPORTS:

- Commission
- Chairperson
- Planning Director
- City Staff

10. ADJOURNMENT

The next regular scheduled Planning Commission Meeting Date is March 19, 2026. The meeting will begin at 6:30pm.

ADDITIONAL INFORMATION

Public documents related to items on the open session portion of this agenda, which are distributed to the Planning Commission no less than 72 hours prior to the meeting, shall be available for public inspection at the Planning Clerk's office located at Plymouth City Hall and at the time of the meeting.

NOTICE:

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the Planning Clerk at (209) 245-6941 Ext. 254 at least 48 hours prior to the meeting.

CERTIFICATION OF POSTING OF AGENDA

I, Jacob Smith, Planning Clerk for the City of Plymouth, declare that the foregoing agenda for the March 5, 2026, Regular Meeting of the Plymouth Planning Commission was posted and available for review on March 2, 2026, at the City Hall of the City of Plymouth, 9426 Main Street, Plymouth, California, 95669. The agenda is also available on the city website at www.cityofplymouth.org.

Signed at Plymouth, California

//s//

Jacob Smith
Planning Clerk

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PUBLIC COMMENT

4

**PRESENTATIONS
PROCLAMATIONS
APPOINTMENTS**

4.1



PLANNING COMMISSION AGENDA ITEM NO. 4.1

3/5/2025

SUBJECT: City of Plymouth General Plan Annual Progress Report

DEPARTMENT: Planning Department

STAFF: Erica Fraser, AICP, Planning Director

TITLE

2025 General Plan Annual Progress Report.

BACKGROUND

Government Code Sections 65400 and 65700 mandate that all cities and counties submit an annual report on the status of the General Plan and progress on the implementation of the action items within the General Plan to their legislative bodies.

Once reviewed by the City Council, the City is required to submit a copy of the General Plan Annual Progress Report (APR) to the Governor's Office of Planning and Research (OPR), and the Department of Housing and Community Development (HCD) by April 1st of each year.

There is no required format for an APR, however, State has a separate form that must be filled out and submitted for Housing Elements.

The City of Plymouth General Plan was adopted in 2009 with a lifespan of 20 years. The 6th Cycle Housing Element was adopted by the City Council on January 9, 2025.

ANALYSIS

The APR is included as Attachment 1 and includes a thorough discussion of all action items within the General Plan. The purpose of the Annual Progress Report is to:



PLANNING COMMISSION AGENDA ITEM NO. 4.1

3/5/2025

- Provide information and assess the City's progress on implementation of the General Plan in accordance with the Goals, Recommended Actions, and Policies.
- Provide information to identify necessary adjustments or modifications.
- To provide information regarding the City's progress towards meeting its Regional Housing Needs Allocation (RHNA).

Each action item within the City's General Plan is listed in the APR and the status of each action is provided.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The APR is not considered a project and therefore is not subject to the requirements of the California Environmental Quality Act.

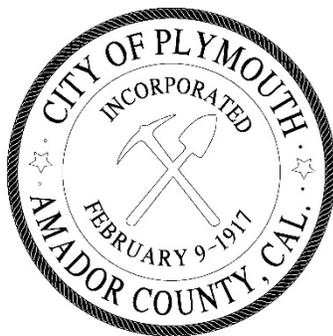
NEXT STEPS

No formal action is required by the Planning Commission. Staff will discuss the APR with the City Council and will then submit the APR to the Office of Planning and Research as required.

ATTACHMENTS

1. 2025 General Plan Annual Progress Report.

City of Plymouth 2025 General Plan Annual Progress Report



March 2026

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Purpose of this Document

Government Code Sections 65400 and 65700 mandate that all cities and counties submit an annual report on the status of the General Plan and progress in the implementation of the policies within the General Plan to their legislative bodies, the Governor's Office of Planning and Research (OPR), and the Department of Housing and Community Development (HCD) by April 1st of each year.

The annual progress report (APR) provides local legislative bodies and the public with information regarding the implementation of the General Plan for their city or county. The APR also informs the public of the progress in meetings the community's goals.

The purpose of the Annual Progress Report is to:

- Provide information and assess the City's progress on implementation of the General Plan in accordance with the Goals, Recommended Actions, and Policies.
- Provide information to identify necessary adjustments or modifications.
- To provide information regarding the City's progress towards meeting its Regional Housing Needs Allocation (RHNA).

The City of Plymouth 2024 General Plan Annual Progress Report was discussed with the Planning Commission on February 20, 2024. Review by the City Council is will occur on March 13, 2025.

City of Plymouth General Plan and Amendments

The City of Plymouth's General Plan was adopted on April 13, 2009 (Resolution No. 2009-22) following a two year process. The typical life span of a General Plan is 15-20 years (excluding the Housing Element) and the City's General Plan gives a 20 year timeline for the document. The City's current General Plan is available for review or download on the City's website (<https://cityofplymouth.org/planning/>)

Since the adoption of the General Plan in 2009, there have been several amendments to the general plan which are described below:

- In accordance with State Guidelines and Regulations, a 2010-2015 Housing Element was adopted on March 24, 2011 (Resolution No. 2011-08).
- The 5th Cycle (2014-2019) Housing Element was adopted on April 9, 2015 (Resolution No. 2015-05).
- On June 25, 2015, the City Council approved a General Plan Amendment (Resolution No. 2015-06) to change the land use designation of a 13.2 acre parcel from Auto Urban Residential to High Density Residential (required by the Housing Element).
- On June 25, 2015, the City Council approved an amendment to the General Plan Land Use Map (Resolution 2016-03) to include a high density residential land use category to allow 16-21 dwelling units per acre to comply with an action item in the Housing Element.
- On April 14, 2016, the City Council approved an amendment (Resolution 2016-04) to the General Plan Land Use Map to redesignate a 6.27 acre parcel from urban residential to high density to comply with an action item in the Housing Element.

Two applications for a General Plan Amendment have been filed and are under review. The Greilich Ranch project includes a General Plan Amendment to reclassify a portion of the site to allow a residential development.

The application is currently under review by Staff and work under the California Environmental Quality Act (CEQA) is underway. The new ARCO gas station also include a general plan amendment. The City is currently finishing up review under CEQA and public review of the CEQA document is expected to begin in the next few months.

Planning Activities

In 2025, the Planning Division completed or is in the process of completing several activities which are listed below:

- Accessory Dwelling Unit Ordinance (new Chapter in the Zoning Ordinance, public hearing scheduled for March 5, 2026).
- Objective Design Standards (supported through the REAP grant) and companion Zoning Ordinance Amendments adopted September 11, 2025 and October 23, 2025 by City Council.
- Nettie's Table located at 9393 Main Street, a bar with restaurant, outdoor dining, and exterior modifications (PA 2025-03) approved by the Planning Commission on May 15, 2025.
- Drink Bar and Restaurant located at 9451 Main Street, a restaurant and bar with live entertainment, exterior modifications and outdoor seating/dining (PA 2025-10) approved by the Planning Commission on December 9, 2025.
- The Haunted Forest, a Temporary Use Permit for a Halloween attraction (PA 2025-12) approved for a 2025 only by the Planning Commission on September 18, 2025.
- Roa 5-plex plus ADU multi-family residential project located at 18190 Sutter Street (PA 2025-14) approved on December 5, 2025.
- Tase Accessory Structure and minor site modifications (PA 2025-15) approved on December 3, 2025.
- Other minor Administrative Use Permits and Minor Site Design Reviews for minor exterior improvements were also approved by the Planning Director.

Major Development Applications

There are several planning applications which are under review or have been approved. The Applications are as follows:

- ARCO Gas Station and Convenience Store. Review is currently underway of a new gas station (with 6 pumps) and a 3,400 square foot convenience store, located at 18725 HWY 49. Completion of work under CEQA is required.
- Greilich Ranch. Review is currently underway of a proposed residential development with 299 residential dwellings plus Accessory Dwelling Units. Project is currently incomplete.
- Arroyo Woods. Review is currently underway of a proposed residential development with 109 single family residential dwellings. Project is currently incomplete.
- Hilton Hotel. Review is currently underway of a proposed 88 room hotel. The City is currently awaiting the completion of environmental studies from the Applicant.

- Pokerville Gas Station. Review is currently underway of an application to install gas pumps and related improvements at the existing Pokerville Market. Plans were recently submitted and are under review by Staff and relevant agencies.

General Plan Implementation Measures

The following information provides all of the implementation measures (or action items) contained within the General Plan and Housing Element and the status of each.

Section 3 – Land Use and Character

Recommended Actions	Status
<p>3.1-Annex the lands encompassing the ridgelines to the north and west of town for the purpose of enacting development control of these important community view sheds. Amend the zoning regulations to incorporate standards to protect the “view from town” from development that would breach the visible horizon and permanently alter these highly valued vistas and natural assets. The view shed protection standards must establish setback requirements from the ridge so as to prevent views of entire rooflines from Hwy 49, Main Street in the downtown area and Shenandoah Road. Partial exposure of development maybe acceptable provided it is visually insignificant such as limited visibility of roof sections. Use three dimensional modeling technology to examine the view perspectives from different points in the community so as not to unnecessarily regulate land for which the views are not exposed, particularly due to the topography of the foreground.</p>	<p>Land not annexed. Scenic Corridor design guidelines established.</p>
<p>3.2 - Amend the zoning ordinance to convert it from use- to character-based districts. Instead of a list of permitted uses and minimum lot size – as in the current ordinance – the districts will be based on the intensity of the use. In the case of residential development, the intensity would be measured by a maximum allowable gross density, using an open space ratio (OSR) and other performance standards, such as a floor area ratio (FAR), to secure development character. The amount of required open space will allow sensitive areas, such as ridgelines, steep slopes, and wetlands, to remain open. With the use of density bonuses the amount of open space may increase without compromising development yield (number of lots) and hence, the economies of development.</p>	<p>Zoning has not been converted from use- to character-based districts. Allowed Land Uses and Permit Requirements are still being used.</p>
<p>3.3 - Within each zoning district provide for a range of development options to allow different development types of similar character within the same district, as displayed in Table 3.2, Illustrative Land Use Districts. Subject to the dimensional criteria and open space requirements stated in the zoning ordinance, as amended, each of the development options are permitted within the district. Plans must be submitted and approved for conformance with the General Plan and the City’s</p>	<p>List of development options has been expanded and Open Space requirements for each zoning district has been added.</p>

<p>land development regulations. To maintain similar character, a higher OSR is used for smaller lots to keep a similar gross density (total number of units across the development site). This adds flexibility to the ordinance and allows the integration of incentives to meet community objectives. In this case, the City may use density bonuses in exchange for open space that may be devoted to resource protection. Therefore, greater density may be allowed on developable, less constrained portions of sites while setting aside sensitive lands to preserve desirable views or other environmental assets.</p>	
<p>3.4 - Amend the subdivision regulations as follows:</p> <ul style="list-style-type: none"> - Allow and in some instances require alternative subdivision designs, such as clustered, conservation (60 to 80 percent open space), and preservation (80+ percent open space) development. Development clustering may be required to achieve maximum allowable densities on sites constrained by environmental resources and those that do not have suitable capacity to support more intensive development. These alternative neighborhood environments will allow the City to maintain its rural, small-town character while protecting its rich resources. For instance, around the periphery of the community, where there are productive agricultural lands, preservation development may be allowed while maintaining the agricultural value and character, given suitable performance standards such as buffering and separation. - Incorporate a site capacity calculation into the subdivision regulations to allow development intensity to be adjusted according to site conditions, such as the presence of significant resource features. Specify within the ordinance the percentage of each resource feature that must be preserved including, but not limited to, water bodies, riparian buffers, floodways, floodplain, wetlands, woodlands, and steep slopes. This tool allows sites that are constrained environmentally to develop in harmony with nature and its surroundings, and consistent with the preferred community character. - Include provisions allowing and in some instances requiring conservation easements for defined sensitive areas. Such easement could be for resource protection, open space, and/or recreational purposes. It may be voluntarily created by the property owner(s) or acquired by a government agency. The easement would be a legally binding covenant that is publicly recorded and runs with the property deed for a specified time or in perpetuity. It gives the holder the responsibility to monitor and enforce the property restrictions imposed by the easement for as long as it is designated to run. An easement does not grant ownership nor does it absolve the property owner from traditional owner responsibilities, i.e. upkeep, maintenance, or improvements. - Incorporate flood protection standards, which would restrict/prohibit uses in proximity to the floodplain; protect vulnerable uses against flood damage; control the alteration of natural floodplains, stream channels and natural protective barriers; control activities that may increase flood heights, velocities, or damage; and regulate the construction of flood 	<p>Alternative design guidelines have not been added. Developments can use flexibility in subdivision design through the Planned Development tool. Implementation of this action would be difficult due to the unique characteristics of each property in the City.</p>

<p>barriers that may unnaturally divert flood waters or increase flood hazards to other lands. Such standards would establish a process for reviewing and issuing floodplain development permits for drainage improvements or other necessary infrastructure and provisions for flood hazard reduction and handling nuisances within hazard areas in accordance with State law and approved by the Army Corps of Engineers, where applicable.</p> <p>- Add provisions pertaining to wetland mitigation. The standards should specify where mitigation may be acceptable and approved, as well as when they must remain and be protected. Integration of wetlands and positive surface drainage into a development's stormwater system is preferred over mitigation. Include provisions for riparian buffers along drainage and stream channels, swales, and green roofs or rooftop storage to reduce stormwater runoff.</p>	
<p>3.5 - Plan, design, fund, and construct gateway improvements in the following locations, in order of priority:</p> <ul style="list-style-type: none"> - At the intersection of S.H. 49 and Main Street, as an entry to the historic downtown. - Along S.H. 49 at the northern and southern limits of the Planning Area; - Along Old Sacramento Road at the western limits of the Planning Area; - Along Shenandoah Road at the eastern limits of the Planning Area; 	<p>Caltrans built a roundabout at S.H. 49 and Main Street. No gateway improvements have been made.</p>
<p>3.6- Plan, design, fund, and construct portal entry monuments at the edge of the historic district to give it a distinct identity. The monuments should relate to the larger gateways yet convey the historic fabric of downtown. These should be constructed on the east and west end of Main Street, at the edge of the defined downtown historic district.</p>	<p>No portal entry monuments have been installed.</p>
<p>3.7- Prepare corridor enhancement plans to include regulatory recommendations and identified improvements and their estimated costs. A corridor landscaping plan should be included with design for placement of trees, shrubs, monuments, and public art within the right-of-way or an acquired public easement. An implementation plan should identify priorities, funding options and sources, and a timeline.</p>	<p>Item has not been created.</p>
<p>3.8 - Amend the zoning ordinance to include specific design standards along with S.H. 49, Old Sacramento Road, and Shenandoah Road corridors relating to building height and scale, setbacks of the building and parking areas, building form (design articulation, fenestration), signage, site landscaping within parking areas and along the streetscape, and an architectural palette that replicates the rural, western character.</p>	<p>Scenic Corridor Design Guidelines adopted. Objective Design Standards adopted in 2025 for multi-family and mixed-use projects.</p>
<p>3.9 - Prepare a Historic Downtown Master Plan to identify a program of physical improvements and character enhancements to the immediate historic Downtown and along Main Street. The master plan must address both vehicle and pedestrian circulation, parking, and public improvements such as drainage, lighting, and ADA (American's with Disabilities Act) accessibility. Specific improvement projects should be identified and assembled into a five-year capital plan, with funding amounts and sources</p>	<p>Historic Downtown Master Plan has not been drafted. However, design guidelines are in place and there is a Downtown Overlay District.</p>

identified.	
<p>3.10 - Prepare a downtown parking study and plan. The study should include an inventory of on- and off-street parking spaces. The number of spaces would be compared to the parking demand of the businesses yielding a surplus or deficiency. The location of parking spaces and their restrictions (hours and duration) must be evaluated to identify necessary policy modifications or needed parking, improvements. The study should document the options and solutions to address any deficiencies.</p>	<p>A Study was not done, however, Section 19.76.055 of the Municipal Code waives the off-site parking requirement for all properties within the Downtown Overlay.</p>
<p>3.11 - Develop the downtown core of the City by concentrating mixed-use and medium to higher density residential development in the downtown core along Main Street/SR 49/Shenandoah Road.</p>	<p>The downtown area is located within the Village Commercial zoning which allows mixed-uses which allow residential on the upper floors. This zoning also allows multifamily with an approved Conditional Use Permit. The Village Residential Zoning District has been established to encourage higher density residential uses adjacent to the downtown.</p>
<p>3.12 Amend the zoning ordinance as follows:</p> <ul style="list-style-type: none"> - Include an urban historic downtown zoning district. Requirements of the district should include zero front and side yard setbacks; a minimum (versus maximum) building height; allowances for upper floor residential use; and building form requirements include building bulk and scale, facade materials and architectural detailing, window and doorway fenestration, and sign placement. District provisions should also address pedestrian ways and amenities, street trees and planters, gardens and plazas, public art displays, outdoor activities and displays, and other requirements. Public rights-of-way enhancements should be addressed including street cross-sections (pavements type and width), traffic controls (signs, speed tables), and pedestrian improvements (sidewalks, crosswalks, way-finding, curb cuts, ADA accessibility). - Replace the historic design review provisions with the adoption of a historic preservation ordinance. Such ordinance must establish the requirements and standards for building restoration to ensure the historic integrity of any building alterations and site improvements. A certificate of appropriateness should be reviewed and issued by the Planning Commission for conformance with the adopted standards. - Strengthen the guidelines for the review and demolition of historic buildings to indicate those that shall – rather than “should” – not be demolished. This will require a historic survey of buildings as well as an assessment of the structural integrity of these buildings. The City should also adopt provisions requiring certain improvements of vacant historic buildings to prevent their structural erosion and maintain the building’s structural integrity. - Amend Section 19.06.150, Signs, to provide an incentive for the use of monument versus pole signs by allowing a greater sign face area for monument signs. (Note: All provisions regarding sign dimensions should be contained in this section of the ordinance rather than in the individual districts.) Furthermore, create separate and unique sign standards for the historic downtown area, which should be pedestrian scale. Also, for multi-tenant 	<p>The Downtown Historic Overlay District is in place.</p> <p>A Historic Preservation Ordinance has not been adopted.</p> <p>The Sign Code was amended in 2014. Pole signs were not prohibited and there are no specific regulations for signs in the downtown.</p> <p>Screening requirements were not established.</p> <p>Design standards not established.</p>

<p>structures require submittal, review, and acceptance of a master sign plan to evaluate the cumulative effects of signage.</p> <ul style="list-style-type: none"> - Incorporate screening standards for outdoor storage of materials and equipment, as well as building- and roof-mounted mechanical equipment. Additionally, limit as a percentage of the gross floor area the amount of area that may be devoted to outdoor display of merchandise, with provisions preventing a reduction of the required parking and distance from the front or side building façade. - Adopt design standards for the Suburban Commercial district relating to the use of building (on all elevations) and roof materials, requiring a pitched roof, standards for site lighting and signage, guidelines for site circulation and access, and other applicable standards to ensure its visual character and compatibility with adjacent uses and its surroundings. 	
<p>3.13 - Re-examine the City’s street right-of-way and pavement width requirements in light of their impacts on community character, as well as emergency access, parking, and storm water conveyance. Since the existing streets are without curb and gutter, allow the use of rural street sections in new development, with sufficient design provisions and standards for storm drainage. Allow as an alternative the use of off-street trails in-lieu of sidewalks, which will provide for safe pedestrian mobility yet closer mimic the character of the existing development.</p>	<p>New development is being conditioned to include curb and gutter as well as other improvements.</p>
<p>3.14 - Amend the design review guidelines to create new standards for single family neighborhoods in the auto-urban residential district that reflect the desired traditional neighborhood character. Alternatively, within an auto-urban planned development this may be accomplished by submission and approval of a design pattern book unique to a particular neighborhood development. This will allow new development to continue the small town, rural character similar to what is now existing. Traditional neighborhood development (TND) commonly reduces the front yard setback and narrows the street width, with garage access via an alley.</p>	<p>The City does not have design guidelines for single family.</p>
<p>3.15 - Adopt and incorporate into the zoning ordinance anti-monotony regulations for single-family development. The standards require a minimum separation between similar houses on the same block and require a variety of floor plans, façade treatments, and other dimensional requirements (height, roof type, material types, garage placement, etc.).</p>	<p>The City does not have design guidelines for single family.</p>
<p>3.16 - Adopt design standards for high-density residential development, including building form and scale, articulated building walls, building orientation, architectural detailing, roof types and materials, façade enhancements, and acceptable building materials.</p>	<p>Objective Design Standards and companion Zoning Ordinance Amendments were adopted by the City Council on September 11 and October 23, 2025.</p>
<p>3.17 - Amend the development standards to incorporate an average lot size whereby lot sizes are required to vary in width, with a certain percentage being narrower and the remaining being wider than the average. This approach allows a variety of housing footprints, sizes, and styles within the same development thereby avoiding a monotonous, cookie-cutter style of development.</p>	<p>Standard Residential (SR) allows lot sizes to vary within a development in the district. Rural Residential (RR) allows lot sizes to be reduced from one acre to 21,780 square feet or 12,500 square feet with increases in open space.</p>
<p>3.18 - Establish a minimum landscape surface ratio (LSR)</p>	<p>Section 19.72.040 Landscape Area Requirements sets a minimum area within</p>

