



City of Jackson

GENERAL PLAN UPDATE REVIEW DRAFT

JUNE 2023

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm





TABLE OF CONTENTS

CHAPTERS

Introduction	IN-1
Land Use	LU-1
Circulation.....	CIRC-1
Conservation and Open Space.....	COS-1
Safety	SA-1
Noise	N-1
Implementation.....	IM-1

FIGURES

LU-1: Land Use Map.....	LU-9
CIRC-1: Circulation Diagram.....	CIRC-19

TABLES

Table LU-1: Land Use Designations and Zoning Districts.....	LU-7
Table N-1: Land Use Compatibility for Noise Environment.....	N-6
Table N-2: Stationary Noise Source Standards.....	N-7
Table N-3: Typical Noise Levels.....	N-8
Table IM-1: General Plan Implementation	IM-3



This page left intentionally blank



INTRODUCTION

Scope and Content of the General Plan

State law requires the City to adopt a comprehensive, long-term general plan for the physical development of its planning area. In Jackson, the planning area includes all lands within the incorporated City Limits and Sphere of Influence (SOI). The general plan must include seven state-mandated elements including land use, circulation, housing, conservation, open space, noise, and safety elements, as specified in Government Code Section 65302, to the extent that the issues identified by State law exist in the City's planning area. The degree of specificity and level of detail of the discussion of each general plan element need only reflect local conditions and circumstances. The Jackson General Plan has been prepared consistent with the requirements of State law and addresses the relevant items outlined in Government Code Section 65300 et seq.

The City's Housing Element was adopted in 2015, and covers the 2014-2019 housing cycle. In 2022, the City will update the Housing Element to cover the 2021-2029 housing cycle.

The General Plan includes the following elements:

- **Land Use**
- **Circulation**
- **Housing**
- **Conservation & Open Space**
- **Safety**
- **Noise**
- **Implementation**

The **General Plan** policy document contains the goals, policies, and actions that support the vision for Jackson. Two important documents support the General Plan. The **Existing Conditions Report** and the **General Plan Environmental Impact Report (EIR)** are both intended to be used in conjunction with this General Plan and to serve as companions to this policy document. All project documents associated with the General Plan Update including outreach summaries, technical documents, and meeting materials can be viewed online through the City's website:

www.ci.jackson.ca.us



GENERAL PLAN POLICY DOCUMENT

The General Plan policy document contains the goals and policies that will guide future decisions within the City and identifies action items (implementation measures) to ensure the vision and goals of the General Plan are carried out. The General Plan also contains a land use diagram, which serves as a general guide to the distribution of land uses throughout the City. The General Plan addresses all of the elements required by State law, in addition to a range of optional topics and elements that the City has elected to include. The table below identifies the elements included in the General Plan and the corresponding requirement in State law.

Jackson General Plan Elements	Elements Required by State Law						
	Land Use	Circulation	Conservation	Open Space	Noise	Safety	Housing
Housing							▲
Land Use	▲						
Circulation		▲					
Conservation & Open Space			▲	▲			
Safety						▲	
Noise					▲		
Implementation	▲	▲	▲	▲	▲	▲	▲

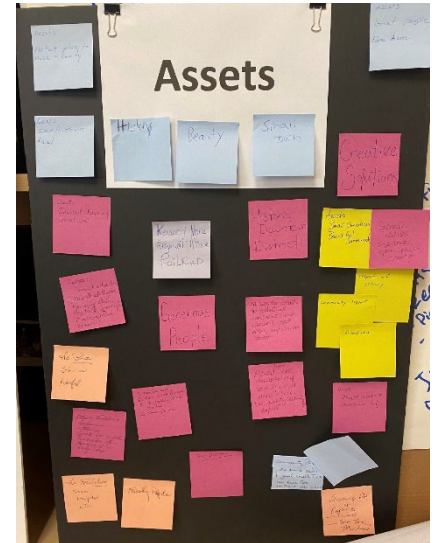
ORGANIZATION OF THE GENERAL PLAN ELEMENTS

Each element (i.e. chapter) of the General Plan is organized into a set of goals, policies, and implementing actions. Each goal is supported by a particular set of policies and actions to implement and achieve that goal. The Implementation chapter includes a complete summary of each action that is identified in the various elements, accompanied by the City department responsible for implementing the action and the anticipated timing of implementation.

COMMUNITY PARTICIPATION

The General Plan was developed with many opportunities for public participation, which included input and participation from residents, local agencies, and other stakeholders.

PUBLIC WORKSHOPS: The City hosted two General Plan Update Visioning Workshops in March and June of 2021. The Workshops focused on addressing a variety of key planning topics and included a brief overview of the General Plan, including why it is important and why the City is updating its Plan, some background information on the evening's topics, and a series of facilitated activities to solicit input on key topics or ideas. The topics explored in the Workshops, along with summaries of what we heard from the community, are provided in the Outreach Summary Report. The intent of the Summary Report is to present the information received without making assumptions or recommendations. The feedback has been recorded in the Summary Report in order to memorialize the key themes and ideas, and it was used to help inform future work tasks associated with the General Plan Update, including preparation of a Vision Statement, evaluation of opportunities and challenges, land use changes, and the creation of new goals, policies, and actions.



GENERAL PLAN ONLINE SURVEY: Survey responses were collected from May 17, 2021 through July 15, 2021 and the survey was administered online via the City's website and the SurveyMonkey web platform. During the time period that the survey was active, there were 489 responses to the 18 primary questions related to the General Plan Update. The questions involved a wide range of response formats that are synthesized in the Outreach Summary Report. The survey responses provide insight into the demographics and opinions of the City of Jackson community members concerning goals and topics related to the update of the City's General Plan.

PUBLIC REVIEW OF THE DRAFT GENERAL PLAN:

The 2023 Jackson General Plan was available for public review and comment between June 30, 2023 and August 14, 2023. During the review period, the City received TBD comments from residents and interested parties, which helped refine the Final General Plan.

PUBLIC HEARINGS: **TO BE SCHEDULED.** The City Council received briefings from City staff to review input and receive information relevant to the General Plan. Public hearings with the Planning Commission and City Council were held on **XX, 2023 and XX, 2023**, respectively, with the



Planning Commission providing input and making recommendations to the City Council.

OBJECTIVES AND VISION

The feedback provided by the community through the outreach process, including public meetings, the public workshops, and online survey, provides the City with broad overarching objectives and a vision for the development of the General Plan Update. The feedback helps to identify key community values and priorities that should be carefully addressed in the General Plan.

OBJECTIVES

- Develop a long-term vision for the City of Jackson
- Engage a broad spectrum of the community members
- Engage key stakeholders to perpetuate long-term involvement
- Establish a greater connection between the General Plan and current planning issues
- Educate the public on the City's existing conditions and the General Plan Update process

VISION

The Jackson area is blessed with many important resources and assets worthy of preservation, including the historic commercial and residential structures, our rich mining history, our diverse cultural heritage, the Jackson Creek and its many tributaries, and the views of the Sierra Nevada Mountains and Sacramento Valley. These attributes make the City of Jackson a highly desirable place to live and work. Through time, the people, uses of land and the environment have evolved a functional relationship, giving the City its present pattern and form. Enhancement and maintenance of this relationship between the citizens of the City of Jackson, our environment, and the City's many attributes is essential for a continued high quality of life. The City of Jackson will remain the primary commercial, service, and employment center of the area and region. Growth will be allowed in an orderly and well managed manner that does not detract from the City's attributes or negatively impact the environment. As such, the City of Jackson will continue to be a desirable community for its citizens and to the vacationing public.

The City of Jackson:

"Preserving our past, enriching our present, building our future."



APPLYING THE GENERAL PLAN

The General Plan is intended for use by a broad range of people, including City decision-makers, City staff, developers, and community members, to serve the following purposes:

- » To identify land use patterns, growth, transportation, environmental, economic, and community goals and policies as they relate to land use, conservation, development, and provision of community services and facilities.
- » To articulate a vision and strategy for the future development of Jackson and its residents.
- » To enable the City Council and the Planning Commission to establish a decision-making framework through the application of long-range land use, transportation, services, conservation, and growth goals and policies.
- » To provide a basis for judging whether specific individual development proposals and public improvement projects are consistent with these goals and policies.
- » To inform citizens, developers, decision-makers, and other jurisdictions of the policies that will guide development and conservation within Jackson.
- » The General Plan applies to all lands in the incorporated area of the City, to the extent allowed by Federal and State law. Under State law, many actions, such as development projects, specific plans, master plans, community plans, zoning, subdivisions, public agency projects, and other decisions must be consistent with the General Plan. State law requires that the City's ordinances regulating land use be consistent with the General Plan. The Zoning Ordinance, individual project proposals, and other related plans and ordinances must be consistent with the goals and policies in the General Plan.

Key Terms

Goal: A description of the general desired condition that the community seeks to create.

Policy: A specific statement that guides decision-making as the City works to achieve the various goals. Once adopted, policies represent statements of City regulations.

Action: An action, procedure, implementation technique, or specific program to be undertaken by the City to help achieve a specified goal or implement an adopted policy.



INTERPRETING THE GENERAL PLAN

In reading the General Plan, it is important to understand that the goals, policies, and actions are limited to the extent that they are financially feasible and appropriate for the City to carry them out, and to the extent legally permitted by Federal and State law. For example, policies and measures which indicate that the City will “provide,” “support,” “ensure,” or otherwise require or carry them out, do not indicate an irreversible commitment of City funds or staff resources to those activities, but rather, that the City will support them when the City deems that it is financially feasible and appropriate to do so. In some cases, the City will carry out various policies and measures by requiring development, infrastructure, and other projects to be consistent with the policies and actions of the General Plan. In other cases, the City may include General Plan items in a capital improvement program, budget, or other implementation mechanisms, as the City deems appropriate.

HOW TO READ THE JACKSON GENERAL PLAN

As the guide for future development decisions and desired conditions, residents, property owners, and business owners should familiarize themselves with how to read the General Plan Policy Document. Each element contains a brief introduction, several goals and related policies, and specific actions that the City will undertake to accomplish identified goals.

GOALS

A goal in the General Plan is the broadest statement of community values. It is a generalized ideal which provides a sense of direction for action. They are overall statements of desired future conditions.

POLICIES AND IMPLEMENTATION ACTIONS

The essence of the General Plan is contained within its policies. Policies are statements which further refine the goals, and guide the course of action the City must take to achieve the goals in the plan. It is important to note that policies are guides for decision-makers, not decisions themselves.

Policies and implementation actions must be clear to be useful. However, they may range in terms of commitment of resources, importance, and expected results. Therefore, it is important to understand the distinctions between various levels of policy and implementation action.



The following is a list of common terms used in policies and implementation measures, and how to interpret their usage in the General Plan. In cases where other terms are used (and not defined below), an equivalent to the closest applicable term can be used.

Shall: Absolute commitment to the policy or action, and indicates that the policy must be adhered to in all cases.

Should: Policy will be followed in most cases, but exceptions are acceptable for good reasons.

Encourage: Policy is highly recommended and/or desired, and should be pursued when feasible.

Allow: Policy will be supported within certain parameters and certain guidelines.

Coordinate: Policy will occur in conjunction with another entity, and the City will carry its share of the responsibility.

Explore: Effort will be taken to investigate the subject at hand, to discover whether or not further commitment is relevant.

Consider: Policy may or may not be followed, depending upon the results of analysis that will be completed.

Limit: Effort will be taken to keep the subject within certain limits, or will at least make undesired change more difficult.

Restrict: Effort will be taken to keep the undesired action to a minimum.