<p>within non-residential developments for which the ratios vary according to the district character. As displayed in Table 3.2, Illustrative Land Use Districts (refer to Page 23), the Auto-Urban Commercial district will have a specified minimum landscape surface ratio.⁴ The Suburban Commercial District, on the other hand, will require a greater LSR. The Suburban Commercial district is intended to be located adjacent to low density areas and in areas of visual sensitivity. This open space area provides for visual buffering, site landscaping, and space for on-site stormwater detention/retention.</p>	<p>non-residential developments. It includes requirements for open space, drainage areas, and retention/detention basins.</p>
<p>3.19 - Establish a maximum build-to line of 15 feet in-lieu of no front yard setback requirement in the Commercial zone. Increase the rear setback from five feet to a minimum of 40 feet. This will alter site design to require parking areas to the side and rear of buildings rather than within the front yard, which will significantly enhance the corridor visual environs. Buffer yard standards between districts must be established to ensure compatibility with less intensive abutting uses. In addition, design standards must be established to avoid blank building walls and require intensive landscaping within the street yard.</p>	<p>Table 19.60.040-1 Commercial and Industrial Zone Development Standards establishes different setbacks for each zoning district.</p>
<p>3.20 - Establish streetscape landscaping requirements to screen parking and vehicular use areas parallel to public streets, particularly along the major corridors. It is recommended to require 100 percent screening by way of walls, hedges, shrubbery, earthen berms or other natural topography to a maximum height of 30 inches.</p>	<p>The Scenic Corridor Design Guidelines includes Streetscape Guidelines.</p>
<p>3.21 - Adopt a landscape ordinance that promotes efficient landscape water use in new commercial projects.</p>	<p>Not yet completed. Staff is working on developing an ordinance that complies with the State's Water Efficient Landscape Ordinance.</p>
<p>3.22 - Construct a land use and growth scenario model to quantify the impacts of different land use and urban growth patterns. Such model can identify at what point certain thresholds may be exceeded, or when added infrastructure and service capacities are needed to keep pace with development and the expected level of services. This tool may be used to sequence the timing and location of development commensurate with the provision of services and availability of fiscal resources. It may also be used to judge the appropriateness of development given the City's infrastructure limitations and fiscal constraints.</p>	<p>Not yet completed.</p>
<p>3.23 - Prior to extending the Sphere of Influence (SOI), conduct an assessment of the capacity requirements to support the water and sewer demands of the added area, as well as the accompanying demands for added public services. A cost-benefit analysis should be performed to determine whether the revenues from development in the SOI would offset the costs of extending facilities and services, thus, providing a net positive impact on the City's tax base. The impact fees should subsequently, be adjusted to ensure a fair share distribution of the requisite facility and service costs associated with the development.</p>	<p>Prezonings evaluate the potential designation of land uses for unincorporated property adjoining the City, within the sphere of influence, prior to annexation. Capacity requirements to support the water and sewer demands should be evaluated during the pre zoning process.</p>
<p>3.24 - Adopt an annexation policy to guide the decision-making of the City Council, both for City-initiated annexations as well as voluntary requested annexations. The outline of policies should</p>	<p>Chapter 13.08 Connection Permits, Charges and Fees outlines a process for annexations including fees. Additionally, a</p>

<p>pertain to the coordination of adequate infrastructure, ongoing service planning, managing the urban development pattern, use of fiscal impact analyses, identification of intangible benefits, protection of critical areas, and the use of negotiated agreements. The adopted policies will be re-examined on a regular basis to account for changing circumstances.</p>	<p>rezoning is intended to establish the designation of land uses for unincorporated property adjoining the City, within the sphere of influence, prior to annexation.</p>
<p>3.25 - Conduct studies periodically to identify and monitor prime growth areas within the SOI, particularly adjacent to major transportation corridors, where the City's land use management capabilities are most needed. These studies should consider anticipated infrastructure improvements that may create an opportunity or demand for urban development. Based on these studies and evaluation of potential annexation options, an annexation plan should be developed and periodically updated, which would become the basis for developing annual or periodic annexation proposals to LAFCO. The annexation plan should identify specific properties targeted for eventual incorporation, and based on careful research as to the available utilities and infrastructure and existing land use in the area. It should include a service plan identifying the requisite provision of utility infrastructure as well as public services, i.e. fire and police protection, emergency medical services, waste collection, etc. The analysis must also address the impacts and necessary improvements for public parks and recreation areas, library, schools, and administrative office space and staffing. The plan must abide by the City's adopted policies, coordinated with an adopted Capital Improvement Program (CIP), and support the policies of this General Plan.</p>	<p>Not yet completed.</p>
<p>3.26 - Prepare a study of the properties currently within the Williamson Act to determine those that are subject to renewal – and non-renewal – and the timing by which they may become available for development. Those that are non-renewal properties may remain so but to manage the timing of their development concurrent with the availability and provision of public facilities and services, if they will be considered to be annexed and zoned agricultural.</p>	<p>Section 19.56.020 Characteristics of Residential Zoning Districts partially discusses the Williamson Act. However, a study to determine renewal- and non-renewals has not been conducted. The California Williamson Act Enrollment Finder provides a link to a map with all new/renewed parcels within the Williamson Act. The list is updated yearly based on the information submitted annually by each jurisdiction.</p>
<p>3.27 - In coordination with applicable other agencies, prepare a five-year CIP identifying, in an annual program, all capital projects and expenditures. The parameters and scope of each project or expenditure must be sufficiently specified to determine a sound estimate of cost. The list of candidate projects must be evaluated as to their consistency with the City's General Plan policies before being prioritized. A source of funding must be identified for each, which will determine the number of programmed annual projects.</p>	<p>The City regularly identifies projects and the source of funding necessary to implement.</p>
<p>3.28 - Amend the zoning ordinance as follows: - Include an agricultural zoning district for existing agricultural lands and operations, such as those within the Williamson Act, thereby acting to protect their economic interests and guard against premature encroachment by urban development. It is intended to permit agricultural and agriculture-supportive uses as</p>	<p>The Agriculture Zoning district allows for existing agricultural lands and operations including the Williamson Act.</p>

<p>the primary use of land, and to restrict uses or activities that interfere or are incompatible with agriculture. Since the City has no land use authority in the SOI this would require annexation or alternatively, coordination with the Amador County General Plan and zoning ordinance and map.</p> <ul style="list-style-type: none"> - Incorporate a streamlined approval process for compliant applications for infill and redevelopment. Paramount to an expedited review process is clear standards to ensure compatibility with the context of the surrounding neighborhood environs. - Use the administrative use permit process to allow adjustments of area requirements within the existing, older neighborhoods. These adjustments are intended to allow investment and reinvestment in the older areas of the community, subject to specific standards and dimensional limitations. 	
<p>3.29 - Conduct a constructive review and critique of the zoning ordinance to identify and remove barriers to building additions and redevelopment, such as overly restrictive dimensional standards, cumbersome processes, extensive and costly submission requirements, etc.</p>	<p>The Zoning Ordinance was overhauled in 2014 (following adoption of the General Plan).</p> <p>Staff conducted a review of the zoning ordinance in 2024 and has determined areas of improvement that would remove barriers to development.</p>
<p>3.30 - Adopt provisions allowing transfer of development rights (TDR) from areas of the SOI to within the City limits. This would allow a property owner to transfer their proportional density allocation to other landowners thereby allowing them to capitalize on the development value of the land.</p>	<p>Section 19.04.130 Transfer of Approval Rights states approval rights run with the land. However, it does not provide specifics for transfers from SOI to within the City limits. The current SOI is the same as the City Limits.</p>
<p>3.31 - Enact an infrastructure reinvestment program for the core areas of the community, with a focus on repair, replacing, and/or reconstructing streets and street lights, sidewalks, water/sewer lines, and storm drainage improvements.</p>	<p>Not yet completed.</p>
<p>3.32 - Draft and adopt an Economic Development Plan to identify specific needs of the City and develop a strategy for providing the necessary funding to meet those needs.</p>	<p>Not yet completed.</p>
<p>3.33 - Concurrent with new development projects, in compliance with the California Environmental Quality Act (CEQA) process, identify and map the specific boundaries of “protection areas” within the proposed project area. In addition, utilizing available data, the mapping should include the general portions of adjacent properties to the extent the particular type of area to be projected is affected by or affects the project. An inventory and electronic catalog of the identified protection areas would be useful to ensure preservation. These areas should include the limits of the 100-year floodplain and designated riparian buffer areas, ponds greater than two acres in size, wetlands greater than one-half acre in size, areas of steep slopes (greater than 30%), and defined ridgeline areas. These would require consideration during the zoning and subdivision development process.</p>	<p>Title 18 California Environmental Quality Act Implementation Policies and Procedures outlines the requirements for the environmental review process as part of the review project proponents are required to submit a General Biological Resources Assessment that outlines protected areas and sensitive species. Additionally, the municipal code includes requirements for 100-year floodplain and property slopes.</p>
<p>3.34 - Map the above-described protection areas and designate them within the Open Space zone as determined by the update to the Parks and Open Space Element of the Plymouth General Plan. This district would serve as an overlay of the base zoning</p>	<p>Chapter 19.64 Public, Institutional, and Open Space Districts outlines requirements for Open Space. Additionally, the city uses Amador</p>

<p>districts. The value of the proposed zoning structure is that the required minimum open space may be used to encompass the protection areas. There is density bonuses integrated into the land use regulations to allow a higher density by way of development clustering and use of different housing types.</p>	<p>County's GIS for land use and natural features. However, the County's GIS is limited on the information it provides.</p>
<p>3.35 - As a supplement to, or in-lieu of Amador County involvement, annex the area within the SOI. This will allow the imposition of an agricultural district to preserve the rural and open character of the City's periphery.</p>	<p>The SOI is the same as the City Limits. There is no additional land to annex.</p>
<p>3.36 - Consider by way of fee simple acquisition or designation as a conservation easement a perimeter greenbelt. Investigate alternative means of financing such acquisition by way of impact fees, bonds, or other funding mechanisms. This would establish a sharp community edge thereby creating a compact community form and maintaining the City's freestanding character. The greenbelt should be along the outer periphery of the 20-year SOI.</p>	<p>Not yet completed.</p>
<p>3.37 - Adopt the proposed zoning system and amend the zoning ordinance to replace the current districts with those proposed in Table 3.2, Illustrative Land Use Districts (refer to Page 23). The structure of these districts establishes a minimum open space ratio (OSR) of 15 percent, with increasing open space ratios commensurate with higher intensity uses to preserve the district character. Therefore, there is an economic incentive by way of increased density to provide more than the minimum required open space.</p>	<p>The proposed land use districts outlined on Table 3.2 have not been adopted. However, the current zoning districts show strong similarities to those on the table.</p>
<p>3.38 - Incorporate planned development as a permitted development option within the Suburban Residential and Auto-Urban Residential districts. This approach is preferable to the current Planned Development (PD) zone since it establishes the density allowances and open space requirements, and streamlines the development approval and review processes. A minimum of two housing types is required to achieve the maximum allowable density.</p>	<p>Planned Development is a tool that allows for the creative use and design of land that adheres to a specific development plan approved by the City, the purpose of which will result in efficient and attractive utilization of land in order to preserve open space areas, topographical features, ridge tops, and tree clusters. This district permits a mix of housing types and nonresidential development. See Chapter 19.28 Planned Development.</p>
<p>3.39 - Modify the minimum threshold of required open space to achieve a minimum of 10 acres per 1,000 persons of parks and recreation areas, which may include the percent of development required to accommodate the City's on-site drainage requirements. Adjust the lot sizes or use of alternative housing types to provide a similar density to that allowed currently.</p>	<p>Not yet completed. Chapter 16.34 requires 5 acres per 1,000 persons.</p>
<p>3.40 - Adopt a future land use plan (as displayed in Figure 3.2, Future Land Use Plan, refer to Page 21) that reflects non-residential uses in nodes rather than linearly along corridors. This pattern is increasingly emerging at the southern entry along S.H. 49 and along Shenandoah Road to the east. Nodes of development are preferred for infrastructure planning purposes, allowing adequate sizing of utilities and design of streets to accommodate higher volumes of traffic. It also reduces the impacts of driveways on the traffic carrying capacities of the community's major roadways. The land use plan may also better manage use compatibility in this manner.</p>	<p>The Future Land Uses Plan presented on Table 3.2 has not been adopted.</p>

<p>3.41 - Amend the current Planned Development “PD” district to be a Mixed Use Planned development option within the Auto-Urban Commercial district. The advantage of this approach is that it establishes the residential density and commercial floor area allowances as well as the open space requirements while streamlining the development review and approval process. The densities and floor area allowances should be factored up to encourage mixed rather than single use developments.</p>	<p>The Planned Development tool can be used in all residential zoning districts. While not clear, it appears that this flexibility can only be applied to residential and mixed-uses and does not allow for flexibility beyond what is required by the General Plan.</p>
<p>3.42 - Provide a density bonus for residential development located within 300 feet of S.H. 49, Old Sacramento Road, Shenandoah Road, and future arterial roads. This will allow an increased density to allow residential development to be feasible given higher land costs along road frontages. The proposed bufferyard requirements would provide for the compatibility with adjacent and abutting uses.</p>	<p>Chapter 19.96 Density Bonus sets guidelines for density bonus including location of density bonus units which allows bonus units to be dispersed throughout the housing development and does not set specific limitations for S.H. 49, Old Sacramento Road, Shenandoah Road, and future arterial roads. This Chapter, however, is inconsistent with State Law and must be updated.</p>
<p>3.43 - Incorporate bufferyard provisions into the ordinance requiring all districts to provide a bufferyard commensurate with its use intensity (measured by density for residential uses and floor area for non-residential uses). Rather than specifying a required buffer width, which may be reduced by providing a fence or wall, specify a range of alternative buffer treatments, including a combination of bufferyard width, density of landscape materials, earth forms such as berms, and fencing. The alternatives available must be based on the intensity of the abutting uses.</p>	<p>The Characteristics of Residential Zoning Districts specifically call out buffer yard requirements as does the Characteristics of Commercial and Industrial Zoning.</p>
<p>3.44 - Adopt the proposed zoning system to eliminate the cumulative nature of the current ordinance. By allowing single family uses in the Residential Multi-family “RM” district with the same dimensional standards and no buffering requirements incompatibility is permitted by right. There are similar issues with the allowance of permitted Commercial. “C” uses in Light Industrial “LI” and Industrial “I” districts, albeit to a lesser extent.</p>	<p>Completed. The Zoning Ordinance was overhauled in 2014. The Standard Residential (SR) zoning district allows for a variety of single-family residential building forms and multiple-family developments subject to open space requirements. The 2013 Zoning Ordinance and Map Update designated several parcels allowing commercial activities on parcels deemed appropriate, along State Highway 49. Additionally, in 2014 the Industrial/Business Park (I/BP) zoning district was updated to align zoning district with compatible uses.</p>
<p>3.45 - Conduct a comprehensive rezoning to change the district classification to the existing and prevailing uses. A large majority of the single family neighborhoods, with the exception of the southernmost neighborhoods and the Hawkview development, are currently zoned “RM” thereby allowing a mixture of incompatible residential uses on abutting properties.</p>	<p>Completed. In 2014 the residential zoning districts were updated to reflect existing and prevailing uses.</p>
<p>3.46 - Incorporate neighborhood conservation “NC” districts into the ordinance for all existing residential development. The purpose of these districts is to allow a continuance of the uses without creating nonconformities. There is a need for two “NC” districts for the existing single and multiple family uses.</p>	<p>Not yet completed.</p>
<p>3.47 - To meet the City’s fair-share allocation of low- and very-low housing, amend the zoning ordinance to include the following:</p>	<p>The Planned Development does not require two housing types. The Zoning</p>

<ul style="list-style-type: none"> - Include a range of different housing types. The dimensional standards (lot width, setbacks, height, and floor area ratio) would be established for each housing type, which helps to ensure the intended character of the district. For the planned development option, there is a minimum of two housing types required to achieve the maximum allowable density. Alternative housing types also help to meet the City affordable housing needs. - Adopt housing design standards so that attainable units are not distinguishable from other dwelling units. The architecture, site amenities, and construction materials and methods must be similar in quality to that of the surrounding neighborhood. - As required by state law, the use of density bonuses, given a prescribed minimum open space, must require a minimum of two housing types. - Develop standards for the provision of small family units for seniors or starter homes. Greatly reduced lot areas per unit may be allowed with floor area ratios and spacing standards. Require issuance of an annual permit to allow regular inspection for program compliance. 	<p>Ordinance was recently amended to include the new Multi-Family Zoning District to facilitate the construction of a variety of housing types in the City.</p> <p>Staff is currently working on Objective Design Standards.</p> <p>Density bonus requests must comply with state requirements. Staff will be amending this Section of the Code to comply with State Law.</p> <p>Staff has drafted objective design standards and has presented before the planning commission for review.</p>
<p>3.48 - Work with local lenders to form low-interest loan pools to be used for housing rehabilitation. If local lenders keep these loans in their portfolio instead of selling them to secondary markets, they may be able to “stretch” some of the lending requirements such as loan-to-value ratios and closing costs. Also, work with the redevelopment agency to utilize low to moderate housing set-aside funds for rehabilitation with the redevelopment plan area.</p>	<p>Not yet completed.</p>
<p>3.49 - Develop and enforce minimum housing standards and maintenance codes so housing can be maintained in an affordable manner. The standards should be flexible to allow for “as safe as” or “equal to” conditions when affordable housing developments and rehabilitation is involved.</p>	<p>Policy H-4.2 of the Housing Element proposes participation in state and federal programs in maintenance.</p>
<p>3.50 - Utilize the conditions survey within the background report associated with the Housing Element of the City’s General Plan to establish redevelopment priorities and define target areas for rehabilitation or new construction following removal of substandard buildings.</p>	<p>An updated Housing Element of the City’s General Plan has been adopted. No redevelopment areas have been identified.</p>
<p>3.51 - Establish a housing maintenance program, including:</p> <ul style="list-style-type: none"> - Develop a municipal grant program utilizing the low to moderate housing set-aside funds and any other available redevelopment funds for “self-help” rehabilitation of substandard housing using government-funded programs, while also leveraging the value of public dollars with private resources such as financing institutions and foundation funds. - Establish a pro-active code enforcement program that offers helpful assistance to property owners in complying with codes, rather than a punitive approach. 	<p>The 6th Cycle Housing Element proposes a Neighborhood Beautification and Housing Rehabilitation program intended to provide “a means for homeowners to bring their homes into compliance with local codes so as to provide safe, decent, housing for lower-income individuals, to reduce ongoing and future maintenance costs, and to promote energy efficiency.</p>
<p>3.52 - Adopt and enforce provisions that reduce blighting influences on neighborhoods, including:</p> <ul style="list-style-type: none"> - On-street storage of commercial vehicles, recreational vehicles, utility trailers, and other vehicles. - Removal of junk, abandoned vehicles, and other derelict items 	<p>Chapter 10.29 Parking – Automobile Trailers and Mobile Homes addresses on-street storage of the aforementioned vehicles.</p>

<p>from yards and alleys.</p> <ul style="list-style-type: none"> - Accessory building sizes and setbacks. 	<p>Chapter 8.01: Weed, Rubble and Rubbish Control addresses abandoned vehicles, junk and other useless articles.</p> <p>Chapter 19.78 Accessory Structures addresses building sizes and development standards of accessory structures.</p>
<p>3.53 - Promote neighborhood pride and stimulate resident involvement in improvement activities, including:</p> <ul style="list-style-type: none"> - Seasonal “clean up, fix up” events. - “Neighborhood Pride” days focusing on beautification. - Annual “amnesty pickup” of large refuse items with the assistance of City crews and volunteers. 	<p>Seasonal events are posted on the city’s website.</p> <p>Aces Waste services Amador County and coordinates “amnesty pickup” day.</p>
<p>3.54 - Create incentives such as permit streamlining, fee waivers or deferral, and infrastructure cost-sharing for builders and organizations that provide infill construction on vacant lots or parcels in a manner that compliments the surrounding neighborhood.</p>	<p>In an effort to create permit streamlining staff is creating submittal checklists for the applications. The checklists will outline all necessary items to be submitted thus creating an easy review process.</p> <p>Prioritizing infill development or enhancement of underutilized properties is something the City should consider.</p>
<p>3.55 - To ensure the compatibility of infill units, establish design guidelines that address building materials, roof pitch, façade treatment, porches, proportional dimensions, and other elements to ensure that new development and rehabilitation maintains or enhances neighborhood character.</p>	<p>Objective Design Standards have been adopted and are available on the City’s website.</p>
<p>3.56 - Review ordinances to remove unnecessary constraints and barriers to affordable housing. Examples of barriers include: street standards that over-design street widths in low-density residential areas, complexity and length of time to gain approval of mixed use projects, and limiting use of accessory dwelling units. Incentives may include shared parking for residential units and on-site commercial uses, exemption of floor area devoted to affordable housing from the maximum floor area limitations, and reduced, waived, or deferred fees.</p>	<p>The 6th Cycle Housing Element provides updated requirements and removes barriers to affordable housing.</p>
<p>3.57 - Promote the construction of new housing units in all price ranges.</p> <ul style="list-style-type: none"> - Revise the zoning ordinance to provide a wider variety of housing types and prevent a single type from consuming a disproportionate amount of land. This may be accomplished with a housing palette and a requirement for more than one housing type within developments of a certain size. - Develop an inventory of undeveloped and underdeveloped sites that provide desirable housing locations with practical levels of residential density. Identify sites that are most suitable for special needs housing due to their proximity to services typically needed by the elderly, disabled, and other citizens of special needs. These sites may include those adjacent to Downtown, possibly 	<p>The City’s 6th Cycle Housing Element includes a Housing Sites Inventory which identifies all vacant land designated for residential uses.</p>