AMENDING THE GENERAL PLAN

The General Plan is not static, but rather is a dynamic and multi-faceted document that defines and addresses the changing needs of the City. It is based on an on-going assessment and understanding of existing and projected community needs. The City's decision-makers have broad discretion in interpreting the General Plan and its purposes, and are allowed to weigh and balance the various goals and policies when applying them. Recognizing the need for the General Plan to remain current and reflective of local issues and policies, State law allows the City to periodically amend the General Plan to ensure that it is consistent with the conditions, values, expectations, and needs of its residents, businesses, and other stakeholders. The General Plan may be amended in accordance with State law. While specific findings may be applied on a project-by-project basis, at a minimum the following standard findings shall be made for each proposed General Plan amendment:

1. The amendment is deemed to be in the public interest;
2. The amendment is consistent and/or compatible with the rest of the General Plan;
3. The potential impacts of the amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare; and
4. The amendment has been processed in accordance with the applicable provisions of the California Government Code, the California Environmental Quality Act (CEQA), and the City's Municipal Code.

City-initiated amendments, as well as amendments requested by other public agencies, are subject to the same basic process described above to ensure consistency and compatibility with the General Plan. This includes appropriate environmental review, public notice, and public hearings, leading to an official action by the City Council.

TIMING

State-mandated elements of the General Plan may be amended up to four times in each calendar year. The City Council or any citizen may initiate consideration of a General Plan Amendment. State law further requires that the Housing Element be reviewed and updated at least once every eight years.

EXEMPTIONS

The State Legislature has recognized that occasions arise which require the local jurisdiction to have some flexibility in amending the General Plan. As set forth in the California Government Code, the following are exempt from the General Plan amendment schedule:

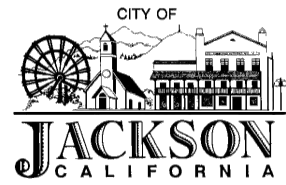
- » Amendments requested and necessary for affordable housing (Section 65358(c)).
- » Any amendment necessary to comply with a court decision in a case involving the legal adequacy of the general plan (Section 65358(d)(1)).
- » Amendments to bring a general plan into compliance with an airport land use plan (Section 65302.3).

PERIODIC REPORTING

Given the long-term nature of the General Plan, it is critical to periodically evaluate its effectiveness and to document the implementation status of the various policies and actions that it contains. State law provides direction on how cities and counties can maintain the General Plan as a useful policy guide. State law also requires the City to annually report "the status of the plan and progress in its implementation" (California Government Code Section 65400(b)) to the City Council. The Implementation Element identifies each measure to be carried out by the General Plan, the timing of the measure, and the responsible City department for addressing implementation.



This page left intentionally blank



LAND USE ELEMENT

INTRODUCTION

The Land Use Element provides for development and resource conservation, while promoting diverse opportunities for economic development and encouraging the provision of a range of housing options attainable to all income levels.

State law requires the Land Use Element to address:

- Proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land;
- Population density and building intensity; and
- Areas subject to flooding (note the Safety Element of the General Plan provides detailed guidance related to flood risks).

The Land Use Map (Figure LU-1) depicts the City's vision for how open space, residential, commercial, industrial, and other uses will occur in the Planning Area. The Land Use Map identifies the location of land uses by land use designation. Uses allowed in each designation are described below. The Land Use Element demonstrates the City's commitment to supporting local job growth and economic development opportunities, and a range of housing types and community services that are accessible to all residents. Background information regarding land use is presented in Chapter 1 of the General Plan Existing Conditions Report.

PLANNING AREA BOUNDARIES

City Limits: The City Limits include the area within a city's corporate boundary, over which the city exercises land use authority and provides public services.

Sphere of Influence: A Sphere of Influence (SOI) is the probable physical boundary and service area of a local agency, as adopted by a Local Agency Formation Commission (LAFCO). An SOI includes both incorporated and unincorporated areas within which a city or special district will have primary responsibility for the provision of public facilities and services.

Planning Area: For the purposes of the Jackson General Plan, the Planning Area is defined as all lands within the Jackson City Limits and SOI.

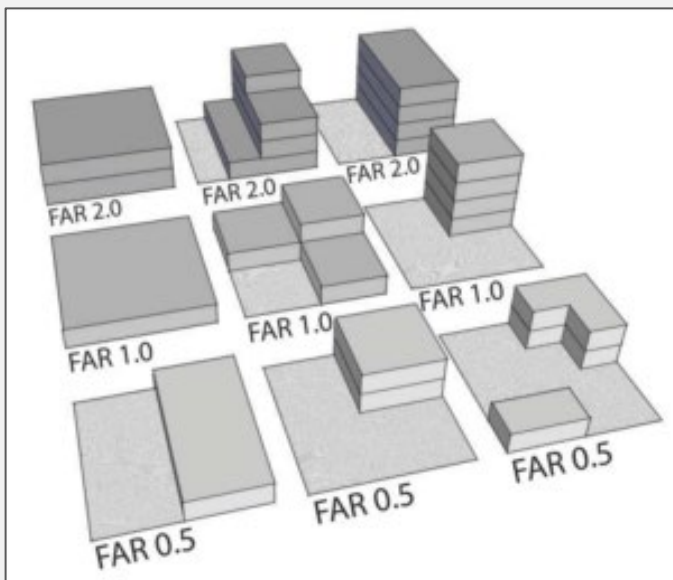
LAND USE CONCEPTS

The Land Use Designations in this General Plan specify the type of allowed uses associated with each designation and the allowed range of development intensity, expressed in density or floor area ratio. Zoning, specific plans, and individual development projects must be consistent with the intensities allowed under the General Plan. Land use concepts, including density and floor area ratio, are described below.

Density. Density refers to the intensity of residential uses in terms of a range, from a minimum to a maximum, of dwelling units per gross acre. Various building configurations representing different densities are shown below.



Floor Area Ratio. Floor area ratio, referred to as FAR, is used to express the building intensity for non-residential uses, such as commercial, industrial, community facilities, and the non-residential component of mixed-use projects. FAR refers to the ratio of the total floor area of a building or buildings on a site, excluding parking structures and outdoor storage areas, to the lot area of the site.





LAND USE DESIGNATIONS

Residential Land Use Designations

The following residential land use designations were developed with the intent to provide for a wide range of housing opportunities for the residents of the City of Jackson. For added flexibility for property owners, these designations are also intended to be hierarchical. Hierarchical means less dense residential uses will be progressively allowed in each residential designation. For example, single family residences will be allowed in areas designated Residential Medium Density.