Section 4 – Circulation and Community Mobility

Recommended Action	Status
<p>4.1 - Conduct a review of conformance with the Thoroughfare Plan and its policies regarding each proposed development, particularly to evaluate the street continuity, connectivity, walkability, and driveway access. Subsequently, require plan modifications to conform to the Thoroughfare Plan.</p>	<p>Not yet completed.</p>
<p>4.2 - Work cooperatively with ACTC to update the thoroughfare plan and adopt the street classifications, cross-sections and design speed. It is a policy that these classifications must be adhered to in all new developments. In instances where there are unavoidable constraints by reason of topography, natural features, or peculiarity of a site (and not brought about by the subdivider through the subdivision layout or design), the City may allow an exception provided the intent and purpose of the Thoroughfare Plan is upheld. Additional study may be warranted.</p>	<p>Not yet completed.</p>
<p>4.3- Amend the Subdivision Regulations to include:</p> <ul style="list-style-type: none"> - Cross-section standards and required right-of-way and pavement widths for each street classification - Performance standards for residential streets whereby the type of access, number of dwelling units, and the units' average frontages determine the street right-of-way, pavement width, and requirements for parking lanes, curb width, parkways, and sidewalks. In this way, the right-of-way and street design is tied to development density and generated traffic volumes (as opposed to a "one- size-fits-all" standard). - Provisions authorizing the City to require traffic impact analyses (TIA) if projected traffic from a development exceeds an established traffic generation threshold or specified conditions (e.g., square feet of nonresidential development, number of residential units, or other site-specific factors that may trigger the need for mitigation measures along adjacent streets or at nearby intersections). A TIA should include mitigation measures to maintain the desired level of service. - Establish review criteria for consideration of tentative maps to include overall street layout, connection to and through adjacent properties, internal street continuity, pedestrian connectivity, block length and lot layout, driveway access, development phasing, and conformance with the Thoroughfare Plan and General Plan policies. 	<p>Not yet completed.</p>

<p>Require shared driveways and cross-access easements between adjacent and abutting properties.</p> <ul style="list-style-type: none"> - Within the auto-urban residential district minimize residential driveways from accessing collector roadways to preserve their intended function. Establish a traffic generation threshold to restrict residential driveway access on collector roads within the suburban residential district or provide on-site designs that minimize or eliminate backing onto the collector. Ideally, side lot lines should abut the collector street or access should be provided by way of a local street. - Incorporate traffic calming requirements to slow traffic where continuous and relatively straight residential streets (for a distance of 500 feet or more) carry volumes of traffic in excess of 100 vehicles per hour during peak hours. 	
<p>4.4 - Coordinate with and support Caltrans to improve SR 49 through the City limits and Planning Area. Identified improvements include a center median with left turn bays and eight-foot, paved shoulders. This project should also consider pedestrian and bicycle improvements, roadway lighting, geometric intersection improvements, consolidated access, and xeriscaping within the median. The median should be designed as a bio-swale (depressed rather than raised) to collect rain water and irrigate the median plantings.</p>	<p>The City continues to work with Caltrans and improvements (including a round about) have been made.</p>
<p>4.5 - Provide the adopted future land use plan for incorporation into the County-wide traffic model. The use of character-based land use provides the model inputs to allow improved reliability as to the transportation impacts. In this way, there is correlation between the adopted land use and the transportation network, thereby improving the accuracy of trip generation.</p>	<p>The City's Land Use Map is available.</p>
<p>4.6 - Consider adoption of a street connectivity index that would increase the number of street connections in neighborhoods and improve the directness of routes. The purpose of connectivity requirements is to create more route options for vehicles, pedestrians, and bicyclists. Features of the ordinance should include:</p> <ul style="list-style-type: none"> - An appropriate connectivity index (e.g., street links divided by street nodes). Requirements for connecting local and collector streets to adjacent developments to ensure a minimum level of external connectivity. - Requirements to establish pedestrian routes between land uses. - Provisions to discourage cut-through traffic and speeding 	<p>Not yet completed.</p>
<p>4.7 - Concurrent with subdivision approval, require continuous collector roadways between arterials. Provisions must be made to allow for continuation of collectors through and to new</p>	<p>This is reviewed by Staff and required to be a part of the design.</p>

developments. In no case should a collector roadway be discontinued.	
4.8 - Employ an access management program that provides access design requirements for collector and arterial streets that are based on street classification and design capacity. Access management guidelines should include provisions to restrict the number, location, and spacing of driveways; street intersections; medians and median openings; marginal access roads; turn lanes; and acceleration/deceleration lanes at major intersections. The regulations should require marginal access roads and/or cross-access easements along all commercial frontages to minimize the number of driveways.	Completed.
4.9 - Conduct signal warrant studies as area travel volumes increase with new development.	Prepared by the developer as part of the development review and CEQA process.
4.10 - Coordinate traffic signal controlled intersections to allow a more efficient traffic flow through the intersection and reduce vehicle idling.	Prepared by the developer as part of the development review and CEQA process.
4.11- Implement context sensitive solutions when widening existing and constructing new roadways to ensure projects that are compatible with community values. When constructing new roadways, consideration should be given to protection of environmental and historic resources such as heritage oak trees, rock outcroppings, ridgelines, streams and wetlands, and “one-of-a-kind” structures such as the Chinese Store. Roadway design must complement, rather than detract from, community character.	Done as necessary.
4.12 - Incorporate into the subdivision regulations and street construction standards the following policies for all new local and collector streets: <ul style="list-style-type: none"> - Preserve existing tree lines and minimize alteration of natural, cultural, and/or historic site features; - Secure views of prominent natural vistas through deliberate alignment so as to heighten any terminal vistas; and - Calm traffic speeds and encourage pedestrian and bicycle movement. 	Not yet completed.
4.13 - Amend the cross-sections for arterial, collector, and local streets to be consistent in character and to provide options for accommodating all users (refer to section entitled <i>Roadway Design Standards</i>).	Not yet completed.
4.14 - Amend the standards for arterial and collector streets to increase the right-of-way width as a means for incorporating more green space adjacent to the street frontage.	Not yet completed.
4.15 - Consider amending the subdivision regulations to require a perimeter buffer area of five feet adjacent to all collector streets and 10 feet adjacent to arterial streets. In both cases, it is advisable for there to be bonus provisions allowing for increased density to compensate for reduction of the net developable area. Furthermore, there must be maintenance agreements and guarantees for the care and maintenance of these open space areas.	Not yet completed.
4.16 - In instances where the pavement width of local streets may be narrowed (as recommended earlier), use the excess right-of-way as added green space and for sidewalks/trails,	Will be taken into consideration when plans are reviewed.

neighborhood-scaled street lighting, tree preservation, and landscaping.	
4.17 - Incorporate measures to minimize impacts on special status species when constructing new or widening existing roadways. Mitigation measures may include habitat preservation or restoration, wetland replication, use of vegetated berms and appropriate fencing, and safe wildlife crossings.	All road work is required to conform to the California Environmental Quality Act.
4.18 - Amend the development standards adjacent to SR 49, Shenandoah Road, Old Sacramento Road, and all new collector and arterial roads to require enhanced provisions for tree preservation, landscaping, buffering, screening, and property maintenance. Existing vegetation and natural areas must be preserved and incorporated into the design of new roadways. While some disturbance of natural areas will occur, efforts must be made to minimize the impacts and enhance the roadway corridor through restoration or rehabilitation of disturbed areas or enhancement of the corridor through landscaping, berming, and other design treatments.	Not yet completed.
4.19 - Adopt and incorporate into the development ordinances and street improvement standards the pedestrian and bicycle design guidelines and recommended standards as reflected in the Amador Countywide Pedestrian and Bicycle Transportation Plan and amended by this plan. It is advisable to consider amending the City's design standards to include the following: <ul style="list-style-type: none"> - Sidewalks – Minimum width of five feet; eight feet adjacent to schools, parks, commercial areas, and other public buildings - Nature trails – Minimum width of three feet - Multi-use paths – Minimum eight to 10 feet in width Bicycle lanes (within the street right-of-way) – Minimum width of four to six feet on collectors and minor arterials, respectively - Parkway (space between the sidewalk and the street) – Minimum width of six feet 	Not yet completed.
4.20 - Prepare site development guidelines and subdivision standard for pedestrian access to transit stops, parks, and public areas. Standards should include provisions relating to public access easements; sidewalks or trails; curb cuts and handicap-accessible ramps; non-slip surfaces; marked, signed and/or signaled pedestrian crossings; prevention of obstructions for wheelchair access; and installation of pedestrian-actuated traffic signals.	Not yet completed.
4.21 - Adopt a policy whereby pedestrian improvements, e.g. sidewalks, trails, and bike lanes – and the requisite funding thereof are required in the design and construction/reconstruction of all street improvement projects.	Not yet completed.
4.22 - Amend the subdivision regulations to include the following: <ul style="list-style-type: none"> - Street cross-section standards for the width and location of sidewalks (based on character type) and bike lanes; - Required public access easements or other means of pedestrian connectivity no less than every 600 feet. This is necessary to provide direct and convenient access within and between 	Not yet completed.

<p>developments and to other pedestrian systems, i.e. abutting or nearby sidewalks, trails, or streets. Such easements should be a minimum width of 15 feet, improved with a five foot wide pedestrian surface.</p>	
<p>4.23 - Establish criteria for the subdivision review process to identify and plan for barriers, such as SR 49, to safe and convenient use of the pedestrian infrastructure system. Solutions may include better street connectivity, geometric design changes, etc. Adoption of a street connectivity index (as earlier recommended) would mutually serve the interests of improved public access.</p>	<p>Criteria has not been established, however, Staff reviews the layout and design of all projects to ensure pedestrian safety and access.</p>
<p>4.24 - Identify intersections that are heavily used by pedestrians and prioritize and implement safety improvements. Improvements may include accessible ramps for persons with disabilities; marked, signed, and/or signaled pedestrian crossings; pedestrian and bicycle-actuated signal detectors; crosswalks and possible speed tables in critical locations, such as downtown and adjacent to the elementary school; and, potentially, pedestrian tunnels constructed with new development.</p>	<p>Not yet completed.</p>
<p>4.25 - Consider, in appropriate and feasible locations, striping and signage for on-street bike lanes. Where there is sufficient pavement width, this may be accomplished by narrowing the vehicle lanes or making use of a wide shoulder lane. Bike lanes are appropriate on collector roadways given adequate pavement width and design. On minor arterials, the minimum bike lane width must be six feet, again, given adequate design considerations.</p>	<p>This was reviewed on Main Street, however, the City determined that the street did not have adequate space to accommodate.</p>
<p>4.26 - Require that all subdivision plans extend existing and planned trail sections of the adjacent properties so as to create a comprehensive, integrated pedestrian system.</p>	<p>Reviewed by Staff.</p>
<p>4.27 - Install bicycle racks at all public and semi-public locations, e.g. City buildings, school(s), parks, and the post office. Require new businesses of a certain size or with a certain number of employees to install them concurrent with development.</p>	<p>Completed.</p>
<p>4.28 - Consider the means for retrofitting sidewalks in the existing neighborhood areas. At a minimum, sidewalks should be located on one side of each designated collector street. So as not to disturb the informal, rural character, sidewalks should alternate sides of the street no less than each half-block or block. Displayed in Figure 4.1, Pedestrian Backbone System, is the sidewalk and trail improvement plan. Funding for sidewalk improvements within the existing neighborhood areas should include a fair-share impact fee for sidewalk improvement. This may be incorporated into a capital street improvement program for widening and reconstruction projects. Other sources include Community Development Block Grant (CDBG) funds (in qualifying locations), as well as funds through federal land agencies such as the National Forest Service, National Park Service, and Bureau of Land Management.</p>	<p>Not yet completed.</p>
<p>4.29 - Develop a multi-year capital street improvement program for reconstruction of the streets within the well-established areas of the City. Such improvements may be funded, in part, by a fair-share impact fee for street improvements, which would apply to all new development, redevelopment, or substantial improvement of structures within these areas. Community Development Block Grant (CDBG) funds may also be used in qualifying low- to</p>	<p>The City does not have a street CIP.</p>

moderate-income areas.	
4.30 - Utilize the County's pavement condition inventory to establish a local pavement management system. This would allow identification and prioritization of improvements to meet the desirable street standard, with an understanding of the level of financial commitment required.	Completed.
4.31 - Conduct an inventory of street lights and develop a database and corresponding map. Compare the inventory with street lighting and spacing standards to identify areas of deficiency. Subsequently, establish a street light replacement and installation program, coordinated with street repair and improvement.	The City does not own any street lights. All are privately owned or owned by PG&E.
4.32 - Amend the development standards to include site visibility requirements at all street and driveway intersections.	Not yet completed. Visibility requirements for corner lots are included in the Zoning Ordinance.
4.33 - Conduct a thorough review and amend as necessary the City's design criteria and technical specifications regarding street construction standards and all associated infrastructure requirements, e.g. street lights, drainage, and sidewalks.	Not yet completed.

Section 5 – Parks, Open Space, and Conservation

Recommended Action	Status
5.1 - Acquire and develop a neighborhood park in the southern area of the community (in the area between Pacific and Bush Streets), which is currently deficient in park space. (Refer to <i>Figure 5.2, Park Service Areas</i>). An adequately sized neighborhood park is between three and five acres.	Not yet completed.
5.2 - As development occurs and park sites are planned analyze the service area coverage to minimize the extent of duplicative coverage. In other words, to maximize the level of service city-wide the one-quarter mile service area of each neighborhood park should not significantly overlap one another. As displayed in <i>Figure 5.2, Park Service Areas</i> , the proposed parks of Shenandoah Ridge and Shenandoah Springs are planned to abut one another generally serving as a single park. This is a good example of coordinating development so as not to unnecessarily limit the amount of service coverage. An alternative however, would be to place the park for Shenandoah Ridge along its western boundary thereby extending the coverage further to the west.	Reviewed by Staff as part of the development review process.
5.3 - Continue to require parkland dedication requirements (pursuant to the Quimby Act) of new development to meet the requisite parks and recreation demands of the added housing units. The City should seek to have the new parks privately constructed and dedicated to the City subject to adherence to City standards. A credit could then be applied toward any required impact fees. In instances where a park may serve more than one neighborhood such approach would enable the City to partner with a subdivider to acquire and set aside additional acreage to serve the needs of an expanded area. The added expense may then be reimbursed upon contribution of other impact fee payments.	Required as part of a residential development.
5.4 - Seek to increase the Quimby Act standard of five acres per	Not yet completed.

<p>1,000 persons to 10 acres per 1,000 persons. This may be established as the minimum open space standards or accomplished by offering density bonuses as an incentive for providing increased open space. (Refer to <i>Chapter 3, Land Use & Character</i> for more information.)</p>	
<p>5.5 - Amend the ordinance providing for parkland dedication and in-lieu fees to specify development standards and requirements for the type, location, and suitability of dedicated (or developed) parkland, as well as the required infrastructure improvements. This would establish the applicable standards for acceptance by the City.</p>	<p>Not yet completed.</p>
<p>5.6 - Address the need for youth sports and adult athletic leagues by providing permanent fields and facilities to support the current and expected increased level of recreational activity. Such community-wide facilities may be achieved in partnership with private development, the Amador County Unified School District, ACRA, and/or others. The ball fields on the Amador County Fairgrounds should continue to be used for practice fields and as an informal open play area.</p>	<p>Not yet completed.</p>
<p>5.7 - Examine the feasibility of an indoor multi-purpose recreation center. Opportunities may include joint use of the elementary school gymnasium or potentially, adaptive reuse of an existing building. A facility could also be constructed and jointly operated in partnership with private development.</p>	<p>Cannot be done at this time.</p>
<p>5.8 - Seek to acquire land for a community park via fee-simple purchase, land dedication, or private park development and dedication. Given the number of proposed developments, the City should seek to coordinate the park requirements of two or more neighborhoods to form a larger centralized community park. The park must be of sufficient size to accommodate the improvements outlined by the Parks and Recreation Master Plan of Amador County (including a baseball/softball field, soccer field, large shelter for group picnics, and restroom facilities), and to allow room for expansion over time.</p>	<p>Parks are required to be constructed or a fee paid by developers. A new park is to be constructed with the fourth phase of the Zinfandel project.</p>
<p>5.9 - Since Lodge Hill Park is within the service areas of Sharkey Park and the county fairground and school facilities, improve it as a neighborhood park and special use space for community meetings and special events. Improvements should include a picnic shelter, four to six picnic sites, children's playground, and paved pathway system, as recommended by Parks and Recreation Master Plan of Amador County.</p>	<p>Not yet completed.</p>
<p>5.10 - Amend the zoning and subdivision regulations per the requirements of <i>Chapter 3, Land Use & Character</i> to allow and encourage conservation, low-impact development types. Corresponding density bonuses may be integrated into the ordinance to make these attractive to conventional large-lot subdivisions. In this way development may reinforce the City's desired rural character while invoking sustainable development practices.</p>	<p>Single family residential is the predominate land use type in the City.</p>
<p>5.11 - Amend the subdivision regulations as follows:</p> <ul style="list-style-type: none"> - Include provisions requiring riparian buffers around all naturally occurring water bodies and wetlands. The standards should restrict septic systems within the buffer area and include requirements for planting 	<p>Not yet completed.</p>

<p>indigenous plants and trees to enhance the buffer's absorption and filtering potential.</p> <ul style="list-style-type: none"> - Incorporate resource protection standards providing for preservation of sensitive areas and mitigation of environmental impacts. - Establish the allowable and limited uses of open space regarding buildings, structures, and impervious surfaces. - Specify the means of ownership and maintenance of open spaces such as the use of homeowners' associations, conservation easements in favor of the City, or dedication to a public agency or a City-approved private, non-profit organization. - Require submittal of an open space landscape maintenance plan outlining both short- and long-term maintenance arrangements, timing for the completion of landscape improvements, and provisions for periodic inspection. 	
<p>5.12 - Amend the tree preservation ordinance to include "champion" as well as heritage trees and to provide for avoidance and mitigation when other trees are proposed to be removed to clear land for development. The ordinance should include provisions for tree removal and replacement (including relocation of protected trees), tree maintenance standards, and strict penalties.</p>	<p>Completed.</p>
<p>5.13 - Develop a "land bank" program whereby owners of flood-prone property may deed land to the "bank" for long-term conservation. Non-profit organizations that specialize in land acquisition and establishment of conservation easements can assist with such initiatives.</p>	<p>Not yet completed.</p>
<p>5.14 - Work with agencies such as the Trust for Public Land and the California State Parks' Land and Water Conservation Fund program to identify and acquire valued open space areas in and around the community.</p>	<p>Not yet completed.</p>
<p>5.15 - Through the subdivision process work with development applicants to locate parks to incorporate and maximize the presence of natural amenities while preserving environmental resources and site features.</p>	<p>Reviewed during the development review process.</p>
<p>5.16 - Utilize open space areas for low impact recreation opportunities. Depending on the specific characteristics of a site, open space areas may be used as recreational amenities and developed with multi purpose trails, interpretive signage, and wildlife and nature viewing amenities.</p>	<p>Currently, the only places designated for open space are the Fairgrounds and parks.</p>
<p>5.17 - Adopt the County's Park and Recreation Master Plan, which includes park standards, a needs assessment, and recommended improvements for existing and future parks in Plymouth.</p>	<p>Not yet completed.</p>
<p>5.18 - Adopt a parks-to-standards program to set a standard by which all parks, recreation areas, and public spaces are measured. Improvements would bring each to an equivalent standard, which may then be adhered to through ongoing maintenance. In this way, the entire park system is elevated to the same standard of quality.</p>	<p>Not yet completed.</p>
<p>5.19 - Earmark a dedicated funding source for equipment replacement, building revitalization, and increased maintenance. While the private sector and residents may provide in-kind</p>	<p>Not yet completed.</p>

services, i.e. volunteer labor such as an “adopt-a-park” program, fees collected via the Quimby Act and AB1600 may not be used for these purposes.	
5.19 - Establish and implement a regular and formalized park and facility maintenance program. The program must, first, identify and log all necessary maintenance items, including repair of broken equipment, identification of unsafe conditions and remedies for correction, and items needing more significant capital expenditures. Cost estimates should be compiled and integrated into a multi-year improvement program.	Not yet completed.
5.20 - Establish a “Friends-of-the-Park” program to solicit neighborhood, business, and civic group involvement in maintaining and policing parks and open space areas.	Not yet completed.
5.21 - Improve accessibility for disabled and handicapped users by adding sidewalk curb cuts and ramps, wheelchair-accessible sidewalks and trails, and providing accessible play equipment, drinking fountains, and restrooms.	Not yet completed.
5.22 - Provide adequate funding and staff resources – on par with similar-sized communities – to perform ongoing maintenance and repairs and construct needed improvements at existing and future parks.	Maintenance of the parks is an ongoing task.
5.23 - Establish a dedicated funding source for implementation of the parks-to-standards program. Such funding may be from a single source, such as the hotel/motel tax, or from a combination of sources including Community Development Block Grant (CDBG) funds, bond funds, and other sources.	Not yet completed.
5.24 - Continue to coordinate with ACRA to determine and define their role and involvement in park funding.	Not yet completed.
5.25 - Amend the subdivision regulations to require public access easements in mid-block locations and at the end of cul-de-sacs to allow pedestrian access within and between neighborhoods and to adjacent and nearby parks and trails. This must be integrated into the tentative map review and approval process. The tentative map must also designate park sites and open spaces and identify trail and/or sidewalk locations.	Not yet completed.
5.26 - Amend the arterial street cross-sections to include provisions for trails within the rights-of-way and bike lanes within the pavement section. These improvements must be incorporated into all applicable road projects, and must also be considered in the design and construction of bridges and culverts.	Not yet completed.
5.27 - To reinforce rural character the subdivision regulations should allow for – or require - the construction of off-street trails as opposed to sidewalks within the street right- of-way. Standards must be specified to ensure the use of appropriate surface materials and construction practices.	Not yet completed.
5.28 - Acquire any necessary additional rights-of-way or easements to allow for a multi- purpose (walking, jogging, bicycle, and equestrian use) trail along the Arroyo Ditch. Provide for lateral extensions to serve neighborhood areas and points of public access, consistent with a master trail plan.	Not yet completed.
5.29 - Research the possibility of using the easements acquired for the Amador Water Agency pipeline for use as an intercity trail. If feasible, incorporate this into the easement agreements.	Not yet completed.
5.30 - Build upon the conceptual trail network reflected in <i>Figure</i>	Not yet completed.

<p>5.3, <i>System Plan</i>, to prepare a comprehensive trail and greenways master plan. The plan should identify the near locations of bike lanes, trails, greenways, and pedestrian linkages throughout the City limits and Planning Area. Attention should be given to identify sidewalk improvements in and around Downtown and the well established areas of town where roadways may require “retrofitting” to accommodate such improvements. Generally, the plan should:</p> <ul style="list-style-type: none"> - Inventory and map all existing trail segments and sidewalks throughout the City. Subsequently, identify missing and incomplete segments needed to improve continuity, particularly those adjacent to schools, parks, public buildings, and other pedestrian generators and attractors, such as Downtown. - Identify natural areas and other corridors within the community that could serve as linear linkages and/or greenbelts (i.e. land along the Arroyo Ditch or utility corridors). These areas should be acquired and developed for recreational use and as trails and connections. - Recommend appropriate cross sections for different facilities including sidewalks, multi-purpose paths, and bike lanes. 	
<p>5.31 - Based on the results of the above inventory prepare an application for the Safe Routes to School Program. Under this program Caltrans makes grants available for the construction of facilities that improve and enhance the safety of pedestrians and bicycle facilities and infrastructure.</p>	<p>Not yet completed.</p>
<p>5.32 - Prepare a near-term capital improvement plan and program for those trail or sidewalk segments that would have an immediate impact, meaning those by which connections may be made to and between significant destinations with relatively little planning and investment.</p>	<p>Not yet completed.</p>
<p>5.33 - Work with Caltrans to develop the bike lanes along SR 49 upon its widening. (SR 49 is considered part of the Statewide Bicycle Route System.)</p>	<p>Roadway has not been widened.</p>
<p>5.34 - Consider adoption of the Amador County Park Development Fees, Nexus Plan 2006-2025, which provides for the collection of Quimby Act development fees and AB1600 park impact mitigation fees. The development fee schedule reflects a Quimby fee cost per dwelling unit of \$2,836 and an AB1600 park impact fee of \$4,300 for a total park acquisition and development cost per dwelling unit of \$7,136.</p>	<p>Not yet completed.</p>
<p>5.35 - To maintain a high level of service of the park system it is advisable for the City to increase its parkland dedication requirements from five to 10 acres per 1,000.</p>	<p>Not yet completed.</p>
<p>5.36 - Revise the existing parkland dedication ordinance to include park development standards (location, frontage, access, portion in floodplain, street connections, screening) to ensure parks being dedicated and developed are appropriate in shape and arrangement and meet the needs and criteria of the community</p>	<p>Not yet completed.</p>
<p>5.37 - Continue to coordinate with ACRA to enhance and expand its role in park and recreation facilities planning and financing.</p>	<p>Not yet completed.</p>

Additionally, seek opportunities for joint acquisition and development of new parks and facilities	
5.38 - Regularly prepare nominations and applications to qualify for grant assistance or other funding arrangements to finance annual capital improvements, parkland acquisition and development, trail development and maintenance, and open space. Currently ACRA provides limited recreation programs and park maintenance to some of the County park sites. Its primary role with the cities has been to provide professional advice on park operations. The long term plan for ACRA includes the following: gain community support as a provider of park and recreation services; assume park maintenance responsibilities for the cities; expand and rehabilitate existing parks in the County; address aquatics needs including swimming pools and water playgrounds; address new park needs in each of the cities in the county; develop a comprehensive recreation program that serves all age groups and abilities; and partner with private and non-profit organizations. Source: Amador County Park and Recreation Master Plan, 2006 PLYMOUTH GENERAL PLAN UPDATE (Final) 5 – 10 Sharkey Park serves as the only neighborhood park. preservation. “Concepts – Practical Tools For Parks and Recreation” published by the California Department of Parks and Recreation is a directory of grant funding sources for California Park and Recreation Providers. The document identifies Federal, State, and foundation grants available. The City in coordination with ACRA should identify and apply for applicable grants.	Staff continuously monitors for funding sources.
5.39 - Maintain a clear, convenient, and accountable process for the City to accept financial donations and bequests of land.	Not yet completed.
5.40 - Pursue a joint agreement with the Amador County Independent School District for reciprocal use of the elementary school property and facilities. The agreement should also establish mutual interest for joint acquiring acreage for a new school campus in the future so it may be developed as a city-school park.	Not yet completed.

Section 6 – Public Facilities and Growth Capacity

6.1- Complete a mutually beneficial agreement with AWA for the supply of water (via the pipeline) with a negotiated option for possible provision of additional water in the future.	Done.
6.2 - Coordinate with other water purveyors in the region to seek long-term renewable surface water contracts, and subsequently take action to acquire, protect, and expand surface water rights commensurate with the desirable scale of the community.	At this time, AWA has adequate water to serve the City.
6.3 - Actively participate in the Program Advisory Committee (PAC) of the Mokelumne/ Amador/Calaveras Integrated Regional Water Management Plan (IRWMP) for the purpose of: <ul style="list-style-type: none"> • ensuring an adequate quality and quantity of potable water; • preserving and protecting existing and potential sources of water supplies; • conserving the natural resource; and 	Not yet completed.

<ul style="list-style-type: none"> preventing contamination of the environment. 	
6.4 - Identify the causes of the increased ground water turbidity levels and prepare a plan and regulatory provisions, as necessary, to improve water quality.	The City no longer allows private wells.
6.5 - Amend the zoning ordinance to include a ground water protection overlay district to manage uses and restrict construction and reconstruction activity. Consideration must be given to the extent of open space and impervious cover as well as the protection of sensitive resources.	Not necessary. The City does not allow new private wells in order to protect groundwater resources.
6.6 - Seek to repair the breaches in the Arroyo Ditch and provide for its continuous maintenance to provide a viable, long-term supply of water.	In progress. The City continues to seek a solution/funds for repairs.
6.7 - Tap into the City's water right from the Cosumnes River to supplement other water supply sources, with an eventual transition to surface water supply.	In progress.
6.8 - Develop a regional ground water management plan to gauge ground water withdraw (in which voluntary limits of consumption may be set) to keep the supply available for continued use. Eventually, upon transferring to surface water, this ground water may be used as a supplement and not a primary water source. This plan may serve as a source of information as to growth constraints and impacts, particularly in the outlying, rural areas of the SOI (and beyond). It must be administered by a committee to monitor (and confirm) levels and establish management strategies.	Amador Water Agency is currently reviewing their plans.
6.9 - Seek to improve the means of records compliance concerning water contaminant monitoring and reporting.	Not yet completed.
6.10 - Progress and transition toward independent operation and maintenance of the water treatment plant and distribution system by City personnel.	Amador Water Agency handles the distribution,
6.11 - Provide funding to support replacement (particularly the iron pipelines that are in poor condition) and new construction of supply, treatment, storage, and distribution projects.	Need funding to complete.
6.12 - Use recapture agreements (in which developers pay for oversized lines and are paid back by subsequent developers who use them) to finance the construction of oversized lines to new development, in order to provide service to the preferred growth areas.	Done through the system master plan as well as city impact fees.
6.13 - Develop and promote a voluntary water conservation program. Such program may include a give-away program for water-saving devices including: <ul style="list-style-type: none"> - Aerators, to reduce the volume of water coming out of the tap; - Hose spray nozzles, to cut off flow when the hose is not being used; - Hose timers, to automatically shut off hoses that are used for irrigation; - Rain gauges; - Two gallon per minute showerheads; - Shower shut-off valves, to allow users to maintain water temperature while temporarily cutting off the shower stream; - "Toilet tank banks" that displace water in the toilet tank, reducing its flush volume; - Toilet dye tablets, to detect flapper valve leaks; 	Not yet completed.

<ul style="list-style-type: none"> - Shower timers, to help people cut down on the time they spend in the shower; and - Irrigation system rain shutoffs, which shut off irrigation systems when a certain amount of water is present on the ground. 	
6.14 - Develop a promotional program including the development of informational and educational materials to provide tips on indoor and outdoor water conservation measures.	Not yet completed.
6.15 - Launch a public awareness campaign aimed to educate the public as to the benefits of proper stewardship of water resources.	Not yet completed.
6.16 - Involve citizens and local community groups in the creation of awareness programs designed to reduce water consumption and waste, including relatively easy and low- cost measures such as residential water catchment (from roof drainage) for re-use by homeowners on their property.	Not yet completed.
6.17 - Establish a City-wide water budget with annual goals for water use reductions. Subsequently establish a conservation rate structure that encourages conservation by charging those who use more water more money per gallon used.	Not yet completed.
6.18 - Expand water conservation measures within the City and in all new developments regulated by the City, using various tools, which may include an escalating rate scale tied to the relative volume of water use and/or billing water and wastewater services separately to encourage reduced water consumption.	Not yet completed.
6.19 - Amend the zoning ordinance as follows: <ul style="list-style-type: none"> • Incorporate bonus provisions or consider a mandatory rainwater harvesting requirement for large nonresidential buildings and sites. • Revise the landscaping standards to allow and/or require the use of xeriscape principles in landscape design. This would require the use of drought-tolerant plants and limit non-drought tolerant vegetation to small "oasis" areas. • Encourage the design of on-lot micro-storage of stormwater, such as a rain garden or wet meadow, which would reduce storm water runoff. 	Not yet completed.
6.20 - Conduct a distribution system analysis and subsequently develop a capital improvement program with a goal of reducing water loss experienced by the system.	Not yet completed.
6.21 - Conduct a comprehensive assessment of the water system to identify and subsequently prepare a staged capital improvement program to reduce the high rate of water loss, which would help reduce the need for scarce surface water resources.	Not yet completed.
6.22 - Implement conservation best management practices to promote water use efficiency. Begin by coordinating with AWA to expedite the installation of meters, which can reduce demand by as much as 30 percent.	Not yet completed.
6.23 - Develop a water conservation master plan that outlines strategies and programs for conserving water, reducing demand, and maximizing the efficiency of water use.	Not yet completed.
6.24 - Create a long-term water resources management strategy that includes the reuse of treated wastewater for beneficial purposes.	Not yet completed.
6.25 - Seek assistance from the California Department of Water	Not yet completed.

Resources for water use efficiency planning and technical and financial assistance.	
6.26 - Adopt water-efficient landscape ordinance.	Staff is currently working on preparing a draft Ordinance for review.
6.27 - Provide water audits for large landscape accounts. Provide financial incentives for efficient irrigation controls and other efficiency measures.	Not yet completed.
6.28 - Adopt a utility extension policy requiring annexation as a condition of providing water and/or wastewater service to properties currently outside the City limits.	Not yet completed.
6.29 - Seek to assume the role and responsibility for the in-house operation and maintenance of the wastewater collection, treatment, and disposal facilities.	Amador Water Agency handles this.
6.30 - Develop a plan and capital improvement program to repair and replace aging and deteriorated sewer lines, which will improve the flow efficiency, reduce inflow and infiltration into the collection and treatment systems, and help to mitigate ground water impacts.	Completed.
6.31 - Seek to reduce infiltration and inflow with capital improvements, such as pipeline rehabilitation, manhole cover replacement, and root eradication.	Completed.
6.32 - Adopt best management practices for piping, manhole, bedding and backfill materials, and incorporate their use into the City's technical specifications for construction projects. Subsequently, implement a testing and inspection program to ensure adherence.	Completed.
6.33 - Identify and eliminate all unauthorized connections to the wastewater collection system. Prepare a public awareness program to alert the public as to the illegality of unauthorized dumping into the wastewater system and its associated costs to the City.	Completed.
6.34 - Implement the recommendations of the wastewater management plan, including aeration of the treatment plant pond, the area of the spray field and capacity of the storage reservoir.	Completed.
6.35 - Proceed with the five-phase improvement program outlined in the Conceptual Plan for Wastewater Treatment and Disposal.	In progress.
6.36 - Prepare a comprehensive drainage study of the City and its SOI to identify a plan for effectively conveying stormwater and alleviating flooding conditions during storm events. The study should include a phase implementation program of stormwater improvements along with policies and recommendations for stormwater management in newly developing areas.	Not yet completed.
6.37 - Expand the recycling program to include other recyclables such as grass, leaves, and brush (as applicable). Furthermore, coordinate with franchiser to establish a public education program and to set annual goals for increasing the tonnage of local recyclables.	The City's waste provider, ACES, provides curbside pick-up of yard waste.
6.38 - Coordinate with franchiser to establish a local drop-off location for hazardous wastes, which may then be transferred to lone and on to the Forward Landfill in Manteca.	Hazardous waste drop off events are regularly held by the City's waste provider.
6.39 - The City shall develop standards and specifications for road side drainage and coordinate planned improvements by including them in the Capital Improvement Plan. These standards must be designed and coordinated with street cross-sections, including both rural and urban street sections. The overall plan for the City is to	Completed.

improve the existing street drainage system to allow for severe storm and flooding conditions, while retaining the rural street sections to contribute to community character. Wherever possible, curb and gutter shall be avoided in favor of v-ditch type drainage, but not at the expense of the overall City drainage requirements.	
6.40 - The City shall use standards and specifications for addressing stormwater quality, including a first preference for non-structure best management practices such as bio- retention, vegetated swales and buffer strips, constructed wetlands, and other environmentally sensitive design and construction practices. Incorporation of these non-structure improvements will provide the necessary infrastructure improvements without degrading the natural and rural character of the land. In addition, the City policies look to improve and increase open space in and around the city and this policy would work towards both goals.	Completed.
6.41 - The City shall develop a plan and capital program for drainage improvements within the original town area to alleviate the risk of property damage associated with flood inundation as well as to manage stormwater collection and conveyance during heavy storm events. It is the preference of this plan to preserve the original town character by handling the drainage improvements without a curb and gutter street section.	Not yet completed.
6.42 - Implement or expand City or County wide recycling and composting programs for residents and businesses. Require commercial and industrial recycling.	ACES has expanded services in the community.
6.43 - Maintain a mutual agreement with the Amador County Sheriff's Office for continued provision of police protection services until which time as it is prudent and feasible to contract or hire a full-time City peace officer.	The City continues to contract for police services with the Sheriff's Office.
6.44 - Continue to pursue grant assistance to support and expand the County's patrol services, including possible additional hours of service coverage and expanded program development.	Not yet completed.
6.45 - When feasible, seek to make space available in town to provide an office suitable for report filing, local investigation, evidence storage, and possible short-term confinement. Investigate the potential for an electronic connection with the main office in Jackson to facilitate secure, on-line filing and report submission.	All new development must pay a Communities Facilities Impact Fee
6.46 - Consider imposing a fee to generate sufficient revenue to offset the added costs for expanding the public safety services commensurate with the increased calls for service.	All new residential development must pay a Communities Facilities Impact Fee to cover costs related to fire and police services.
6.47 - Seek to achieve and then maintain the County's standard of two officers per 1,000 persons, meaning an addition of 1.5 full-time equivalent (FTE) positions currently, and increasing it accordingly as the community grows.	The City contracts for services.
6.48 - Support county-wide initiatives to provide full-time, paid firefighters and daytime personnel throughout the County, and particularly at State 122 in Plymouth.	The Fire Station is operated by full-time paid staff.
6.49 - Concurrent with the decision to provide full-time personnel at Station 122 (regardless of the timing), seek to expand and improve the station facilities. This may include improvement beyond those now underway to add a third bay and living quarters.	Expansion of the fire station is reviewed by the Amador Fire Protection District.

6.50 - Coordinate with the AFPD to provide the means for achieving the California EMS Basic Life Support (BLS) urban response time standards.	Conducted by the Amador Fire Protection District.
6.51 - Develop a plan with a goal of lowering the current ISO rating of 6 within the City by: <ul style="list-style-type: none"> - improving the quality of fire equipment; - providing enhanced educational and training opportunities for the fire personnel; - improving the availability of water and the adequacy of fire flows; and - investing in an advanced communications system. 	Amador Fire Protection District.
6.52 - Support future bond efforts of the Amador County Unified School District for the following: <ul style="list-style-type: none"> - expansion of the Plymouth Elementary School to construct permanent space for the portable buildings; - placement of another school campus in nearer proximity to Plymouth to reduce school commute times; and - provide added athletic fields and facilities in a location closer to Plymouth, for which there may be a joint agreement with the City as a City-School park. 	When needed.
6.53 - Develop a plan and capital program for improving pedestrian access to and around the elementary school campus, including sidewalks within the original town area and trails extending to and through all new developments.	Recently completed with the SR 25 project.
6.54 - Utilize the policies and provisions of this General Plan to guide decisions regarding the pattern and timing of development.	Services are taken into account and reviewed at each development stage to ensure they can adequately be provided.
6.55 - Prepare an annexation plan to serve as a basis for determining the pattern and timing of expanding the corporate limits. Also, prepare criteria for considering and acting on landowner requests for annexation.	At this time, there is no additional land identified for future annexation. The City Limit line and the Sphere of Influence (SOI) are the same. Should the City Council wish to expand the SOI, the Council can direct Staff to amend the General Plan or study an expansion as part of a General Plan Update.
6.56 - Develop a five-year capital improvement program (CIP) that is coordinated with the City's annexation and intentional growth plan. Provide for a reinvestment in the infrastructure within the designated infill area as a means of preserving its integrity and livability.	Not needed unless the SOI is changed.
6.57 - Perform a study to define the ultimate boundaries of the City, which must be based on the ability to provide services as well as the preferred scale and character of the community.	This study would require direction from the City Council
6.58 - Comprehensively amend the zoning and subdivision ordinance consistent with the policies and recommendations of this General Plan.	The Zoning Ordinance was overhauled in 2014. The Subdivision Ordinance has not been revised.
6.59 - Adopt adequate public facilities policies whereby there must be a showing that adequate facilities and services are or will be available concurrent with development.	As needed.
6.60 - Consider the proposed and anticipated developments on a case-by-case basis utilizing the methods provided for in this	Done during Staff project review.

General Plan as a means for judging the appropriate timing and sequencing of such development.	
6.61 - Develop a growth capacity demand model or other mechanism to monitor the impacts of new development proposals on the City's water supply, storage, and treatment needs.	The City has a services master plan that was adopted in 2013. With the growth currently under review, updating this master plan should be considered.
6.62 - Periodically review and amend this General Plan, as necessary, particularly in relation to the area designated for development and make adjustments as appropriate.	Staff amends as necessary.
6.63 - Decide the means for evaluating the timing and sequencing of development and adopt it as the official growth policy of the City.	Not necessary at this time. No additional areas are identified for annexation into the City.
6.64 - Consider development of a dynamic fiscal impact model, which may be used to test the net benefit and long-term fiscal sustainability of development.	Not necessary at this time.

Housing Element Reporting Requirements (Section 7)

The City recently adopted the 6th Cycle Housing Element and submitted to the State of California Department of Housing and Community Development. Unlike the rest of the General Plan Annual Progress Report, the State has specific requirements on what the Housing Element Annual Progress Report must look like.

Housing Units Constructed

Residential Units 2025			
Very-Low Income	Low-Income	Above-Moderate Income	Total
0	0	0	0

Regional Housing Needs Allocation Progress

Income Level	RHNA Allocation By Income Level	Units Constructed 2019-2024	Total Remaining RHNA by Income Level
Very Low	7		7
Low	5		5
Moderate	5		5
Above Moderate	13	52	--
Total RHNA	30		17

Housing Element Implementation Status

Name of Program in Housing Element	Objective	Timeframe in H.E	Status of Program Implementation
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<p>Program 1 - Countywide Housing Working Group</p>	<p>The purpose of a Countywide Housing Working Group is for Amador County, and the Cities of Amador City, lone, Jackson, Plymouth, and Sutter Creek to work together to implement regional housing programs, secure funding for affordable housing, and track Housing Element implementation. The Countywide Housing Working Group shall meet at least quarterly to discuss housing needs, address constraints, and develop approaches to support the development and maintenance of housing, including the pursuit of funding, to address State law.</p>	<p>Ongoing</p>	<p>The Countywide Working Group started meeting at the beginning of 2024 and has been working on compliance with the Housing Element policies.</p>
<p>Program 2 - Housing Element Monitoring</p>	<p>Amador County and the Cities of Amador City, lone, Jackson, Plymouth, and Sutter Creek's Planning Departments are responsible for the regular monitoring of the Housing Element to ensure that they continue to assess its affordable housing programs, progress towards the RHNA, and the preservation of affordable housing units. Each jurisdiction's Planning Department will prepare its Annual Progress Report for review by the public, decision-makers, and submittal to the Department of Housing and Community Development (HCD). Completion of the Annual Progress Report is required for the jurisdictions to maintain access to State housing funds.</p>	<p>Yearly</p>	<p>As required, Staff has prepared a General Plan Annual Progress Report which has been reviewed by the Planning Commission and City Council.</p>
<p>Program 3 - Adequate Sites</p>	<p>To ensure that the future housing inventory is maintained to accommodate each jurisdiction's RHNA, Amador County and the Cities of Amador City, lone, Jackson, Plymouth, and Sutter Creek will maintain the inventory of adequate housing sites for each income category. This inventory will detail the amount, type, size, and location of vacant land and parcels that are candidates for consolidation to assist developers in identifying land suitable for residential development. In addition, the jurisdictions will continuously monitor the sites inventory and the number of net units constructed in each income category. If the inventory indicates a shortage of adequate sites to accommodate the remaining RHNA of the County or any of the cities, the affected jurisdiction will identify alternative sites so that there is no net loss of residential capacity pursuant to Government Code Section 65863.</p>	<p>2026</p>	<p>The City of Plymouth has identified adequate sites to meet our RHNA that are currently vacant and zoned for residential uses.</p> <p>The Zoning Code has not been amended to require affordable housing by right, compliance is anticipated early 2026.</p>