Residential Suburban (RS)

The Residential Suburban (RS) designation is applied to lands for residential use, but with large lot sizes in order to promote and maintain the rural character of the area. The RS designation is also applied to areas characterized by terrain which is less suitable for higher residential densities. Minimum lot size is 1 acre. Population density and building intensity is one household and one single family dwelling per acre.

Residential Low Density (RL)

The Residential Low Density (RL) designation is intended to provide a semi-rural residential land use. The minimum lot size is ½ acre. Population density and building intensity is one household and one single family dwelling unit per ½ acre.

Residential Single Family (RSF)

The Residential Single Family (RSF) designation has been applied to areas in which urban services already exist or where they can easily be extended. The minimum lot size for RSF is 8,000 square feet. The population density and building intensity is one household and one single family dwelling per 8,000 square feet. When combined with the Planned Development (pd) designation the Planning Commission, at its discretion, may reduce the minimum lot size to 6,000 square feet as long as the following findings are made:

1. Average slopes per lot are less than 15%;
2. Surrounding transportation infrastructure can accommodate the increased density; and
3. Surrounding land uses are compatible with more dense single family residential.

Residential Duplex (RD)

The Residential Duplex (RD) designation is intended to be applied to properties predominately with duplexes, however, two detached residential units would also be allowed. The minimum lot size for RD development is 8,000 square feet. Population density and building intensity is one dwelling unit per 4,000 square feet of lot area.

Residential Medium Density (RM)

The Residential Medium Density (RM) designation is placed on lands where more intense residential uses, such as fourplexes, would be acceptable. The minimum parcel or lot size for RM development is 8,000 square feet with the building intensity limited to one dwelling unit per 3,000 square feet.



Residential High Density (RH)

The Residential High Density (RH) designation is placed on lands which are suitable for multi-family housing. Minimum parcel or lot size is 4,000 square feet. The maximum allowable density and building intensity is one dwelling unit per 2,000 square feet.

Commercial, Office, and Industrial Land Use Designations

The following land use designations encompass a wide variety of commercial types from industrial and intense retail to personal services. This level of specificity is intended to relieve issues which may occur where commercial and residential land use designations are in the same area.

Commercial land use designations are hierarchical. Hierarchical means less intense commercial uses will be allowed in each designation. Residential uses will be allowed as specified in each designation.

Professional Office (PO)

The Professional Office (PO) designation is intended for low intensity “soft commercial” land uses such as administrative, business, and professional offices (e.g., for attorneys, dentists, counselors, engineers, etc.). A more detailed list of allowable uses is specified in the City’s Development Code. Minimum parcel or lot size is 8,000 square feet. Single and Multi-Family residential dwelling units shall be allowed within this designation.

Limited Commercial (LC)

The Limited Commercial (LC) designation is intended to accommodate existing business within predominantly residential neighborhoods. LC allows for any use allowed in the Commercial (C) designation with the exception of those which generate high volumes of traffic or noise. A detailed list of allowable uses is specified in the City’s Development Code. Minimum parcel or lot size is 8,000 square feet. Single and Multi-Family residential dwelling units are allowed in areas with the LC designation.

Historic Commercial (HC)

The Historic Commercial (HC) designation is applied to the downtown area of the City where the bulk of the commercial activities are related to tourism and the buildings are historic. Permitted uses in the HC land use designation include any use allowed in the Limited Commercial and Professional Office designations along with retail or wholesale stores or businesses not involving any kind of manufacture, processing, or treatment of products other than that which is clearly incidental to the retail business conducted on the premises. A detailed list of allowable land uses is specified in the City’s Development Code. Single and Multi-Family residential dwelling units are allowed within this designation.

Commercial (C)

The Commercial (C) designation is applied to those areas of the City where retail, commercial, and professional business services are acceptable. Minimum lot size is 8,000 square feet. Residential uses of all densities are only allowed with a Conditional Use Permit.



Industrial (I)

The Industrial (I) designation is intended for land which is suitable for manufacturing and light industrial uses. Residential uses of all densities are only allowed in an area designated industrial with a Conditional Use Permit. Minimum lot size is 8,000 square feet.

Other Land Uses

Along with residential, commercial, and industrial land uses, other land uses provide important amenities to City residents, as well as meet the needs of the surrounding communities.

Public (P)

The Public (P) designation applies to lands with public or quasi-public uses such as schools, hospitals, churches, and City and County offices.

Recreation (R)

The Recreation (R) designation is applied to lands where recreational facilities are to be located and protected from conflicting uses.

Open Space (OS)

Areas with an Open Space (OS) designation are intended to be undeveloped and left in a natural state. Some landscaped areas, pedestrian pathways, and plazas may be allowed.

Overlay Land Uses

Four overlay land uses designations have been developed primarily for the purpose of providing extra protection to sensitive areas which the city officials and citizens wish to have preserved or avoided. The overlay designations provide additional development requirements to properties located within the overlays beyond the requirements of the base or combined land use designation. Should any dispute arise in regard to implementation of these requirements, the dispute may be taken to the Planning Commission for review and interpretation.

Planned Development (pd) Overlay

The Planned Development (pd) Overlay is applied to lands that are presently largely undeveloped where planned unit developments (PUDs) or neighborhood developments are encouraged. Development in the (pd) Overlay shall require Planning Commission approval of development plans that show how projects in these areas will conform to all General Plan goals, policies, objectives, and design guidelines.

The (pd) Overlay is a “combined” land use designation meaning that it will always be combined with one of the City’s other primary land use designations. The (pd) Overlay is also intended to encourage planned developments with a mixture of land uses including different densities of residential units, professional office uses, commercial uses, and public and recreational uses.

When the (pd) Overlay is combined with another land use designation (e.g., pd/OS) it is intended that the planned development includes some of that use in the development design.