<p>Program 4 - Accessory Dwelling Units, Junior Accessory Dwelling Units and SB 9 Units</p>	<p>Each jurisdiction will continue to apply zoning regulations that allow ADUs and JADUs by-right in all residential zones, in accordance with State law. The jurisdictions will amend the ordinance as necessary based on future changes to State law and will work with HCD to ensure continued compliance with State law and also continue to monitor the extent of ADU production to ensure that the Housing Element goals can be met.</p>	<p>2026</p>	<p>Staff began discussion with the Planning Commission of these three items during several study sessions in 2024. The Planning Commission provided feedback. A public hearing with the Planning Commission with a Draft Ordinance is noticed for March 5, 2026.</p>
<p>Program 5 - Affordable Housing Land Acquisition</p>	<p>This program establishes guidelines for an Affordable Housing Land Acquisition program to acquire and dispose of properties with the purpose of facilitating the construction of affordable housing units. Only 1 publicly-owned site has been identified in the inventory for the jurisdictions; this site is in the unincorporated area of the County and would be disposed of pursuant to the Surplus Lands Act as described below.</p>	<p>2028</p>	<p>No sites are located within the City of Plymouth. The Countywide Working Group will continue to identify sites as they come up.</p>
<p>Program 5B - Homeless Services Coordination and Housing</p>	<p>Recognizing that the ATCAA leads the regional effort to coordinate services and funding for the unhoused population, this program is intended to provide for coordination between jurisdictions to increase shelter for unhoused and at-risk persons in each jurisdiction and to improve access to services that may help in preventing homelessness and displacement.</p>	<p>Annually</p>	<p>Staff is looking into grants or other monies to allow for two shelter beds within the City of Plymouth.</p>
<p>Program 6 - Affordability Targets</p>	<p>The purpose of this program is to create units for a range of income levels to accommodate the RHNA and housing goals in jurisdictions that have large areas designated as Special Planning Areas, Planned Development, or similar designations. These areas are anticipated to be developed with relatively large-scale developments and it is necessary that such development addresses local housing needs. The income level required (extremely low, very low, low, and/or moderate) shall be at the discretion of the jurisdiction, with an emphasis on creating units affordable to extremely low and very low income households.</p>	<p>2019</p>	<p>Staff is looking into options for increasing affordable housing in the City. The Planning Director recently approved a 5-plex with 3 low income restricted multi-family units.</p>
<p>Program 8 - Neighborhood Beautification</p>	<p>The Countywide Housing Working Group shall identify areas with concentrations of housing in need of repair, including dilapidated units, as</p>	<p>2019</p>	<p>The City is looking for grants and other funds to assist with housing</p>

<p>and Rehabilitation</p>	<p>well as individual multi-family developments that are in need of significant repair or rehabilitation and will coordinate to secure federal, State, and regional resources for housing rehabilitation, weatherization, energy-efficiency improvements, and emergency repair throughout the County. The Planning Department and Building Department for each jurisdiction shall also provide information regarding financial resources for housing rehabilitation, weatherization, and emergency repair to any owners of housing in need of repair.</p>		<p>rehabilitation. Other programs and assistance are currently being researched and developed.</p>
<p>Program 9 - Affordable and Special Needs Housing Assistance and Incentives</p>	<p>Successful implementation of Amador Countywide programs for development of affordable and special needs housing will depend on the ability of the jurisdictions to leverage local funds with a variety of federal, State, County, and private sources. In addition to applying for those public and private funds directly available to municipalities, Amador County and the Cities of Amador City, Lone, Jackson, Plymouth, and Sutter Creek play an important role through incentivizing affordable and special needs housing and in supporting developers to secure outside funds. Each jurisdiction's involvement may include provision of incentives, review of financial pro-forma analysis; provision of demographic, market, and land use information; review and comment on funding applications; and Council actions in support of the project and application. Many "third-party" grants may also require some form of local financial commitment.</p>	<p>2025</p>	<p>Staff is currently working on incentives to encourage the production of affordable housing in the City.</p>
<p>Program 11 - Preserve Multifamily and Mobile Home Opportunities</p>	<p>Multifamily rental housing, including duplexes, triplexes, fourplexes, and larger apartments and mobile home parks provide housing opportunities for lower income households and are an essential component of each jurisdiction's housing stock. It is necessary to review any requests to convert or demolish multifamily rental housing and mobile home parks to ensure these housing types are retained and to further ensure that any conversion of such uses does not displace residents or reduce a jurisdiction's housing stock.</p>	<p>2026</p>	<p>No requests for demolition have been received. Staff has not begun revising the code to address demolition or conversion of multifamily or mobile homes.</p>
<p>Program 12 - Fair Housing Services</p>	<p>Amador Tuolumne Community Action Agency (ATCAA) is the designated provider of housing information throughout Amador County. ATCAA offers a variety of housing assistance and services to the community, including securing and stabilizing housing for homeless</p>	<p>2026</p>	<p>The Countywide Working Group has started discussing fair housing and the coordination of informational resources for the public.</p>

	families and individuals as well as those at risk of becoming homeless.		
Program 13 - Affirmatively Further Fair Housing	The actions listed below, along with the other programs identified in this Housing Plan, were developed to cumulatively address the AFFH goals to counteract the disparities and issues that were identified in the AFFH analysis located in the Background Report. The timeframes and priority levels are added to ensure the implementation of these actions in a timely manner.	2028	Staff is currently working on the items listed in Table 1 in the Housing Element. Codifying the requirements for Accessory Dwelling Units as well as creating helpful informational handouts is currently underway.
Program 14 - Affordable Housing Resources for Renters and Owners	Amador County and the Cities of Amador City, Lone, Jackson, Plymouth, and Sutter Creek anticipate continuing to increase rental and ownership opportunities for all income levels. To ensure that housing opportunities are accessible to residents that may be at-risk of displacement, to increase access to resources, and to affirmatively further fair housing access and opportunities, the jurisdictions will connect targeted extremely low, very low, and low income residents and employees' access to new housing opportunities, including information regarding local and regional resources for homeownership and housing rehabilitation opportunities to ensure the community is aware of these resources.	2025	The Countywide Planning Group is currently working on creating materials and an outreach program.
Program 15A - Adopt a Reasonable Accommodation Procedure for Housing	Through the implementation of an ordinance, each jurisdiction in Amador County can grant reasonable modifications to the requirements of their respective Development Codes to ensure persons with disabilities, including developmental disabilities, are afforded equal opportunity for the use and enjoyment of their dwelling. The ordinance for each jurisdiction establishes a ministerial process for requesting and granting reasonable modifications to zoning and development regulations, building codes, and land use. None of the jurisdictions should impose any fees for a reasonable accommodation application.	2026	While the City of Plymouth has a Reasonable Accommodation Chapter in the Zoning Ordinance, the City's website does not include information materials to assist the public. Staff will begin working on handouts and a specific application form to better assist the public.
Program 15B - Smoke Free Multi-Unit Housing	Jurisdictions will promote smoke-free environments for multi-unit housing properties, including exterior areas (such as private balconies and decks) and interior unit spaces, as well as common areas not already covered by state law.	2025	Not yet started.
Program 16 - Federal Voucher Program	Countywide Housing Working Group to contact the Stanislaus County Regional Housing Authority (StanCoHA) and ATCM annually to invite StanCoHA to attend a meeting and provide information regarding the number of vouchers issued within the county, to identify opportunities to access additional	Annually	In progress

	assistance programs, including the Family Unification Program, currently unavailable in Amador County, to determine if additional vouchers may become available, and to identify if there are unused vouchers that should be advertised to County residents.		
Program 17 - Development Code/Zoning Code Amendments	Amendments to each jurisdiction's Development Code or Zoning Code are needed to address various recent changes to State law and create consistency with each jurisdiction's Housing Element.	2026	Staff has begun discussing state law and housing requirements during study sessions with the Planning Commission. Staff recently amended several use categories in the Zoning Ordinance to comply with state law. Other changes as noted in this program will be done as staff reviews and identifies all inconsistencies with state law in the Zoning Ordinance. Work on application streamlining has not started yet, but is identified as an important step to undertake soon. Objective Design Standards have been adopted and are available on the City's website. All other modifications to the Zoning Ordinance are noted and will be done.
Program 18 - Code Review	Each jurisdiction will continue to annually review its development and building codes for current compliance and adopt the necessary revisions, including revisions to address energy conservation, water conservation, and wastewater efficiencies consistent with Policy H-1.8, so as to further local development objectives.	2026	Staff has begun our review of the Zoning Ordinance and areas in which the Code is not compliant with State Law. Staff will be bringing these amendments forward and once adopted will continue to revise as laws change.
Program 19 - Water and Wastewater Infrastructure	Each jurisdiction within Amador County has a responsibility to regularly monitor the capacity of the water and sewer systems serving its community to ensure the regional housing needs allocation (RHNA) can be accommodated. To support this effort, each jurisdiction within Amador County shall work together to help AWA expand their capacity to support the Countywide RHNA and individual	2025	The Countywide Working Group has begun discussions regarding water availability with AWA. The City of Plymouth has a services master plan that was prepared in 2013 and is reviewing if the master

	jurisdictions will ensure they plan for adequate improvements to their local systems.		plan needs to be updated.
Program 20 - Partnerships with Affordable Housing Developers	In today's housing market, focused outreach to property owners, developers, and non-profits along with identification of incentives and funding resources are necessary to attract and build affordable and special needs housing.	Ongoing	In progress
Program 21 - Child Care Program	Continue to promote the provision of childcare in conjunction with residential development, including affordable housing projects, on an ongoing basis	Ongoing	In progress
Program 22 - Application Processing Procedures	Review application processing procedures in 2025 and 2028 and make any necessary amendments to reduce constraints to housing approvals and ensure development proposals are processed in accordance with State law, including the time periods identified by the Permit Streamlining Act.	2025 and 2026	Staff is currently preparing a checklist of all items required for project submittal to simplify project review for applicants.
Program 23 Ongoing Community Education and Outreach	Maintain each jurisdiction's website and continue to provide brochures at convenient locations throughout the County, including locations within each city, which publicize opportunities, agencies, and programs that are available to local households and which can help to meet the Countywide housing goals.	Ongoing	In progress
Program 24 - Governmental Transparency	Plymouth to update its website to provide its building permit fee schedule and its five previous annual fee reports, and the archive of impact fee nexus studies, cost of service studies, or equivalent conducted on or after January 1, 2018.	2026	In progress. A comprehensive fee study is underway and all materials will be provided on the City's website.
Program 25 - Energy Conservation Initiatives	Information regarding each jurisdiction's energy-efficiency standards and available programs to assist homeowners and property owners with energy-efficient improvements and with reducing energy-related costs, including those identified in the Housing Element Background Report, will be made available on the municipality's website and at the Planning Department counter. In addition to promoting the programs Countywide, each city will target special advertisements and education to each city's lower income census tracts to explain available programs and potential long-term utility cost savings.	Ongoing	In progress.

Section 8 - Noise

Recommended Action	Status
8.1 - Utilize the recommendations of Table 8.2, Noise Buffering Guidelines to provide buffers between adjacent, incompatible land uses.	Not necessary at this time.

8.2 – Enforce the provisions of the California Environmental Quality Act (CEQA and the City’s EIR Guidelines for noise related issues associated with development projects.	The City follows all requirements of CEQA.
8.3 – Consider requirements of new developments that have the potential to generate noise in excess of the City’s standards to purchase and/or share proper monitoring equipment and provide periodic evidence that the noise standards are not being exceeded.	Reviewed during the development review process.
8.4 - Require developments that are a source of noise to provide for berms, vegetation, and other appropriate sound barriers. In some extenuating cases, sound-attenuating walls may be approved in addition or in lieu of other sound barriers. Sound walls are discouraged in favor of alternative solutions such as increased separation and the use of berming and intensive vegetation.	Reviewed during the development review process and all mitigations measures required by CEQA for noise attenuation are required to be incorporated into the final project design.
8.5 - Appropriately locate noise sensitive land uses away from uses that have a potential to create sound levels in excess of 72 dBA, or provide assurance for noise barriers.	The Land Use Map seeks to locate sensitive receptors away from noise generating uses. For uses with the potential to create noise impacts, these uses typically require a Conditional Use Permit and impacts to adjacent uses are considered and reviewed during the permit review process.
8.6 - Locate noise sensitive land uses an appropriate distance from collector and arterial roadways, and/or provide for noise attenuation through the use of berms, construction practices, and other effective (and proven) means. Although discouraged, sound attenuating walls may be used when removed and approved by the City.	See above.
8.7- Reduce vehicle noise emissions by strict enforcement of appropriate Vehicle Code requirements.	Ongoing.
8.8 - Require compliance with the California Uniform Building Code noise insulation standards in all new development.	Required of all projects subject to a Building Permit.
8.9- Amend the zoning ordinance to provide sufficient noise buffering between adjacent, incompatible land uses.	Not included in update.
8.10 - Outline in the zoning ordinance the appropriate methods for sound attenuation including land use, design, and construction practices.	Not included in update.
8.11 - Require each applicable development proposal to present projected ambient noise levels prior to approval.	Reviewed during the development review process.
8.12 - Develop and maintain a chart of acceptable noise levels for different land uses (see Table 8.1, Noise Level Thresholds)	Not yet completed.
8.13 - Required new development to accurately identify any significant increase ambient noise and address both on and off-site improvements.	Reviewed during the development review process.
8.14 - Enforce building code requirements pertaining to acoustical safety for new developments.	Required of all projects subject to a Building Permit.
8.15 - Require noise reports prepared for new development to specifically address the noise associated with the traffic generated by the project.	Reviewed under CEQA.
8.16 - For the purpose of noise buffering, require submittal of a noise mitigation plan for review and approval by the City prior to issuance of any building permit for new development.	Reviewed under CEQA.
8.17 - Adopt consultant qualification standards for the preparation of noise related reports.	Not yet completed.

8.18 - Provide protective measures to mitigate the impacts of noise caused by new development.	Reviewed during the development review process.
8.19 - Require all buffering to be onsite of new development so as to not be a cost or detriment to existing uses.	Reviewed during the development review process.
8.20 - Require noise buffering improvements to be placed on the subject development site. In the case of adjacent undeveloped properties, each shall contribute to the requisite noise buffering.	Reviewed during the development review process.

Section – Public Safety

Recommended Action	Status
9.1 - Devise a checklist that will clearly indicate the direct, indirect, and cumulative costs associated with proposed development projects. The City should utilize this checklist to assess cost impacts for appropriate conditions of approval.	Not yet completed.
9.2 - Impose impact fees or other acceptable financial mechanisms upon new development that will impact public services and/or facilities.	City fee update is currently underway.
9.3 - Update the impact fees annually to ensure they adequately fund necessary public services and facilities.	City fee update is currently underway.
9.4 - Enforce the provisions of the California Environmental Quality Act (CEQA) and the City's EIR Guidelines for safety related provisions associated with development projects.	Ongoing.
9.5 - Ensure the siting of critical emergency response facilities, such as hospitals, fire stations, police substations, emergency operations centers, and other emergency service facilities and utilities in locations with minimal exposure to flooding, seismic and geological effects, fire, and explosions.	Would be reviewed if such a use were proposed to be located within City.
9.6 - Encourage the location of an ambulance service in the City by investigating the costs of hiring a paramedic within the Amador Fire Protection District for the Plymouth Fire Station. Consider sending staff and residents to American Red Cross training to become members of a Citizen Emergency Response Team (CERT) to assist in emergency situations. Provide announcements on the City's website of upcoming CERT training events to encourage local residents to become trained.	Ambulance services are provided in the City.
9.7 - Coordinate with the Amador County Office of Emergency Services to complete an upgrade of the County's Emergency Management Plan to apply to all jurisdictions involved. Direct City departments and other service agencies to actively cooperate and provide their own emergency plans in the effort.	The County has prepared the Local Hazard Mitigation Plan which applies to all jurisdictions.
9.8 - Initiate and conduct one or more disaster drills every five years in conjunction with the State Office of Emergency Services to ensure all City offices and other involved agencies are prepared for a possible disaster.	Not yet completed.
9.9 - Periodically update the City's Emergency Operations Plan to meet current federal, state, and local emergency requirements.	Not yet completed.
9.10 - Coordinate with local, state, and federal agencies to establish, maintain, and test a coordinated emergency response system that addresses a variety of hazardous and threatening	Conducted when possible.

situations.	
9.11- Using the guidelines provided by the State Office of Emergency Services and the Federal Emergency Management Agency (FEMA), prepare an emergency operations plan and local hazard mitigation plan for Plymouth.	The City participates in and adopted the Countywide Local Hazard Mitigation Plan.
9.12 - Seek to minimize the vulnerability of the City's infrastructure and water supply and distribution systems.	Ongoing.
9.13 - Require soils and geology reports concurrently with and prior to approval.	Project submittal requirement.
9.14 - Require all development proposals to be subject to requirements or conditions to control both on- and off-site soil erosion, siltation, and sedimentation.	Ongoing.
9.15 - Evaluate the need for maintenance or planting of vegetation wherever appropriate to maintain land stability.	Ongoing.
9.16 - Require new development to accurately identify any significant increase to natural surface water flow and address both on- and off-site impacts created by such increased flow.	Reviewed during the development review process.
9.17 - Enforce building code requirements pertaining to seismic activity or new developments and substantial rehabilitation of existing structures intended for human occupation.	Compliance with Building Code is required for all projects.
9.18 - Ensure that any geologic and soils reports prepared for new development specifically address the possibility for subsidence due to mine collapse or other geohazards.	Reviewed during the development review process.
9.19 - Enforce the provisions of the Subdivision Map Act and the City's Subdivision Ordinance calling for geologic and/or soils reports, where appropriate.	Reviewed during the development review process.
9.20 - Refer all development proposals to the City Engineer for review and recommendations regarding soil erosion, siltation, and sedimentation.	All development projects are routed to Public Works and the City's Engineer.
9.21 - Where appropriate, require the submittal of a tree and landscaping plan for review and approval by the City prior to issuance of any building permit.	Preliminary landscape plans are required for development projects. Staff is working on preparing a Water Efficient Landscape Ordinance (required by the State) which would require final landscape and irrigation plans to be submitted prior to issuance of a Building Permit.
9.22 - Require that alterations to existing buildings and all new buildings be built according to the seismic requirements of the Uniform Building Code. Support and encourage seismic upgrades to older buildings that may be structurally deficient.	Compliance with Building Code is required for all projects.
9.23 - Investigate the costs of requiring new developments to map the limits of mines and tunnels beneath the surface and in close proximity to the proposed development. Evaluate whether the risk posed by potential subsidence is substantial enough that development should incur the costs and routinely assess and mitigate these potential hazards.	Evaluated during project review.
9.24 - Zone areas within an appropriate distance of capable fault areas or other identified geological hazard areas as open space. Establish applicable standards regarding the use of these open space areas.	Not yet completed.
9.25 - Require development located within areas of unstable slopes, above underground tunnels, within 100 feet of a fault rupture zone, or exhibiting evidence of significant subsidence, erosion potential,	Not yet completed.

or similar geologic hazard to conduct an evaluation of potential geotechnical hazards. Adopt consultant and qualification standards to prepare such reports.	
9.26 - Consider adoption of a hillside management ordinance establishing acceptable hillside slope-related densities and alternatives for hillside construction standards that reduce grading and other adverse environmental impacts. The ordinance should address infill development and the appropriateness of setbacks, lot sizes, road widths, road-related facilities, parking, and related development standards.	Not yet completed.
9.27 - Continue to utilize the Federal Insurance Administrations flood hazard boundaries as the adopted flood hazard boundary map. Incorporate provisions in the zoning ordinance to protect life and property within flood hazard boundaries.	Chapter 8.11, Flood Hazard Reduction, provides regulations aimed at reducing flood hazards.
9.28 - Amend the zoning ordinance to restrict the use of the 100-year floodplain, and provide for compensatory storage requirements to mitigate the risk of increased flooding caused by new developments.	Chapter 8.11, Flood Hazard Reduction, provides regulations aimed at reducing flood hazards.
9.29 - Provide handout materials and a link from the City's website to the Federal Emergency Management Agency (FEMA) website regarding emergency response procedures.	Not yet completed.
9.30 - Prepare a flood damage prevention ordinance to guide development within and adjacent to flood zones.	Chapter 8.11, Flood Hazard Reduction, provides regulations aimed at reducing flood hazards.
9.31 - Obtain resources for assuring adequate citywide water quantity and pressure through grant or loan funding, impact fees, benefit assessments, and/or other local funding sources.	The City currently has a master plan which reviews this. The plan is dated 2013 and is in need of an update.
9.32 - Require new development to provide water systems that deliver adequate fire flows and provide adequate access for firefighting personnel and equipment/vehicles.	Reviewed during the development review process and all projects are required to be designed so that adequate pressure, fire flow and storage is available.
9.33 - Discretionary development within high and very high fire hazard areas shall be conditioned to designate fuel break zones that comply with fire safe requirements.	All projects are required to be designed so that adequate pressure, fire flow and storage is available. All projects are reviewed to ensure safe access and comply with all requirements of the Fire Code.
9.34 - Cooperate with other local, regional, and State agencies to improve the region's air quality by developing and implementing air quality plans to achieve State and Federal Ambient Air Quality Standards. This includes cross-jurisdictional and regional transportation and air quality issues, and incorporating the provisions of the Amador County Air Pollution Control District (APCD) in the development review process.	Not yet completed.
9.35 - Consult with the Amador County APCD during CEQA review for projects that require air quality impact analysis, and ensure that the Amador County APCD is on the distribution list for all CEQA documents.	All agencies are invited to review and comment during the CEQA process.
9.36 - Review proposed development projects to ensure they incorporate feasible measures that reduce constructional and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM10 and PM 2.5) through project design.	Typically included as a mitigation measure or project condition of approval.

9.37 - Comply with pertinent State regulations to assess citywide greenhouse gas emissions for existing land uses and the adopted General Plan buildout.	The City complies with all regulations and greenhouse gases are required to be reviewed during the CEQA process.
9.38 - Work with the California Air Resources Board (CARB) to comply with statewide greenhouse gas reduction goals as established in the Global Warming Solutions Act of 2006. Monitor and support the efforts of the CARB to formulate global warming solutions and mitigation strategies, if any, that may be implemented by local government.	Not yet completed.
9.39 - Regulate wood-burning fireplaces and stoves in all new development. Environmental Protection Agency (EPA)-approved stoves and fireplaces burning natural gas or propane are allowed. Discourage the use of non-certified wood heaters and fireplaces during periods of unhealthy air quality.	The City follows all state regulations with regards to wood burning fireplaces and stoves.
9.40 - Inform the public regarding the air quality effects associated with the use of wood for home heating, Develop an incentive program to encourage homeowners to replace high-pollution emitting, non-EPA-certified wood stoves with newer, cleaner-burning EPA-certified wood stoves.	Resources are available from the state.
9.41 - Encourage employment-intensive development in near proximity to existing and planned transit services.	The City does not have any intensive areas. Transit stops are planned by the County.
9.42 - Support the location of supplementary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) at major employment centers for the purpose of reducing midday vehicle trips.	There are no major employment centers in the City. Daycares are included as a use in the Zoning Ordinance. State Law also requires a City to allow daycares in certain situations.
9.43 - Reduce auto dependency and greenhouse gas emissions from new development by: <ul style="list-style-type: none"> • Discouraging auto-dependent sprawl and dependence on the private automobile; • Promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented; • Promoting energy efficient building design and site planning; and • Improving the jobs/housing ratio in the community. 	The purpose of the general plan is to properly plan for the expansion of the City. The City encourages pedestrian friendly developments.
9.44 - Promote street design that provides for alternative transportation modes (biking, walking, transit).	Sidewalks are required. Sidewalks and pedestrian improvements were recently installed on Highway 49.
9.45 - Encourage new development to promote pedestrian and bicycle access and circulation to the greatest extent feasible. Require that all specific plans and discretionary development applications be reviewed to determine the need for pedestrian/bike paths connecting to adjacent development and common service facilities (e.g., clustered mail boxes, bus stops, etc.).	Required.
9.46 - Require contractors to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to, the following: <ul style="list-style-type: none"> • Site watering or application of dust suppressants, • Phasing or extension of grading operations, • Covering of stockpiles, • Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour), and 	Typically required as a project condition of approval.

<ul style="list-style-type: none"> • Revegetation of graded areas. 	
<p>9.47 - Require development projects to mitigate air quality impacts, which may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Providing bicycle access and bicycle parking facilities, • Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and • Establishing telecommuting programs or satellite work centers. 	Required pursuant to CEQA.
<p>9.48 - Investigate the replacement of the City's vehicle fleet with more fuel-efficient vehicles (e.g., liquid natural gas, fuel cell vehicles, hybrid, etc.).</p>	Not yet completed.
<p>9.49 - Develop language in City contracts to give preference to contractors using reduced- emission equipment for City construction projects and contracts for services (e.g., garbage collection).</p>	Not yet completed.
<p>9.50 - Support and encourage the use of zero- and low-emission vehicles and car-sharing programs by requiring sufficient infrastructure and parking facilities to accommodate these vehicles.</p>	The State of California requires Electric Vehicle parking for certain projects.
<p>9.51 - During review of projects, the City should encourage the use of zero emission vehicles, low emission vehicles, and car sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.</p>	The City has not had an large employment generating projects.
<p>9.52 - Explore the use of incentives to encourage employees to use public transit or carpool to work.</p>	Cannot be done with the amount of jobs in the City and the availability of public transit.
<p>9.53 - Give priority to legally permissible trip reduction programs and transit and ridesharing facilities over road capacity expansion when such programs and facilities will help to achieve and maintain mobility and air quality.</p>	Noted.
<p>9.54 - Develop a public information program to educate the public about air quality standards, health effects, and efforts to improve air quality and reduce greenhouse gas emissions in the Mountain Counties Air Basin.</p>	Not yet completed.
<p>9.55 - Adopt a "Green Building Program" to require or encourage green building practices and materials. The program could be implemented through e.g. a set of green building ordinances.</p>	All projects must follow Building Code requirements.
<p>9.56 - Consider enrollment in one or more of the following programs:</p> <ul style="list-style-type: none"> • The Community Energy Efficiency Program (CEEP), which provides incentives for builders who attain energy savings that are 30 percent above the National Model Energy Code, • The Energy Star Program, which is sponsored by the United States Department of Energy and the Environmental Protection Agency and encourages superior energy efficiency by residents and businesses, • The State's Energy Efficiency and Demand Reduction Program, which offers rebates and incentives to agencies and developers who reduce energy consumption and use energy-efficient fixtures and energy-saving design elements, • PG&E's Energy Watch Partnership, which works to 	Incentives are regularly offered through the State.

develop an outreach plan to increase energy efficiency program participation, based on the unique needs of a particular local area.	
9.57 - Encourage energy efficiency by providing a link to Energy Star's Home Energy Yardstick website, which compares a home's energy efficiency to similar homes across the country. Provide recommendations for energy-saving home improvements from ENERGY STAR on the City's website.	Not yet completed.
9.58 - Consider a program that provides incentives to projects that install energy conservation measures, including technical assistance and possible low- interest loans.	Not feasible at this time.
9.59 - Require energy audits of existing public structures and encourage audits of private structures, identifying levels of existing energy use and potential conservation measures.	Not yet completed.
9.60 Encourage energy-efficient retrofitting of existing buildings	All retrofits and construction must comply with Title 24, Building Energy Efficiency, requirements.
9.61 - Encourage increased use of passive and active solar and wind design in existing and new development (e.g., orienting buildings to maximize exposure to cooling effects of prevailing winds, daylighting design, natural ventilation, space planning, thermal massing and locating landscaping and landscape structures to shade buildings).	Reviewed during project review.
9.62 - Where financially feasible give preference to products that reduce or eliminate indirect greenhouse gas emissions, e.g., by giving preference to recycled products over those made from virgin materials.	Not yet completed.
9.63 - Strengthen local building codes for new construction and renovation to encourage a higher level of energy efficiency.	All retrofits and construction must comply with Title 24, Building Energy Efficiency, requirements.
9.64 - Research a policy that would require best management practices in agriculture and animal operations to reduce emissions, conserve energy and water, and utilize alternative energy sources, including biogas, wind and solar.	Not feasible at this time.
9.65 - Require all new development to connect to the City sewage collection and treatment systems.	Required.
9.66 - Require development to accurately identify any significant increase to sewage flow, and address both on- and off-site impacts created by such flow.	Required and all new development projects are reviewed, and studies must be provided, to ensure the site can be adequately served.
9.67 - Minimize the public exposure to toxic or hazardous air pollutants and unpleasant odors.	Noted.
9.68 - Avoid public exposure to partially treated sewage.	Ongoing.
9.69 - Prior to the approval of any subdivision of land or issuance of a permit involving ground disturbance, require a site investigation (performed by a Registered Environmental Assessor or other qualified person) to identify potential hazardous wastes for parcels that are located on a known or suspected contaminated site. If contamination is found, it shall be corrected and remediated in compliance with applicable laws, regulations, and standards prior to the issuance of a new land use entitlement or building permit.	Required by CEQA.
9.70 - Support the establishment of new or expansion of existing recycling facilities in or near the City that encourage recycling of a wide variety of resources, including electronic wastes (e-cycling).	Waste services are contracted through ACES.

5.1

CORRESPONDENCE



**CITY OF PLYMOUTH
PLANNING COMMISSION
DRAFT MINUTES**

THURSDAY, SEPTEMBER 18, 2025 at 6:30 PM

Plymouth City Hall - 9426 Main Street Plymouth, California

Michael Sullivan, Chair

William Klapproth, Vice Chair

Thomas Mikkelsen, Commissioner

Vacant Commissioner Seat

Vacant Commissioner Seat

-
1. **CALL TO ORDER / ROLL CALL:** Meeting called to order at 6:30pm
Planning Commissioners Present: William Klapproth, Thomas Mikkelsen, Michael Sullivan
Planning Commissioners Absent: None
Staff/Advisory Present: Planning Director, Erica Fraser; Interim City Manager, Cameron Begbie, Planning Clerk, Dana Knight
 2. **APPROVAL OF PLANNING COMMISSION REGULAR MEETING AGENDA FOR SEPTEMBER 18, 2025**
No Public Comment
Motion to approve the Regular Meeting Agenda for September 18, 2025 as presented by Commissioner Mikkelsen, second by Vice Chair Klapproth. Motion passed by roll call vote with 3 Yes votes by Mikkelsen, Klapproth and Sullivan with 0 No votes, 0 Abstain votes, with 0 Commissioners absent.
 3. **PUBLIC COMMENT:** None
 4. **PRESENTATIONS/APPOINTMENTS: NONE**
 5. **CONSENT CALENDAR ITEMS:**
All matters listed under the Consent Calendar are to be considered routine and will be enacted by one motion. If discussion is required, that particular item will be removed from the consent calendar and will be considered separately.

5.1 APPROVAL OF THE PLANNING COMMISSION REGULAR MEETING MINUTES OF AUGUST 21, 2025

No Public Comment

Motion to approve the Consent Calendar as presented by Vice Chair Klapproth, second by

Commissioner Mikkelsen. Motion passed by roll call vote with 3 Yes votes by Mikkelsen, Klaproth and Sullivan with 0 No votes, 0 Abstain votes, with 0 Commissioners absent.

6. PUBLIC HEARINGS:

6.1 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLYMOUTH APPROVING A TEMPORARY USE PERMIT (PA 2025-12) TO ALLOW A TEMPORARY HALLOWEEN ATTRACTION ON A 30 ACRE PARCEL LOCATED AT 9424 PACIFIC STREET (APN 010-150-016)

RECOMMENDATION: Hold a Public Hearing, receive public testimony, review, discuss and adopt Resolution 2025-10.

Chair Sullivan opened the Public Hearing

Director Fraser stated that Temporary Use Permits are typically reviewed by her, the Director, to make a determination, but because of the nature of this project she wanted to elevate it to the Planning Commission for a decision. She spoke on the history of the property and gave detailed information about the project.

Written Public Comments received and read into the record from: Steve and Elizabeth Pinotti, Beth Rosenthal, Jon Colburn, Lindsey Clark, Clayton Morris, Samantha Churcher, James Tokevich, Melvin and Patricia Cossairt, Steve Ward, Maria Jaqueline Lopez Morales, Carlos David Morales, and Rocio Lopez Vega.

The applicants, Sam and Sherean Maynard, spoke about their vast experience with this kind of attraction. For 8 years they had a similar business in Winters that brought many people to the area during the month of October that shopped at the stores, ate at the restaurants, and stayed at the Airbnb's. Sherean stated that this is a high level, classy outdoor attraction. The Enchanted Forest is during the day and is for families and kids. The Haunted Forest is at night and is more of a scary attraction geared towards adults. The hope is for this to be a fun thing, and something that Plymouth will be known for and is proud of.

Kendall Maynard, son of Sam and Sherean Maynard, spoke about where and how the Haunted Forest business began.

Shirla Lopez, local realtor, attended the training for new employees of the Haunted Forest. She said 40-50 young adults were so excited to be part of this event.

Elizabeth Pinotti, Plymouth resident, stated that she and her husband spoke with the Maynards and are still cautious about it, in part because of the parking lot that is next to their Airbnb. They would like the Maynards to move the parking lot further into their property, as it is quite a large property, and use the road near the PG&E Substation instead of Pacific Street for in and out traffic. Ms. Pinotti also stated that she believes the city does not own Pacific Street and that there is a Prescriptive Use Easement which the city originally had that then passed to the residents that live on Pacific Street. Sam Maynard responded that they want to use the Highway 49 entrance/exit and already have a traffic plan for that area. Stated that this would let them have the parking deeper in the property, far away from houses. Sherean Maynard shared that they have documentation that shows the road was there before the highway went in in 1931 and doesn't think that they need to get an easement from Caltrans to use it. Said, it has been used by PG&E throughout the years, and the history may have just been forgotten.

Rosemarie Moreno Moody, Plymouth resident, has concerns for the residents of Pacific Street with the 12:00am closing time. She also pointed out that the Haunted Forest's website is showing additional days that they would be open that don't match what the use permit says. Ms. Moody stated that Pacific Street is a narrow road, and that some people that live on that street, park their cars in front of their house's. She suggests using the road by the substation instead of Pacific Street.

Jon Colburn, long time Plymouth resident, provided a picture that shows how narrow Pacific Street is. Spoke about the parking congestion on the side streets when the 49er has their Halloween events. Said the intersection of Empire Street and the highway has the most traffic accidents than anywhere in the county. Stated that no residents on Pacific Street were notified about this event. Mr. Colburn said he hasn't had a chance to read the report provided but said there is no benefit to the City from this event and no mention of parking outside the perimeter of this event. The 9:00pm zoning ordinance should be enforced, and if it is not, it will impact him personally. He stated that he will appeal if the commission votes this through using Pacific Street.

Crin Solis, Plymouth resident who lives close to the Haunted Forest area, stated that her whole family is excited about this event and is not concerned about extra traffic or noise on Pacific Street, since they are used to that during fair week.

Lindsey Clark, Plymouth resident, stated she lives on Pacific Street, and is speaking on behalf of four residents that live on Pacific Street, who all signed a letter that was turned in, and are all in favor of this event. Said it will bring in temporary jobs and work experience for our youths and will bring the community together and give them an opportunity to get to mingle with others in the community. Ms. Clark shared that so many people have reached out to her about this event, and it is beyond anything that we have had to offer in the past.

Sterling Maynard, son of Sam and Sherean Maynard, stated that parking will not be on the streets anywhere. All parking will be on our property and traffic will loop around and not stop. Event tickets come with parking and there is no extra parking fee.

Todd Ramos, resident of Burke Ranch in Plymouth, asked the applicants if they own the property and if they are planning on doing this event every year. They said yes, they do, and yes, they want to do this event every year. Mr. Ramos stated that he agrees with Jon Colburn about the event ending at 9:00pm and is opposed to it for spiritual reasons with the Halloween thing.

Steve Pinotti, Plymouth, said they have a vacation rental right next door and were opposed to this at first, but spoke to the Maynard's and then thought it was a good deal, but only on the condition that Pacific Street was not used as a traffic flow. Mr. Pinotti talked about issues with being able to access their house if needed, the fact that this can hurt their Airbnb ratings and that they have already had to refund money because of this event. Doesn't see how using Pacific Street would work.

Todd Ramos said he is trying to get into city development and wouldn't want Plymouth to be known as a Halloween or haunted house town. We already have the 49er that does Halloween events there.

Mike O'Meara, who lives on Sutter Street, sees Jon's point about Pacific being an issue since it is narrow. Will attend this event and will just walk over.

The Commission asked the applicants questions about days, hours, noise, parking, attendance numbers, food trucks, traffic on Pacific Street, incident plans, and about possibly needing an encroachment permit from Caltrans to use the road near the PG&E Substation for traffic instead of Pacific Street.

Rosemarie Moreno Moody shared that when Carol Emerson owned the property an encroachment permit was done and should be attached to the deed.

Todd Ramos let Sam Maynard know that a comment he made did not sit right with him.

Jon Colburn cautioned that signs in Martell and several other places for this event are on Caltrans right of ways without permits.

Eldon Maynard mentioned possibly hiring a security company instead of paying for a sheriff deputy.

After discussion, a Motion was made by Chair Sullivan to use the existing driveway to the property on Highway 49 with additional indemnification to the City as directed by the Planning Director in the verbiage, use the hours and days as stated in the notice materials under #2 of the Conditions of Approval, amend condition #11 regarding entry and exits for signs as directed by the Planning Director, food truck hours are limited to closing at 9:00pm, and any bills invoices costs etc., the city manager will work with the operator and sheriff to determine those costs and additional costs for extraordinary circumstances or staffing up due to increase in call volume or other items would be borne by the operator, second by Vice Chair Klaproth. Motion failed by roll call vote with 2 Yes votes by Klaproth and Sullivan, with 1 No vote by Mikkelsen, 0 Abstain votes, with 0 Commissioners absent. After the vote failed, Commissioner Mikkelsen stated that he will change his vote to yes if he can get a commitment from the operators, that they will contact Caltrans and do what they can to get an encroachment permit as soon as possible. The Maynards agreed. With a second roll call vote the Motion passed with 3 Yes votes by Mikkelsen, Klaproth and Sullivan, with 0 No votes, 0 Abstain votes, with 0 Commissioners absent.

7. UNFINISHED BUSINESS: NONE

8. NEW BUSINESS:

8.1 REVIEW AND DISCUSS POTENTIAL MODIFICATIONS TO THE USE MATRIX AND DEFINITIONS FOR COMMERCIAL PROPERTIES

RECOMMENDATION: Conduct a Study Session, receive public testimony, review, discuss and give staff direction on possible changes or additions to the Use Matrix.

Director Fraser presented some changes to the Use Matrix to make it clearer, in part by adding and updating definitions and changing some of the requirements for Commercial Zoning Districts.

No Public Comment

All changes discussed will be made and brought back to the Commission along with Permit Requirements in another study session, before they go to the City Council for adoption.

9. REPORTS:

- Commission - None
- Chairperson - None
- Planning Director – No changes in applications since the last meeting. ARCO is still a project, and we are awaiting their revised application.
- City Staff - None

10. ADJOURNMENT: 8:37PM

Respectfully submitted,

//s//

Dana Knight
Planning Clerk

DRAFT

5.2



**CITY OF PLYMOUTH
PLANNING COMMISSION
SPECIAL MEETING MINUTES**

Tuesday, December 9, 2025, at 6:30 PM

Plymouth City Hall - 9426 Main Street Plymouth, California

Members of the public not attending in person may submit written public comment prior to the meeting by emailing your comment to the City Clerk at vmchenry@cityofplymouth.org before 3:30 PM on the day of the meeting. Emailed public comments will be distributed to the Commission and made part of the official record.

Michael Sullivan, Chair

William Klaproth, Vice Chair

Thomas Mikkelsen, Commissioner

Vacant Commissioner Seat

Vacant Commissioner Seat

This meeting will be recorded. Council Chambers are wheelchair accessible. Special accommodations may be requested by contacting the Planning Clerk 72 hours in advance of the meeting.

Please silence all cell phones or similar devices.

- 1. **CALL TO ORDER / ROLL CALL:** Meeting called to order at 6:33 pm
- COMMISSIONERS PRESENT:** Michael Sullivan, William Klaproth, Thomas Mikkelsen
- COMMISSIONERS ABSENT:** None
- STAFF/ADVISORY PRESENT:** Erica Fraser, Planning Director, Cameron Begbie, Interim City Manager (via Zoom), Victoria McHenry, City Clerk, Jacob Smith, Audio/Video Technician
- STAFF/ADVISORY ABSENT:** None

Flag Salute led by Commissioner Mikkelsen

2. APPROVAL OF PLANNING COMMISSION SPECIAL MEETING AGENDA FOR DECEMBER 9, 2025

Vice Chair Klaproth motioned to approve the Planning Commission Special Meeting Agenda for December 9, 2025. Second by Commissioner Mikkelsen. Motion passed with a roll call vote of 3-0.

3. PUBLIC COMMENT: NONE

4. PUBLIC HEARINGS:

4.1 RESOLUTIONS APPROVING A MAJOR DESIGN REVIEW FOR EXTERIOR MODIFICATIONS AND A CONDITIONAL USE PERMIT OF A BAR (WITH ALCOHOL SALES) AND LIVE ENTERTAINMENT.

RECOMMENDATION: Hold a Public Hearing, receive public testimony, review, discuss and adopt Resolution 2025-11 and Resolution 2025-12.

Isy Borjon, the owner of the proposed facility stated his wish is to bring an outdoor family friendly restaurant to Main Street in Plymouth. He wants to bring something different to Plymouth, giving citizens new options to choose from. Mr. Borjon hopes to have music on weekend nights. He states he will be a good neighbor and will comply with any specifications added by the planning commission.

Thomas Seth Roberson stated that since he lives across from the proposed facility, he is concerned with the noise issues from any music that may be amplified. He is also concerned with lighting in that area.

Chair Sullivan addressed Interim City Manager Begbie, who was attending the meeting via Zoom and asked him if the City will address any issues or complaints that arise and if so the City will be prepared to enforce any ordinances that are broken. Interim City Manager Begbie stated that the City is prepared to take action if needed. Planning Director Fraser stated that permits can be revoked if ordinances are broken and once revoked it is very hard to get a new permit.

Mr. Borjon stated that he has no problem with following the noise ordinance and will comply with non-amplified music.

Rosemarie Moody commended the Borjon family and feels they are wonderful people that will bring an awesome business to Plymouth. She is concerned about parking and hopes the City will address the issue of parking for the new businesses that are coming to Main Street.

Micah Malcolm stated he is a 12-year Plymouth resident and a longtime friend of Mr. Borjon. He feels Plymouth needs this business and is confident that Mr. Borjon will be good neighbor to the surrounding properties.

Miguel Victor, the designer for the proposed facility, joined via Zoom. He feels the restaurant/bar is a great idea and that they will abide by the stipulations of the permit. Mr. Victor feels the trees and fences will help with the sound barrier. He is ready to move forward and hopes the Planning Commission will approve this.

After the commissioners discussed the item, Chair Sullivan motioned to approve a major design review for exterior modifications and a conditional use permit of a bar (with alcohol sales) and live entertainment approving Resolution 2025-11 and Resolution 2025-12 with conditions of approval added to the Conditional Use Permit Resolution requiring Staff to ensure the Conditions of Approval for the project are transmitted to ABC and no amplified music will be allowed. . Second by Commissioner Klaproth. Motion passed with a roll call vote of 3-0.

5. ADJOURNMENT AT 7:13 PM

Respectfully Submitted at Plymouth, California

//s//

Victoria McHenry
City Clerk

6

PUBLIC HEARINGS

6.1



PLANNING COMMISSION AGENDA ITEM NO. 6.1

3/05/2026

SUBJECT: Accessory Dwelling Units – Zoning Ordinance Amendment

DEPARTMENT: Planning Department

STAFF: Erica Fraser, AICP, Planning Director

TITLE

Amendment to the Zoning Ordinance to add Chapter 19.74, Accessory Dwelling Units

BACKGROUND

In recent years, the California Legislature has approved, and the Governor has signed into law a number of bills that impose new limits on local authority to regulate ADUs and JADUs.

The Planning Commission reviewed regulations regarding Accessory Dwelling Units during a Study Session on January 18, 2024. While some of the information provided during the study session is now outdated with the bills that have passed since then, the basic information provided is still relevant. Please refer to the Staff Report included as Attachment 2 for more information.

Recently the State has adopted three new bills that affect how the City can regulate Accessory Dwelling Units. The following three bills were enacted as non-urgency measures and took effect on January 1, 2026.