Creek/Floodplain (cf) Overlay

The purpose of the Creek/Floodplain (cf) Overlay is to promote open space along the City’s numerous creeks, to encourage public use of many of these creeks, and to discourage development in areas designated as a floodplain.

The boundary of the Creek/Floodplain (cf) Overlay shall be contiguous with the Federal Emergency Management Agency’s (FEMA) 100-year Floodplain Boundary (i.e. the most recent Flood Insurance Rate Map) for the City of Jackson.

Visual Corridor (vc) Overlay

The purpose of the Visual Corridor (vc) Overlay is to protect the scenic views enjoyed by everyone as they enter the City of Jackson from both the north and south of town. The intent of the (vc) Overlay is not to restrict development in these areas, but to provide development guidelines to promote development in an aesthetically pleasing manner which will neither add nor detract from the viewshed. The (vc) Overlay may be combined with any residential, commercial, manufacturing/industrial, or special purpose zoning district.

Historic Corridor (hc) Overlay

The purpose of the Historic Corridor (hc) Overlay is to protect historic features which exist within the City. The (hc) Overlay may be combined with any residential, commercial, manufacturing/industrial, or special purpose zoning district. The (hc) Overlay shall be applied to those areas of the City with concentrations of historic buildings and structures that contribute to the City’s historic character. All new construction or redevelopment within the Historic Corridor (hc) Overlay shall be consistent with the late nineteenth century character of the Jackson area.

Sphere of Influence/Urban Reserve Designation

The sphere of influence (SOI) designates the City’s probable future boundary and service area. State policy recognizes that cities are better equipped than counties to provide housing for all income levels and other urban uses and amenities. The land within the SOI is outside city limits and is zoned and governed by the County. The City must place a land use designation on land within the SOI consistent with the probable future use of this area.

Recognizing that proposals for development in the SOI will likely require significant review and studies to determine the ability to provide urban services in the undeveloped areas, an “Urban Reserve Designation” shall be applied to all lands within the City’s SOI. The Urban Reserve Designation is intended to preserve undeveloped lands surrounding the City until such time that conversion to urban/suburban uses are determined appropriate and feasible. A General Plan amendment will be required for any projects in the SOI area desiring to annex to the City of Jackson for municipal services, at which time specific City land use and zoning designations will be determined. To achieve a gradual transition between areas in the SOI annexing to the City and neighboring agricultural land uses, properties in the annexing area shall be planned with the most intense development located closest to the City with increasingly reduced densities as development moves away from the City’s core, closer to agricultural uses.



Correlation Between Land Use and Zoning Categories

Since the Land Use Element and the associated Land Use Map so specifically designate properties within the City of Jackson, the correlation between the land use designations and the zoning categories will be direct. With the adoption of this Land Use Element and the associated Land Use Map, there is no need for a separate zoning classification map. The Development Code will be periodically updated to keep the zoning classifications consistent with the Land Use Element and the Land Use Map.

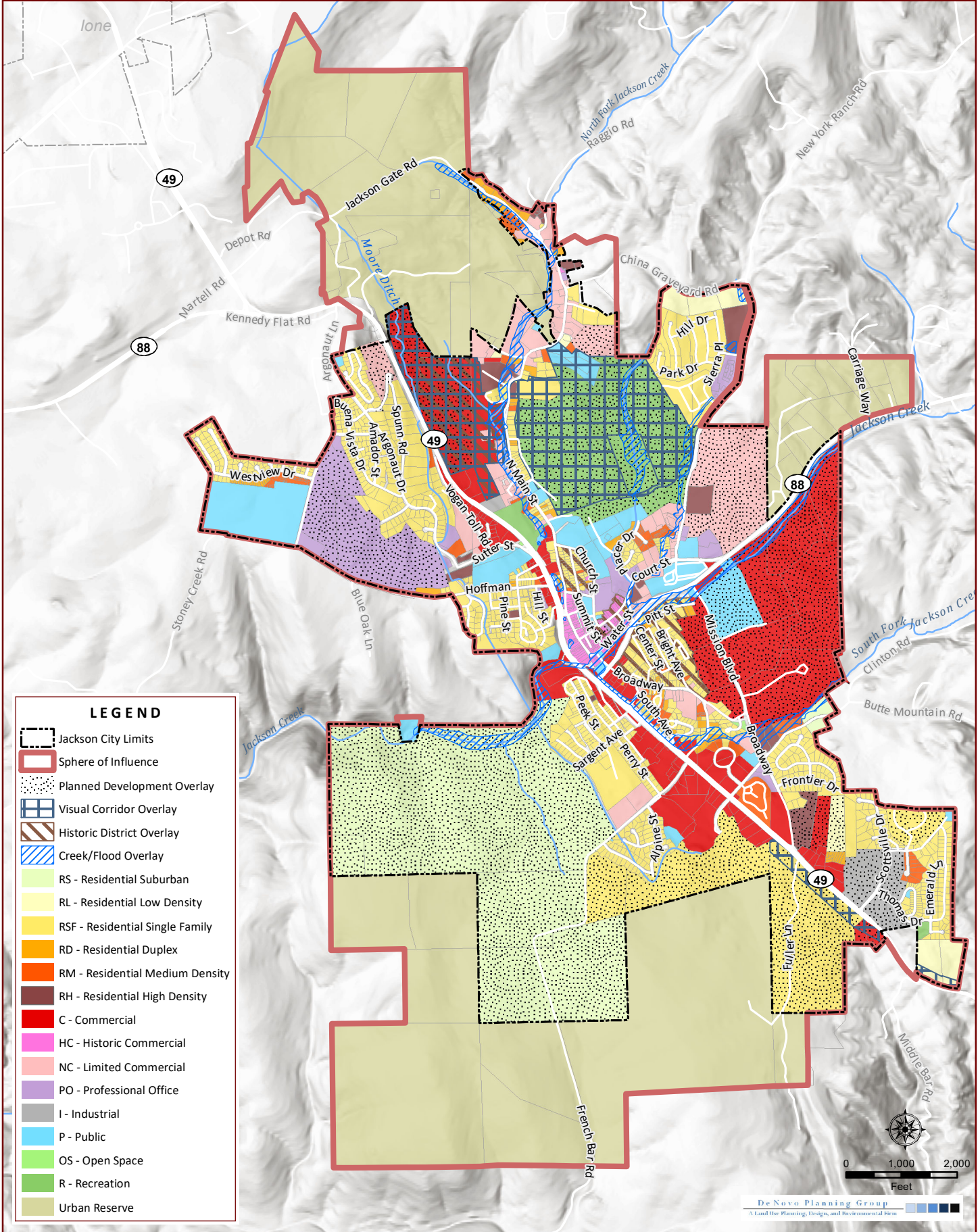
<i>General Plan Land Use Designation</i>	<i>Zoning District</i>
Residential Uses	
RS	Residential Suburban
RL	Residential Low Density
RSF	Residential Single Family
RD	Residential Duplex
RM	Residential Medium Density
RH	Residential High Density
Commercial and Industrial Uses	
PO	Professional Office
HC	Historic Commercial
LC	Limited Commercial
C	Commercial
I	Industrial/Manufacturing
Special Purpose Districts	
P	Public/Institutional
R	Recreational
OS	Open Space
Overlay Districts	
(pd)	Planned Development
(hc)	Historic Corridor
(cf)	Creek/Floodplain
(vc)	Visual Corridor

Table LU-1: General Plan Land Use Designations and Zoning Districts



This page left intentionally blank

Figure LU-1: General Plan Land Uses



Sources: City of Jackson; ACTC; FEMA 6-30-2022; ArcGIS Online World Elevation/Terrain Image Service. Map date: October 11, 2022.



This page left intentionally blank

GOALS AND POLICIES

BALANCE OF LAND USES

GOAL LU-1

Maintain a well-balanced land use mix that offers a variety of housing options, job opportunities, and commercial and community services while respecting the City's open space resources, neighborhoods, historic preservation, and small-town quality of life.

Policies

- LU 1.1:** Ensure consistency between the Land Use Map and implementing plans, ordinances, and regulations.
- LU 1.2:** Encourage a well-balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures (combined residential and non-residential uses), that help to reduce vehicular trips.
- LU 1.3:** Encourage infill development and logical development patterns. The City should discourage leap-frog development and undue conversion of open space and agricultural lands. Jackson should encourage greater density of new development in the center core areas of the City and lesser density in the peripheral areas.
- LU 1.4:** Require an urban agricultural transition area for developments that are on the edge of the City. These urban agricultural transition areas may include fencing or other barriers as deemed appropriate depending upon the neighboring use.
- LU 1.5:** Continue to pursue a sphere of influence expansion with the intent of eventually annexing surrounding properties to act as a buffer between the County's commercial areas and the City's residents.
- LU 1.6:** In order to curtail urban sprawl, expansion of the City by annexation will focus on areas where infrastructure currently exists or is easily extended.
- LU 1.7:** Participate in adjoining County projects to the greatest extent possible in order to protect and enhance the City's neighborhoods.



Actions in Support of Goal LU-1

- LU-1a:** *Review the standards and zoning districts provided in the Development Code (Title 17 of the Jackson Municipal Code) and amend as necessary for consistency with General Plan policies and allowed uses, as established within this element.*
- LU-1b:** *Coordinate with the County and/or other agencies to identify potentially hazardous areas due to historic mining operations and notify property owners in at-risk areas. Limit new development in these areas. Monitor and ensure compliance with the Amador County Local Hazard Mitigation Plan (LHMP).*
- LU-1c:** *Process development proposals in accordance with the City's Resource Constraints and Priority Allocation Ordinance. Give priority processing to projects proposed within or adjacent to areas served by existing infrastructure, parks, and services. Require developers to prepare a plan for providing and financing parks and services that meet City standards.*
- LU-1d:** *Coordinate with the Amador County School District and ACTC to ensure that District conducts the appropriate environmental review to assess the circulation and environmental impacts generated by proposed school consolidation plans including any specific impacts to Jackson.*
- LU-1e:** *Proactively work with Amador County and Amador LAFCO to encourage the Wicklow Way project area to annex into the City of Jackson so that the City can provide public services to the project area, including water, sewer, police and fire services.*
- LU-1f:** *Work collaborative with Amador County to ensure that the proposed Wicklow Way project does not result in adverse impacts to the City of Jackson, including traffic and infrastructure.*

MANAGED GROWTH

GOAL LU-2

Manage and direct growth so that the community's natural and historical features and neighborhoods are protected and enhanced by compatible development.

Policies

- LU 2.1:** Control land grading to minimize the potential for erosion, landsliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.
- LU 2.2:** Promote high-quality design and site planning that is compatible with surrounding development, public spaces, and natural and historical resources.
- LU 2.3:** Require that development is located and designed to ensure compatibility among land uses, addressing such elements as building orientation and setbacks; buffering; visibility and privacy; automobile and truck access; impacts of noise, lighting, and glare; landscape quality; and aesthetics.
- LU 2.4:** Promote the scenic development of the Jackson Creek corridor.
- LU 2.5:** Encourage new development projects to provide natural amenities and attractive, engaging, and accessible public spaces for the enjoyment of all.
- LU 2.6:** Require new development to pay their fair share of costs for providing public services in accordance with the City's Development Code and encourage the provision of open space, parks, or recreation facilities within reasonable walking distance (one-half mile) of all residences.
- LU 2.7:** Promote logical City boundaries and work with Amador County to ensure the development of complementary and compatible uses adjacent to Jackson.
- LU 2.8:** Ensure that development within the Westover Field Airport Influence Area is consistent with the Westover Field Airport Land Use Compatibility Plan.
- LU 2.9:** Ensure that the impacts from flooding are adequately analyzed when considering development in flood prone areas.



**Crime Prevention
Through
Environmental
Design (CPTED)**

CPTED is a commonly used term for designing the built environment to contribute to a sense of safety. The four elements of CPTED are: natural surveillance and visibility; lighting; territorial reinforcement and space delineation; and natural access control.