AB 1154 – JADU Owner-Occupancy; Short-Term Rental

When a JADU is developed, existing state law requires a property owner to reside in the JADU or remaining portion of the single-family dwelling. AB 1154 narrows this requirement to now only apply when a JADU shares sanitation facilities (bathroom) with the single-family dwelling. If the JADU has its own



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3/05/2026

bathroom, then the property owner does not have to reside on the property at all. (See amended Gov. Code, § 66333(b).)

AB 1154 also expressly prohibits JADUs from being used as short-term rentals (i.e., rented for a term shorter than 30 days). (See amended Gov. Code, § 66333(g).) Most ADU ordinances already included this prohibition (as well as prohibiting ADUs from being used as short-term rentals). But now it's required by state law.

SB 9; SB 543 – ADU Ordinance Submittal to HCD; Approval

Under existing law, local agencies are required to submit a copy of their ADU ordinance to the California Department of Housing and Community Development (HCD) within 60 days of adoption.

This year's SB 9 and SB 543 create a penalty for failing to do so by rendering null and void any local ordinance that is not submitted to HCD within 60 days of adoption. (See amended Gov. Code, § 66326(d); new Gov. Code, § 66333.5(d).) The bills further specify that a local ADU ordinance is null and void if HCD issues findings that the ordinance does not comply with state law and the local agency fails to respond to HCD within 30 days. (*Id.*)

SB 543 – ADU Size; Number of ADUs; Impact Fees; Application Timeline

SB 543 makes numerous changes and clarifications to state ADU law, the most notable of which are summarized below.

ADU & JADU Size

Existing law limits the maximum size of a JADU to 500 square feet and prohibits local ADU ordinances from imposing certain development standards that would prevent an ADU created under Government Code section 66314 through 66322 from being at least 800 square feet.

SB 543 amends state ADU law to specify that allowable square footage of an ADU or JADU refers to square footage of "interior livable space." (See amended Gov. Code, § 66313(d), 66321(b)(2).)



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Impact Fees

Existing law exempts ADUS that are 750 square feet or smaller from development impacts fees (DIFs).

SB 543 clarifies that DIFs may not be imposed on an ADU that has 750 or fewer square feet of *interior* livable space or on a JADU with 500 or fewer square feet of *interior* livable space.

The bill also exempts an ADU or JADU with fewer than 500 square feet of interior livable space from school impact fees. (See amended Gov. Code, § 66311.5.)

Quantity of ADUs Created Under Government Code Section 66323

Existing state law creates four categories of ADUs that must be approved if they comply with the limited standards provided in Government Code section 66323(a)(1)–(4). These are:

- (1) a converted ADU and JADU created on a lot with a proposed or existing single-family dwelling (Gov. Code, § 66323(a)(1));
- (2) a detached ADU created on a lot with a proposed or existing single-family dwelling (Gov. Code, § 66323(a)(2));
- (3) converted ADUs created in an existing multifamily dwelling (Gov. Code, § 66323(a)(3)); and
- (4) detached ADUs created on a lot with a proposed or existing multifamily dwelling.

For some time, there has been uncertainty as to whether ADUs created under Government Code section 66323 could be combined. Some practitioners interpreted the statute to not require local agencies to allow combinations. Initially, HCD took the same position in its 2020 ADU Handbook. But for the last few years, HCD has taken the opposite position: that yes, combinations are permitted. (See HCD January 2025 ADU Handbook, at p. 19 [“[P]ursuant to Government Code section 66323, subdivision (a), local governments must allow units created pursuant to subparagraphs (1) and (2) together or (3) and (4) together”].)



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SB 543 codifies HCD's most recent interpretation by amending Government Code section 66323 to specifically allow combinations. Thus, a lot with a multifamily dwelling can now have a converted ADU or ADUs created under section 66323(a)(3) *and* detached ADUs created under section 66323(a)(4). And a lot with a single-family dwelling can now have a converted ADU and a JADU created under section 66323(a)(1) *and* a detached ADU created under section 66323(a)(2).

ADU Permitting Process

Existing law has long required local agencies to approve or deny an ADU application within 60 days of receiving a complete application. However, state law was silent with respect to incompleteness determinations, subsequent resubmittals, and appealing local decisions on ADU applications.

SB 543 requires local agencies to now:

- (1) determine whether an ADU application is complete within 15 business days of submittal;
- (2) if the application is incomplete, within the same 15 days provide the applicant with a list of incomplete items and how to address them;
- (3) review a resubmitted application for completeness within 15 business days;
- (4) provide the applicant with a written appeal process for any incompleteness determination or denial (to the Planning Commission or City Council, or both); and
- (5) provide a final written determination on the appeal within 60 business days of receiving the appeal). (See amended Gov. Code, §§ 66317 [ADUs], 66335 [JADUs].)



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Plymouth Zoning Ordinance

The City of Plymouth does not currently have an Ordinance regulating accessory dwelling units. Table 19.56.030-1, Use Matrix for Agricultural and Residential Zoning Districts, includes 'Dwellings, SF Second Unit Attached' and 'Dwellings, Detached Second Unit as a permitted use.' The glossary section of the Zoning Ordinance further defines these uses (however, please note that the detached category is inconsistent with state law). In the absence of an Ordinance, ADUs are regulated under state law.

The City is required to include a section within the Zoning Ordinance that establishes the rules and regulations for Accessory Dwelling units pursuant to State Law and as an action in our Housing Element.

ANALYSIS

Staff is proposing to add Chapter 19.74, Accessory Dwelling Units, to the Zoning Ordinance. The new Chapter includes regulations regarding the size, development standards, and number of Accessory Dwelling Units (ADU) allowed for single family and multi-family properties. The draft Chapter is included as Exhibit A to Attachment 1.

The proposed Chapter has been drafted by the City Attorney's Office and Staff. The Chapter is consistent with State Law requirements.

A City is required to allow ADUs on properties where a residential dwelling is permitted by right or conditionally permitted and where the ADU will be an accessory to the primary dwelling unit. ADUs are exempt from the density limitations in the General Plan and Zoning Ordinance. In the City of Plymouth, ADUs are allowed in the Agriculture (A), Rural Residential (RR), Standard Residential (SR), and Village Residential (VR) Zoning Districts. ADUs cannot be prohibited by a Homeowners Association (HOA).

A single-family property can have one ADU and one JADU per lot within the existing or proposed space of a single-family dwelling or existing accessory structure and one detached new construction ADU (potentially a total of 3 ADUs).



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Multi-family properties are permitted to have at least one conversion ADU and ADUs which equal up to 25 percent of the total number of existing multi-family units. Additionally, multi-family properties are permitted to have a minimum of two (2) detached ADUs and up to eight (8) ADUs on the property.

The number of allowed units can be found in Section 19.74.040, Maximum Number of Units.

As proposed, a planning permit (ADU Permit) is proposed to be required prior to a building permit so that the Planning Department can ensure the proposed ADU complies with all of the requirements of the new Chapter.

Development standards, such as lot coverage, setbacks and height, can be found in Section 17.74.070.

CONCLUSION

The proposed Draft Ordinance is consistent with State Law. By adopting an Ordinance related to Accessory Dwelling Units, the City will comply with State Law as well as complete an action item required by our Housing Element. The new Ordinance clearly outlines the rules and regulations for constructing ADUs within the City which will benefit Staff as well as the public. Once adopted, a planning permit will be required prior to applying for a building permit, to ensure that the proposed ADU meets all City requirements.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Under California Public Resources Code section 21080.17, CEQA does not apply to the adoption of an ordinance by a city or county implementing the provisions of Chapter 13 of Division 1 of Title 7 of the California Government Code, which is California's ADU law. Therefore, the proposed ordinance is statutorily exempt from CEQA in that the proposed ordinance implements state ADU law.



PLANNING COMMISSION AGENDA ITEM NO. 6.1

3/05/2026

NEXT STEPS

Following tonight's meeting, Staff will bring the draft Ordinance and the Planning Commission's recommendation to the City Council for review during a noticed public hearing.

ATTACHMENTS

1. Planning Commission Resolution 2026-01 recommending City Council adopting of a Zoning Ordinance Amendment to include Chapter 17.74, Accessory Dwelling Units, in the Zoning Ordinance with the draft chapter included as Exhibit A.
2. January 18, 2024 Planning Commission Study Session Staff Report.

CITY OF PLYMOUTH

RESOLUTION NO. 2026-01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLYMOUTH, RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE ADDING SECTION 19.74.010 OF THE PLYMOUTH MUNICIPAL CODE RELATING TO ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS, AND FINDING THE ACTION TO BE STATUTORILY EXEMPT FROM CEQA UNDER PUBLIC RESOURCES CODE § 21080.17

WHEREAS, state law authorizes cities to act by ordinance to provide for the creation and regulation of accessory dwelling units (“ADUs”) and junior accessory dwelling units (“JADUs”); and

WHEREAS, in recent years, the California Legislature has approved, and the Governor has signed into law, a number of bills that, among other things, amend various sections of the Government Code to impose new limits on local authority to regulate ADUs and JADUs; and

WHEREAS, in 2025, the California Legislature approved, and the Governor signed into law, further amendments to state ADU law;

WHEREAS, new updates to state ADU law took effect on January 1, 2026, and for the City to effectively regulate ADUs, it must be adopting an ordinance to reflect the most recent changes to state law; and

WHEREAS, the City desires to adopt a local regulatory scheme for the construction of ADUs and JADUs to reflect the most recent changes to state law; and

WHEREAS, on March 5, 2026, the City of Plymouth Planning Commission conducted a public hearing, and discussed and reviewed proposed amendments to Title 19, Zoning, of the Municipal Code; and

WHEREAS, the Planning Commission is the appropriate authority to hear and make recommendations on this proposed ordinance; and

WHEREAS, a Staff Report was submitted to the Planning Commission of the City of Plymouth recommending approval of amendments to the Municipal Code; and

WHEREAS, the Planning Commission of the City of Plymouth has conducted a properly noticed public hearing pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing; and

WHEREAS, the Planning Commission recommends that the City Council find that, under California Public Resources Code section 21080.17, the California Environmental Quality Act (“CEQA”) does not apply to the adoption of an ordinance by a city or county implementing the provisions of Chapter 13 of Division 1 of Title 7 of the California

Government Code, which is California's ADU law. Therefore, adoption of the proposed Ordinance is statutorily exempt from CEQA in that it implements state ADU law.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF PLYMOUTH does hereby recommend that the City Council approve an amendment to the Zoning Ordinance to add Chapter 19.74, Accessory Dwelling Units, with the draft Chapter included as Exhibit A.

PASSED AND ADOPTED by the Planning Commission of the City of Plymouth on the 5th day of March 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Michael Sullivan, Chairman

ATTEST:

Jacob Smith, Planning Clerk

EXHIBIT

A

Chapter 19.74 Accessory Dwelling Units

19.74.010 Purpose

- A. Purpose. The purpose of this Chapter is to allow and regulate Accessory Dwelling units (ADUs) and Junior Accessory Dwelling Units (JADUs) in compliance with Chapter 13 of Division 1 of Title 7 of the California Government Code (Sections 66310-66342).
- B. Effect of Conforming. An ADU or JADU that conforms to the standards in this Chapter will not be:
 - 1. Deemed to be inconsistent with the city's general plan and zoning designation for the lot on which the ADU or JADU is located.
 - 2. Deemed to exceed the allowable density for the lot on which the ADU or JADU is located.
 - 3. Considered in the application of any local ordinance, policy, or program to limit residential growth.
 - 4. Required to correct a nonconforming zoning condition. This does not prevent the city from enforcing compliance with applicable building standards in accordance with Health and Safety Code section 17980.12.

19.74.020 Definitions

Definitions. As used in this section, terms are defined as follows:

- A. "Accessory dwelling unit" or "ADU" means an attached or a detached residential dwelling unit that provides complete independent living facilities (see definition below) for one or more persons and is located on a lot with a proposed or existing primary residence. An accessory dwelling unit also includes the following:
 - 1. An efficiency unit, as defined by section 17958.1 of the California Health and Safety Code; and
 - 2. A manufactured home, as defined by section 18007 of the California Health and Safety Code.
- B. "Accessory structure" means a structure that is accessory and incidental to a dwelling located on the same lot. "Accessory structure" means a structure that is accessory and incidental to a dwelling located on the same lot.
- C. "Complete independent living facilities" means permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated.
- D. "Conversion Accessory Dwelling Unit" means an ADU which is created within either the existing space of the primary dwelling unit or the existing space of an attached or detached garage, shed, barn, or any other accessory structure. A Conversion ADU may add up to 150

square feet beyond the physical dimensions of the existing space to provide for ingress and egress (including, but not limited to, entryways, stairwells, and hallways).

- E. "Efficiency kitchen" means a kitchen that includes all of the following:
 - 1. A cooking facility with appliances.
 - 2. A food preparation counter and storage cabinets that are of a reasonable size in relation to the size of the JADU.

- F. "Junior accessory dwelling unit" or "JADU" means a residential unit that satisfies all of the following:
 - 1. It is no more than 500 square feet of interior livable space in size.
 - 2. It is contained entirely within an existing or proposed single-family structure. An enclosed use within the residence, such as an attached garage, is considered to be a part of and contained within the single-family structure.
 - 3. It includes its own separate sanitation facilities or shares sanitation facilities with the existing or proposed single-family structure.
 - 4. If the unit does not include its own separate bathroom, then it contains an interior entrance to the main living area of the existing or proposed single-family structure in addition to an exterior entrance that is separate from the main entrance to the primary dwelling.
 - 5. It includes an efficiency kitchen.

- G. "Livable space" means a space in a dwelling intended for human habitation, including living, sleeping, eating, cooking, or sanitation.

- H. "Living area" means the interior habitable area of a dwelling unit, including basements and attics, but does not include a garage or any accessory structure.

- I. "Major transit-stop" shall have the same meaning as defined in subdivision (b) of Section 21155 of the Public Resources Code.

- J. "Multi-family" for the purposes of this Chapter, multifamily means a property in which there is two (2) or more attached primary dwelling units.

- K. "New construction accessory dwelling unit" means an ADU which does not otherwise meet the definition of a Conversion ADU. This shall also include attached or detached ADUs which expand upon existing space of the primary dwelling. This definition also includes the conversion of an existing accessory structure which includes an addition of greater than 150 square feet.

- L. “Nonconforming zoning condition” means a physical improvement on a property that does not conform with current zoning standards.
- M. “Passageway” means a pathway that is unobstructed clear to the sky and extends from a street to one entrance of the ADU or JADU.
- N. “Proposed dwelling” means a dwelling that is the subject of a permit application and that meets the requirements for permitting.
- O. “Public transit” means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public.
- P. “Tandem parking” means that two or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another.

19.74.030 Approvals

The following approvals apply to ADUs and JADUs created under this section:

- A. Ministerial ADU and Building Permits Required. Every ADU and JADU requires an ADU Permit (from the Planning Department) and a building permit. The city will review and approve permit applications in accordance with subsection (C) below.
- B. Processing Fee. The application for an ADU Permit shall be accompanied by the fee listed in the City’s Fee Schedule.
- C. Process and Timing.
 - 1. Completeness.
 - a. Completeness Review. The city will review an application for an ADU and/or JADU for completeness and will provide written notice of all necessary items to deem the application complete to the applicant within 15 business days after the city receives the application.
*
 - b. Incomplete items. If the city’s determination under subsection (d)(3)(A)(i) above is that the application is incomplete, the city’s notice must list the incomplete items and describe how the application can be made complete.
 - c. Cure. After receiving a notice that the application is incomplete, the applicant may cure and address the items that were deemed by the city to be incomplete.
 - d. Subsequent Submittals. Within 15 business days of each+ subsequent submittal the city will determine in writing whether the additional information remedies all the incomplete items that the city identified in its original notice.

- e. Deemed Complete. If the city does not make a timely determination as required by this subsection, the application or resubmitted application is deemed complete.
 - f. Appeal of Incompleteness. An applicant may appeal the city's determination that the application is incomplete by submitting a written appeal to the city clerk. The planning commission will review the written appeal and affirm or reverse the completeness determination and provide a final written determination to the applicant within 60 business days after receipt of the appeal.
 2. Ministerial Review. Ministerial permits for an ADU or JADU are considered and approved without discretionary review or a hearing.
 3. Determination. The city must approve or deny an application to create an ADU or JADU within 60 days from the date that the city receives a complete application. If the city has not approved or denied the complete application within 60 days, the application is deemed approved unless either:
 - a. The applicant requests a delay, in which case the 60-day time period is tolled for the period of the requested delay, or
 - b. When an application to create an ADU or JADU is submitted with a permit application to create a new single-family or multifamily dwelling on the lot, the city may delay acting on the permit application for the ADU or JADU until the city acts on the permit application to create the new single-family or multifamily dwelling, but the application to create the ADU or JADU will still be considered ministerially without discretionary review or a hearing.
 4. Denial. If the city denies an application to create an ADU or JADU, the city must provide the applicant with comments that include, among other things, a list of all the defective or deficient items and a description of how the application may be remedied by the applicant. Notice of the denial and corresponding comments must be provided to the applicant within the 60-day time period established by subsection (d)(3)(C) above.
 5. Appeal of denial. An applicant may appeal the city's denial of the application by submitting a written appeal to the city clerk. The planning commission will review the written appeal and affirm or reverse the denial and provide a final written determination to the applicant within 60 business days after receipt of the appeal.
 6. Concurrent review of demolition. A demolition permit for a detached garage that is to be replaced with an ADU shall be reviewed with the application for the ADU and issued at the same time.

19.74.040 Maximum Number of ADUs

- A. Single-Family Properties. Properties with an existing or proposed single-family dwelling may have a combination of Class 1 and Class 2 units which do not exceed one conversion ADU, one JADU and one new construction ADU.

- B. Multi-Family Properties. Multi-family properties are allowed to have the following ADUs:
1. Conversion ADU. At least one conversion ADU and up to a quantity that is equal to 25 percent of the total number of existing multi-family dwelling units.
 2. Detached ADU. A minimum of two (2) detached ADUs and up to eight (8) attached ADUs are permitted. In no case shall the number of ADUs exceed the total number of existing dwelling units on the site.

19.74.050 Accessory Dwelling Unit Classes (Types)

- A. Class 1 Single Family. Statutorily Regulated. Class 1 ADUs and JADUs are approved under Government Code Section 66323 and include the following.
1. Conversion. Conversion ADU or JADU is allowed on a parcel with a proposed or existing single-family dwelling on it, is permitted anywhere on the parcel and not subject to development standards or size limitations if all of the following apply:
 - a. The ADU and/or JADU is located within the space of an existing or proposed single-family dwelling; or (in the case of an ADU only) within the existing space of an existing accessory structure.
 - b. Has exterior access that is independent of that for the single-family dwelling; and
 - c. May include an expansion of up to 150 square feet to accommodate ingress and egress; and
 - d. Has side and rear setbacks sufficient for fire and safety, as dictated by applicable building and fire codes; and
 - e. The JADU complies with the requirements of Government Code Sections 66333 through 66339.
 2. Detached. Detached, new-construction ADU on a lot with a proposed or existing single-family dwelling, is allowed to be located on the parcel if all of the following are met:
 - a. The side- and rear-yard setbacks are at least four feet.
 - b. The total floor area is 800 square feet of livable space or smaller.
 - c. The peak height above grade does not exceed the applicable height limit in Section 19.74.060(B).
- B. Class 1 Multi-Family. Statutorily Regulated. Class 1 multi-family ADUs are approved under Government Code Section 66323 if they conform to the following:

1. Conversion ADU. A multi-family site is permitted to have at least one conversion ADU and up to a quantity that is equal to 25 percent of the total number of existing multi-family dwelling units. Conversion ADUs are ADUs that are located within portions of existing multifamily dwelling structures that are not used as livable space, including but not limited to storage rooms, boiler rooms, passageways, attics, basements, garages, or community buildings, if each converted ADU complies with state building standards for dwellings.
 2. Detached ADU. No more than two detached ADUs on a lot with a proposed multifamily dwelling, or up to eight detached ADUs on a lot with an existing multifamily dwelling, if each detached ADU satisfies all of the following:
 - a. The side- and rear-yard setbacks are at least four feet. If the existing multifamily dwelling has a rear or side yard setback of less than four feet, the city will not require any modification to the multifamily dwelling as a condition of approving the ADU.
 - b. The peak height above grade does not exceed the applicable height limit provided in Section 19.74.060(B).
 - c. If the lot has an existing multifamily dwelling, the number of detached ADUs does not exceed the number of primary dwelling units on the lot.
- C. Class 2. Locally Regulated. Class 2, single-family, ADUs are approved under Government Code Sections 66314–66322. Except for Class 1ADUs approved under Section 19.74.050(A) above, all other ADUs are subject to the standards set forth in Section 19.74.070.

19.74.060 General Requirements

The following requirements apply to all Class 1 and Class 2 ADUs and JADUs:

- A. Zoning.
 1. A Class 1 ADU approved under Section 17.74.040 (A) and (B) may be created on a lot in a residential or mixed-use zone.
 2. A Class 2 ADU approved under Section 17.94.040(C) above may be created on a lot that is zoned to allow single-family dwelling residential use or multifamily dwelling residential use.
 3. In accordance with Government Code section 66333(a), a JADU may only be created on a lot zoned for single-family residences.
- B. Height.
 1. Except as otherwise provided below, a detached ADU created on a lot with an existing or proposed single family or multifamily dwelling unit may not exceed 18 feet in height.
 2. A detached ADU may be up to 18 feet in height if it is created on a lot with an existing or proposed single family or multifamily dwelling unit that is located within one-half mile walking distance of a major transit stop or high quality transit corridor, and the ADU may be

up to two additional feet in height (for a maximum of 20 feet) if necessary to accommodate a roof pitch on the ADU that is aligned with the roof pitch of the primary dwelling unit.

3. The height of ADUs which are attached to the single-family dwelling unit is limited to the maximum height allowed for the Zoning District in which the property is located as listed in Section 19.56.040 of the Zoning Ordinance
4. For purposes of this subsection, height is measured from existing legal grade or the level of the lowest floor, whichever is lower, to the peak of the structure.