LU 2.10: Locate residences away from areas of excessive noise, smoke, dust, odor, and lighting, and ensure that adequate provisions, including buffers or transitional uses, are implemented to ensure the health and well-being of existing and future residents.

LU 2.11: Encourage new development projects to incorporate public safety measures into project designs. Such measures may include, but are not limited to: crosswalks, exterior lighting, windows oriented towards the street, and other measures to prevent crime and promote safety through Environmental Design approaches.

Actions in Support of Goal LU-2

LU-2a: *Through the development review and permit process, screen development proposals for land use compatibility, including conformance with existing and planned development.*

LU-2b: *Pursue federal, state, and Amador County Transportation Commission grants and other funding opportunities for infrastructure improvements, such as sidewalks, street trees, and Highway beautification.*

LU-2c: *Maintain and revise, as necessary, a grading ordinance which protects the natural topography and directs that all roads and structures be designed, built, and landscaped to control erosion and other pollutants during and after construction. This shall include the use of Best Management Practices (BMPs) that demonstrate the ability to treat storm water drainage consistent with Regional Water Quality Control Board (RWQCB), state, and federal requirements.*

LU-2d: *As part of project review, ensure that structures are reviewed for potential flood impacts. In areas that are subject to 100-year flood events, require adequate protection in accordance with Federal Emergency Management Agency (FEMA) flood plain development standards. When updated flood plain maps are prepared by FEMA or the Department of Water Resources (DWR), review the Land Use Map to identify any potential safety impacts associated with residential land uses located within flood zones.*

- LU-2e: Refer all applications for development within the Westover Airport Influence Area to the Airport Land Use Commission (ALUC) for comment.*
- LU-2f: Ensure all projects are reviewed and processed per California Environmental Quality Act (CEQA) guidelines.*
- LU-2g: Conduct design review of all applicable projects and ensure consistency with the City's Design Standards; balance design considerations with the preservation of surrounding development, public spaces, and natural and historical resources.*
- LU-2h: Require the provision and maintenance of buffers (e.g., open space, landscaped berms, non-residential land uses, trees) between major roadways and sensitive land uses. Ensure buffers are adequate to mitigate noise to the acceptable levels identified in the Noise Element. Also ensure that buffers are designed to meet engineering and visibility standards, while providing aesthetic appeal.*



HOUSING OPTIONS

GOAL LU-3

Provide a range of housing options that meet the needs of all segments of the community.

Policies

- LU 3.1:** Provide for a variety of residential land uses that meet the needs of individuals and families while ensuring that there is adequate land designated to meet housing goals. *(Additional policies specifically related to housing are included in the Housing Element).*
- LU 3.2:** Encourage residential development to occur in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses.
- LU 3.3:** Encourage creativity in the design and construction of residential projects in order to increase affordable housing options throughout the City. Projects that incorporate unique site design, clustered developments, and other tools to increase housing options shall be encouraged.
- LU 3.4:** Encourage growth to contribute to the City's strong, diversified economic base and provide an appropriate balance between employment and housing opportunities for all income levels.

Actions in Support of Goal LU-3

- LU-3a:** *Implement the policies and actions in the Housing Element in order to enhance opportunities to provide affordable housing within the community and to accommodate a range of household types, special needs populations, and income levels.*
- LU-3b:** *Seek funding for neighborhood improvement programs designed to stabilize and enhance the quality of existing neighborhoods. Such improvements may include, but are not limited to, sidewalk upgrade and repair, street tree programs, street lighting, signage, trash collectors, shuttle stop shelters and benches, and similar improvements to the public areas.*



LU-3c: Continue to upgrade and provide infrastructure improvements that support residential neighborhoods and development opportunities as funding is available.



ECONOMIC DEVELOPMENT

GOAL LU-4

Take a proactive role in preserving and improving the City's economic vitality through protection and enhancement of its resources, both natural and historic, and by attracting new forms of economic development.

Policies

- LU 4.1:** Ensure that an adequate inventory of industrial, commercial, and office land is designated, zoned, and maintained to support local shopping, employment, and service needs.
- LU 4.2:** Support the continued development and intensification of employment opportunities throughout all non-residential areas.
- LU 4.3:** Promote attractive commercial uses that are functional, well-maintained, and of high-quality design. As feasible, support and encourage property maintenance and the revitalization of economically disadvantaged and poorly maintained commercial sites.
- LU 4.4:** Encourage the rehabilitation and redevelopment of existing commercial sites at locations where retail needs and uses are likely to be viable. Encourage conversion to non-retail uses at locations with obsolete retail space, limited opportunity for future viable retail uses, or both.
- LU 4.5:** Support traditional high-quality designs that complement existing downtown development.
- LU 4.6:** Promote and encourage development projects, design improvements, and capital improvements that celebrate and compliment Jackson's history and local natural and economic resources.
- LU 4.7:** Encourage open space designations at the southern (near Scottsville) and northern (near the Kennedy Mine property) entrances for the purpose of maintaining a visual town boundary.
- LU 4.8:** Encourage the development of a regional recreational facility on the Oro De Amador site.



Actions in Support of Goal LU-4

- LU-4a:** *Review the City’s parking standards for commercial development and update as necessary. Explore thoughtful solutions to areas with an existing lack of parking, such as the creation of an in-lieu parking fee.*
- LU-4b:** *As part of project review, new development projects shall consider public improvements such as the installation of sidewalks to increase pedestrian access.*
- LU-4c:** *Use the City’s website, regional Chambers of Commerce, trade publications, and other appropriate sources to promote Jackson’s development opportunities. Make economic development and business surveys readily available to businesses and developers looking to locate their projects in Amador County.*
- LU-4d:** *Collaborate with business and civic organizations to host special events and conduct promotional activities to attract visitors to Jackson. Highlight Jackson’s historic resources in tourism and promotional materials.*
- LU-4e:** *Work with federal, state, and regional partners to seek funding opportunities for strategic workforce and economic development programs.*



DOWNTOWN

GOAL LU-5

Recognizing the importance of the downtown area to the City and region, measures should be taken to restore, enhance, and preserve the downtown district.