C. Fire Sprinklers

1. Fire sprinklers are required in an ADU or JADU if sprinklers are required in the primary residence.
2. The construction of an ADU or JADU does not trigger a requirement for fire sprinklers to be installed in the existing primary dwelling.

D. No Separate Conveyance. An ADU or JADU may be rented (for 30 days or more), but, except as otherwise provided in Government Code Section 66341, no ADU or JADU may be sold or otherwise conveyed separately from the lot and the primary dwelling (in the case of a single-family lot) or from the lot and all of the dwellings (in the case of a multifamily lot).

E. Septic System. If the ADU or JADU will connect to an onsite wastewater-treatment system, the owner must include with the application a percolation test completed within the last five years or, if the percolation test has been recertified, within the last 10 years.

F. Owner Occupancy.

1. ADUs. ADUs are not subject to an owner-occupancy requirement.
2. JADUs.
 - a. Generally. JADUs are subject to an owner-occupancy requirement. A natural person with legal or equitable title to the property must reside on the property, in either the primary dwelling or JADU, as the person's legal domicile and permanent residence.
 - b. Exceptions. The owner-occupancy requirement in this subsection does not apply in either of the following situations:
 - I. The JADU has separate sanitation facilities (i.e., it does not share sanitation facilities with the existing primary dwelling unit structure).
 - II. The property is entirely owned by another governmental agency, land trust, or housing organization.
 - c. Deed Restriction. Prior to issuance of a Building Permit for a JADU, a deed restriction must be recorded against the title of the property in the Amador County Recorder's

office and proof of recording filed with the city. The deed restriction shall run with the land and bind all future owners. The form of the deed restriction will be provided by the city and must provide that:

- I. The JADU may not be sold separately from the primary dwelling.
- II. The JADU is restricted to the approved size and to other attributes allowed by this section.
- III. The deed restriction runs with the land and may be enforced against future property owners.
- IV. The deed restriction may be removed if the owner eliminates the JADU, as evidenced by, for example, removal of the kitchen facilities. To remove the deed restriction, an owner may make a written request from the Planning Director, providing evidence that the JADU has in fact been eliminated. The Planning Director may then determine whether the evidence supports the claim that the JADU has been eliminated. Appeal may be taken from the Planning Director's determination consistent with other provisions of this Code. If the JADU is not entirely physically removed but is only eliminated by virtue of having a necessary component of a JADU removed, the remaining structure and improvements must otherwise comply with applicable provisions of this Code.
- V. The deed restriction is enforceable by the Planning Director or his or her designee for the benefit of the city. Failure of the property owner to comply with the deed restriction may result in legal action against the property owner, and the city is authorized to obtain any remedy available to it at law or equity, including, but not limited to, obtaining an injunction enjoining the use of the JADU in violation of the recorded restrictions or abatement of the illegal unit.

19.74.070 Specific ADU Requirements

The following requirements apply only to Class 2 ADUs. This subsection does not apply to Class 1 ADUs or JADUs.

A. Maximum Size.

1. The maximum size of a detached or attached ADU subject to this subsection is 850 square feet of interior livable space for a studio or one-bedroom unit and 1,200 square feet of interior livable space for a unit with two or more bedrooms.
2. An attached ADU that is created on a lot with an existing primary dwelling is further limited to 50 percent of the floor area of the existing primary dwelling.
3. Lot coverage, FAR, front setback, lot coverage limit, or open-space requirement will be waived if they preclude the construction of an ADU which is less 800 square feet of interior livable space.

B. Setbacks.

1. Front Yard. Front Yard setback for the ADU shall conform to the requirements of the Zoning District in which the property is located.
2. Side Yard. ADUs shall be set back a minimum of 4 feet to the side property lines.
3. Rear Yard. ADUs shall be set back a minimum of 4 feet to the rear property line.
4. No setback is required for an ADU that is subject to this subsection if the ADU is constructed in the same location and to the same dimensions as an existing structure.

C. Floor Area Ratio (FAR). For properties located in the Village Commercial Zoning District, the total FAR of the property, including the ADU, shall meet the requirements of Section 19.60.040 of the Zoning Ordinance.

D. Lot Coverage. Lot coverage shall be limited to the maximum allowed lot coverage of the Zoning District in which the property is located as listed in Section 19.56.040 of the Zoning Ordinance.

E. Minimum Open Space. No ADU subject to this subsection may reduce the total open space area of the site so that it is below the minimum open space requirement for the Zoning District in which the property is located.

F. Passageway. No passageway is required for an ADU.

G. Parking.

1. Generally. One off-street parking space is required for each ADU. The parking space may be provided in setback areas or as tandem parking.
2. Exceptions. Parking is not required to be provided in the following situations:
 - a. The ADU is located within one-half mile walking distance of public transit.
 - b. The ADU is located within an architecturally and historically significant historic district.
 - c. The ADU is part of the proposed or existing primary residence or an accessory structure.
 - d. When on-street parking permits are required but not offered to the occupant of the ADU.
 - e. When there is an established car share vehicle stop located within one block of the ADU.

- f. When the permit application to create an ADU is submitted with an application to create a new single-family or new multifamily dwelling on the same lot, provided that the ADU or the lot satisfies any other criteria listed Above.
 3. No Replacement. When a garage, carport, covered parking structure, or uncovered parking space is demolished in conjunction with the construction of an ADU or converted to an ADU, those off-street parking spaces are not required to be replaced.
- G. Architectural Requirements.
 1. For properties which are visible from the public right-of-way, the materials and colors of the exterior walls, roof, and windows and doors shall be the same as those of the primary dwelling.
 2. The exterior lighting shall be limited to down-lights or as otherwise required by the building or fire code.
 3. The ADU shall have an independent exterior entrance, apart from that of the primary dwelling.
 4. The interior horizontal dimensions of an ADU shall be at least 10 feet wide in every direction, with a minimum interior wall height of seven feet.
- H. Historical Protections. An ADU that is on real property that is listed in the California Register of Historic Resources must be located to not be visible from any public right-of-way.

19.74.080 Building & Safety

- A. Codes. All ADUs and JADUs must comply with all local building and fire code requirements.
- B. No Change of Occupancy. Construction of an ADU does not constitute a Group R occupancy change under the local building code, as described in Section 310 of the California Building Code, unless the building official or code enforcement officer makes a written finding based on substantial evidence in the record that the construction of the ADU could have a specific, adverse impact on public health and safety. Nothing in this subsection prevents the city from changing the occupancy code of a space that was uninhabitable or that was only permitted for nonresidential use and was subsequently converted for residential use in accordance with this section.
- C. Certificate of Occupancy Timing.
 1. Generally. No certificate of occupancy for an ADU or JADU may be issued before the certificate of occupancy is issued for the primary dwelling unit.
 2. Limited Exception for State-declared Emergencies. Notwithstanding subsection (f)(10)(A) above, a certificate of occupancy for an ADU may be issued before a certificate of occupancy for the primary dwelling if each of the following requirements are met:

- a. The county is subject to a proclamation of a state of emergency made by the California Governor on or after February 1, 2025.
- b. The primary dwelling was substantially damaged or destroyed by an event referenced in the Governor’s state of emergency proclamation.
- c. The ADU has been issued construction permits and has passed all required inspections.
- d. The ADU is not attached to the primary dwelling.

19.74.090 Impact Fees

The following requirements apply to all Class 1 ADUs and JADUs and Class 2 ADUs that are approved under subsections (e)(1) or (e)(2) above.

- A. No impact fee is required for a JADU or for an ADU that has less than 750 square feet of interior livable space. For purposes of this subsection (h)(1), “impact fee” means a “fee” under the Mitigation Fee Act (Gov. Code § 66000(b)) and a fee under the Quimby Act (Gov. Code § 66477). “Impact fee” here does not include any connection fee or capacity charge for water or sewer service.
- B. A JADU or ADU with less than 500 square feet of interior livable space does not increase assessable space by 500 square feet for purposes of Education Code section 17620(a)(1)(C) and is therefore not subject to school fees under Education Code section 17620.
- C. Any impact fee that is required for an ADU that has 750 square feet or more of interior livable space must be charged proportionately in relation to the square footage of the primary dwelling unit. (E.g., the floor area of the ADU, divided by the floor area of the primary dwelling, times the typical fee amount charged for a new dwelling.)
- D. Utility Fees.
 - 1. If an ADU or JADU is constructed with a new single-family home, a separate utility connection directly between the ADU or JADU and the utility and payment of the normal connection fee and capacity charge for a new dwelling are required.
 - 2. Except as described above, JADUs and converted ADUs on a single-family lot that are not required to have a new or separate utility connection directly between the JADU or ADU and the utility. Nor is a connection fee or capacity charge required. Notwithstanding the rest of this paragraph, a direct utility connection is required for separate conveyance of an ADU when separate conveyance is allowed under this code.
 - 3. Except as described by subsection (2) above, all ADUs that are not covered) above require a new, separate utility connection directly between the ADU and the utility for any utility that

is provided by the city. All utilities that are not provided by the city are subject to the connection and fee requirements of the utility provider.

- i. The connection is subject to a connection fee or capacity charge that is proportionate to the burden created by the ADU based on either the floor area or the number of drainage-fixtured units (DFU) values, as defined by the Uniform Plumbing Code, upon the water or sewer system.
- ii. The portion of the fee or charge that is charged by the city may not exceed the reasonable cost of providing this service.

19.74.060 Nonconforming Zoning Code Conditions, Building Code Violations, and Unpermitted Structures

- A. Generally. The city will not deny an ADU or JADU application due to a nonconforming zoning condition, building code violation, or unpermitted structure on the lot that does not present a threat to the public health and safety and that is not affected by the construction of the ADU or JADU.
- B. Unpermitted ADUs and JADUs were constructed before 2020.
 1. Permit to Legalize. As required by state law, the city may not deny a permit to legalize an existing but unpermitted ADU or JADU that was constructed before January 1, 2020, if denial is based on either of the following grounds:
 - I. The ADU or JADU violates applicable building standards, or
 - II. The ADU or JADU does not comply with state ADU or JADU law or this ADU ordinance.
 2. Exceptions:
 - I. Notwithstanding the subsection above, the city may deny a permit to legalize an existing but unpermitted ADU or JADU that was constructed before January 1, 2020, if the city makes a finding that correcting a violation is necessary to comply with the standards specified in California Health and Safety Code section 17920.3.
 - II. Subsection (B) above does not apply to a building that is deemed to be substandard in accordance with California Health and Safety Code section 17920.3.



City of Plymouth

Planning Commission Meeting Staff Report

Item 8.1

Date:

January 18, 2024

Report by:

Erica Fraser, AICP, Consulting Planner

Policy, Program, Project or Issue Title:

State Law Related to Accessory Dwelling Units – A discussion of State Law related to Accessory Dwelling Units.

Issue Statement & Discussion:**BACKGROUND**

Several changes in State Law have been made over the years to reduce barriers and allow Accessory Dwelling Units (ADUs) on single-family and multi-family properties. Regulations for Accessory Dwelling Units can be found in Government Code Section 65852.2 and 65852.22.

The City of Plymouth does not currently have an Ordinance regulating accessory dwelling units. Table 19.56.030-1, Use Matrix for Agricultural and Residential Zoning Districts, includes 'Dwellings, SF Second Unit Attached' and 'Dwellings, Detached Second Unit as a permitted use.' The glossary section of the Zoning Ordinance further defines these uses (however, please note that the detached category is inconsistent with state law). In the absence of an Ordinance, ADUs are regulated under state law.

DISCUSSION

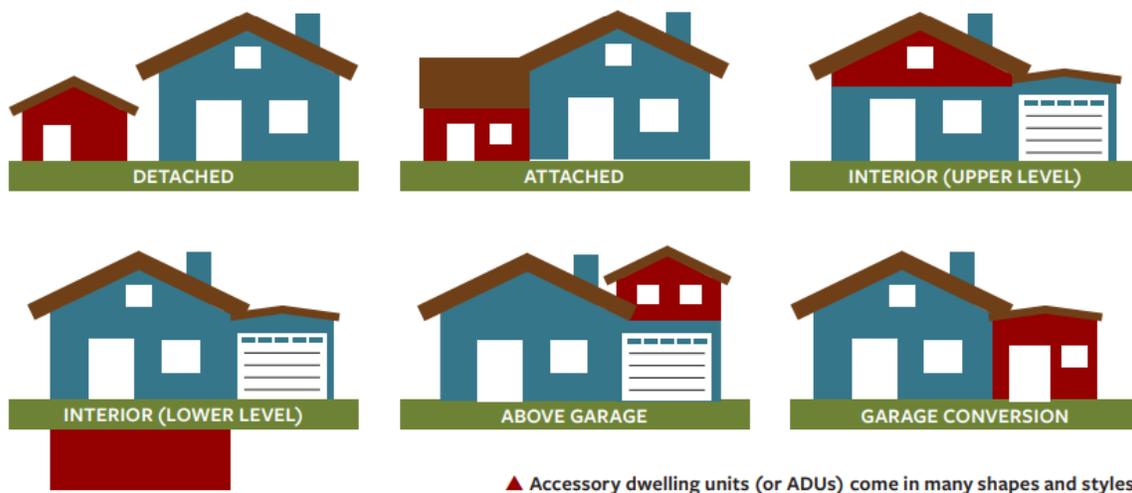
An Accessory Dwellings Unit (ADU) is an accessory dwelling with complete living facilities for one or more persons. There are several types of ADUs including:

- Detached – which means the ADU is separated from the primary dwelling unit or structure;
- Attached – which means the ADU is attached to the primary structure on a lot;
- Converted Existing Space – which is the conversion of any space on a lot with

a primary dwelling unit (i.e., master bedroom, garage, carport, storage space, accessory structure, etc.) that is converted into an independent living unit.

- Junior Accessory Dwelling Unit (JADU) - which is a specific type of conversion of existing space within a single-family residence that is contained entirely within that structure (i.e., the conversion of an existing attached garage to living space with a kitchen and access to a bathroom).

Figure 1 – Examples of ADUs



Source: AARP, *The ABCs of ADUs*

General Requirements

A City is required to allow ADUs on properties where a residential dwelling is permitted by right or conditionally permitted and where the ADU will be an accessory to the primary dwelling unit. ADUs are exempt from the density limitations in the General Plan and Zoning Ordinance. In the City of Plymouth, ADUs are allowed in the Agriculture(A), Rural Residential (RR), Standard Residential (SR), and Village Residential (VR) Zoning Districts. ADUs cannot be prohibited by a Homeowners Association (HOA).

A single-family property can have one ADU and one JADU per lot within the existing or proposed space of a single-family dwelling or existing accessory structure and one detached new construction ADU (potentially a total of 3 ADUs).

State Law requires cities to allow new construction ADUs that are 850 square feet in size and up to 1,200 square feet if the unit contains more than one bedroom (a city can restrict the maximum size to 1,000 square feet or allow a larger ADU with an ordinance). In no case can an ADU be smaller than 150 square feet or the size necessary to accommodate an efficiency unit as defined by Health and Safety Code

Sections 17.958.1. If the ADU results in the conversion of existing space of a single-family dwelling or accessory structure (such as an existing detached barn) into an ADU, no size limits apply and the ADU can be as large as the existing space.

Additionally, cities can no longer require property owners to fix non-conforming structures on their property as part of the ADU approval. If for example, a house had a patio cover that exceeded the height limits or did not conform to setbacks, the city cannot require them to remove or replace the structure as a condition of approval.

Development Standards for ADUs

State Law limits the development standards (such as setbacks) that can be applied to ADUs. The requirements are summarized below:

- Front yard setbacks can be the same as the front yard setback for the zoning district in which the ADU is located, except that the front yard setback is waived if it would preclude the construction of an 800 square foot ADU (for example, an ADU in the RR Zoning District must be set back of 20 feet to the front property line, unless it precludes an 800 square foot ADU to be constructed and then the setbacks are waived to allow).
- Side and rear yard setbacks are limited to four feet.
- If the ADU is to be located within an existing legal non-conforming structure, the existing setbacks are allowed to continue.
- Setbacks between structures are not defined in state law, however the Plymouth Zoning Ordinance requires a separation of 6 feet between detached structures and would continue to apply.
- Lot coverage established in the zoning district would apply, unless it would preclude the construction of an ADU which is 800 square feet. If it would, the lot coverage is waived to allow an 800 square foot ADU.
- State law prohibits a limit on the number of bedrooms in an ADU.
- State law prohibits requirements which require a minimum lot size for construction of an ADU.
- Local agencies can limit height of ADUs as long as the limit is no less than 16 feet.

Junior Accessory Dwelling Units (JADU)

JADUs are only allowed in single family zoning districts. A JADU is a specific type of ADU in that it is an ADU created from the conversion of an existing space within the

walls of a single-family dwelling. The JADU can be created through the conversion of a garage or by converting a portion of the existing living space into a separate living space.

JADUs are limited to no more than 500 square feet in size (of the existing dwelling). An addition of up to 150 square feet is allowed for ingress/egress only.

JADUs are required to have a separate exterior entrance and a kitchen, but may share bathroom facilities with the primary dwelling (requires a door to access the bathroom directly from the interior of the JADU into the house or bathroom, cannot require occupant to exit the JADU and enter from the outside into the house for access).

Owner occupancy of a JADU or the primary dwelling is required.

Multi-Family Accessory Dwelling Units

State Law defines a multi-family property (for the purposes of an ADU only) as any property with two or more attached dwelling units on a single lot regardless of the zoning designation. For example, if a property was zoned for multi-family uses, such as the Village Residential Zoning District, and the site only contains one single family residence, the multi-family regulations do not apply.

A multi-family property is allowed to construct up to two detached ADUs (which conform to the development standards discussed above). Additionally, multi-family properties are allowed to construct ADUs which are the result of the conversion of non-livable space into an ADU. Non-livable portions include but are not limited to, storage rooms, boiler rooms, passageways, attics, basements, and garages. The number of conversions ADUs allowed is equal to 25 percent of the total number of dwelling units.

For example, a 10-unit apartment complex could request approval of two detached ADUs and 3 ADUs which are the result of a conversion of non-livable space (such as the laundry room). A 50-unit apartment complex could construct two detached ADUs and 13 ADUs which are converted from non-livable space.

Parking Requirements

An ADU is required to provide one parking space if the ADU is one bedroom or more (studios are exempt). If parking is required the space may be compact, uncovered, and may be located in tandem with the required parking spaces. The City of Plymouth requires two enclosed parking spaces for each single-family residence. The parking for an ADU can be met if there is a driveway on the property.

A city can choose to require replacement parking if a JADU is the result of a garage conversion. However, the replacement parking can be located on the driveway or in

tandem. Additionally, if an ADU results in the demolition or conversion of a garage, carport or other covered parking structure, the lost parking spaces shall not be required to be replaced (JADUs are exempt from this requirement).

Review of an ADU

The State of California limits the way a City processes review of an Application for an ADU by requiring the following:

- The Application for an ADU or JADU shall be deemed approved if the City has not acted on a complete application within 60 days.
- Requires ministerial approval of an application in a residential or mixed-use zone to create one ADU and one JADU per lot.
- Establishes impact fee exemptions and limitations.
- Prohibits Covenants, Codes and Restrictions that restrict the construction of or use of and ADU or JADU.

Impact Fees

A City cannot charge impact fees for ADUs which are smaller than 750 square feet. If an ADU is 750 square feet or larger, impact fees should be charged proportionally in relation to the square footage of the ADU to the square footage of the primary dwelling unit.

The school district can, but are not required to, require impact fees for ADUs greater than 500 square feet.

City Ordinance

As previously mentioned, the City of Plymouth does not have an ordinance regulating ADUs. Chapter 19.98, does include a definition of two type structures which are similar to an ADU, but these definitions should be revised to be consistent with State Law (at a minimum).

Government Code Section 65852.2(a)(1) allows a city to establish an ordinance for the regulation of accessory dwelling units, but it is not required. An ordinance can establish the following, which are allowed by State Law:

- Design and development standards (consistent with the limitations established in state law).
- Standards to prevent adverse impacts to historic resources.

- Allow for smaller ADUs (new construction only) that what is allowed under state law (a City can establish a requirement that ADUs can be no larger than 1,000 square feet (one or more bedrooms) or state law in the absence of such a requirement allows up to 1,200 square feet).
- Allow for larger ADUs.
- Limit the percentage of the primary dwelling that can be converted to an ADU (provided the ADU is 850 square feet or 1,000 square feet with one or more bedrooms).
- Establish procedures for review of ADUs.
- Prohibit short term rentals.
- Require zero parking spaces.
- Limit hardscape in the front yard.
- Require separate utility connections.
- Include objective design requirements (such as the ADU must be painted to match the house when visible).

If a City does not have an ordinance regarding ADUs, the City must follow state law.

Regional Housing Needs Allocation (RHNA)

Pursuant to Government Code Section 65852.2(m) and 655583.1, ADUs and JADUs can be used towards the RHNA and Housing Element Annual Progress Report.

QUESTIONS

Staff has prepared the following questions for the Planning Commission to guide Staff on the next steps.

1. Should the city have an ADU Ordinance?
2. If so, should the Ordinance include any of the following:
 - a. Design requirements.
 - b. Allow larger or smaller ADUs.
 - c. Restrict short-term rentals.
 - d. Reduce parking requirements.

3. Should the City require a planning permit (such as a Zoning Clearance) for ADU and JADUs?
4. If the Planning Commission determines that an Ordinance is not necessary, should a handout with regulations be prepared for the website?

NEXT STEPS

Based on direction from the Planning Commission at tonight's meeting, Staff will work on any recommended changes. Should the Planning Commission determine that an Ordinance is not necessary, minor changes will still be brought forward to amend Chapter 19.98, Glossary, so that it is consistent with State Law.

Fiscal Impact:

There is no fiscal impact associated with this item.

Staff Recommendation:

Staff recommends that the Planning Commission receive Staff's presentation, discuss, answer the questions included in this staff report, and provide feedback to Staff regarding next steps.