Policies

- LU 5-1:** Require design review for all downtown projects to ensure compatibility with other architectural styles contiguous or in proximity to the development.
- LU 5-2:** Promote adaptive reuse, rehabilitation, and restoration of historic buildings within the downtown district. Special emphasis shall be given to replacing balconies and awnings that once existed on many of the Main Street structures.
- LU 5-3:** Encourage projects that offer pedestrian scaled designs and walkability to reduce vehicle trips and parking demand within the downtown area.
- LU 5-4:** As the Amador County seat, the City will continue to support efforts to keep the majority of the County facilities as close to the downtown as possible.

Actions in Support of Goal LU-6

- LU-5a:** *Encourage land use decisions and design features for development or redevelopment in the downtown that:*
- a. Enhance and restore historical resources;*
 - b. Are compatible with and complementary to the historic feel of the downtown;*
 - c. Provide thoughtful solutions to the existing lack of parking;*
 - d. Provide sidewalks and other pedestrian-oriented amenities;*
 - e. Increase landscaping for shading, beautification, and screening; and*
 - f. Support efforts to keep the majority of County facilities in the downtown.*
- LU-5b:** *Maintain and improve public and private properties in the downtown area through activities such as code enforcement, weed abatement, and trash removal.*



LU-5c: Explore opportunities to relocate existing or locate new County facilities in or within walking distance to downtown.



SERVICES, UTILITIES, AND INFRASTRUCTURE

GOAL LU-6

Maintain existing service levels, facilities, and infrastructure, and provide for expansion, extension, or upgrades to meet the needs of new development without adversely impacting existing levels of service or the revenues required to provide them.

Policies

- LU 6-1:** Provide adequate infrastructure (e.g., streets, sewers, and storm drains) to meet the needs of existing and future development.
- LU 6-2:** Require development, infrastructure, and long-term planning projects to be consistent with all applicable infrastructure plans, including the Amador Water Agency Urban Water Management Plan and the City's capital improvement programs.
- LU 6-3:** Require all development projects to mitigate their infrastructure service impacts or demonstrate that the City's infrastructure, public services, and utilities can accommodate the increased demand for services, and that service levels for existing users will not be degraded or impaired.
- LU 6-4:** Require the payment of impact fees for new development in accordance with the City's Development Code.
- LU 6-5:** Design services and infrastructure to serve existing and planned land uses. Actions that will induce growth beyond planned levels are prohibited.
- LU 6-6:** Implement the Resource Constraints and Priority Allocation Ordinance to ensure the availability of public resources and services prior to acceptance of new residential and commercial subdivision applications.

Actions in Support of Goal LU-6

- LU-6a:** *As part of the development review process, determine the potential impacts of development and infrastructure projects on public infrastructure, and ensure that new development contributes its fair share toward necessary on and off-site infrastructure.*



- LU-6b: Ensure that infrastructure is adequately sized to accommodate the proposed development and, if applicable, allow for extensions to future developments.*
- LU-6c: The City shall actively pursue funding for the infill of sidewalks in developed areas, particularly along New York Ranch Road, North Main Street, and Court Street.*
- LU-6d: When community-desired facilities and services are beyond the City's financial resources to provide, support community-driven efforts to establish special funding and financing districts, such as assessment districts, landscape and lighting maintenance districts, business improvement districts, or community facilities districts, whether citywide or limited to a defined neighborhood, district, or corridor.*
- LU-6e: Cooperate with Local Agency Formation Commission and the County to direct growth outside the City Limits on lands that are served or are planned to be served, with a full range of urban services, such as public water and sewer, an extensive road network, public transit, safety and emergency response services, parks, trails, and open space.*



ENVIRONMENTAL JUSTICE

GOAL LU-7

Create an environmentally just City with an equitable distribution of public facilities and services, and a safe and healthy environment including access to healthy foods, recreation and activity, public services, and opportunities for public input for all community members.

Policies

Environmental Justice

Environmental Justice is defined in State planning law as the “fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies” (Gov. Code § 65040.12(e)).

- LU 7.1:** Consider the effects of planning decisions on the overall health and well-being of the community and its residents.
- LU 7.2:** Consider environmental justice issues related to potential adverse health impacts associated with land use decisions, including methods to reduce exposure to hazardous materials, industrial activities, vehicle exhaust, other sources of pollution, and excessive noise on residents regardless of age, culture, gender, race, socioeconomic status, or geographic location.
- LU 7.3:** Promote broad and balanced civic participation to ensure that affected residents and interested groups or individuals have the opportunity to meaningfully participate in the decision-making process, including on decisions that affect their health and well-being such as planning, roadway, parks, infrastructure, and utility projects.
- LU 7.4:** Encourage sustainable local food systems including farmers’ markets, community gardens, community supported agriculture, federal food assistance programs, and healthy food retailers.
- LU 7.5:** Actively advocate for policies at the federal, state, and regional levels that are aimed at improving community health, reducing health disparities, examining environmental justice practices and policies, and elevating social equity.
- LU 7.6:** Educate decision-makers and the public on principles of environmental justice and the U.S. Constitution.
- LU 7.7:** Consider the effects on all communities when building new roads, designating citywide truck routes, and siting industrial stationary sources.

- LU 7.8:** Ensure the City provides equitable public improvements and community amenities to all areas of the City.
- LU 7.9:** Consider environmental justice issues as they relate to the equitable distribution of public amenities such as parks, recreational facilities, community gardens, and other beneficial uses that improve the quality of life.
- LU 7.10:** Encourage and prioritize projects that address the social and economic needs of economically vulnerable populations.
- LU 7.11:** Support local government programs and nonprofit efforts aimed at improving the lives of underrepresented or disadvantaged segments of the community.
- LU 7.12:** Identify and assess disproportionate impacts of environmental pollution and work to remedy these impacts.

Actions in Support of Goal LU-7

- LU-7a** *Review all development proposals, planning projects, and infrastructure projects to ensure that potential adverse environmental impacts such as exposure to pollutants, including toxic air contaminants, flood and wildfire risk, and unacceptable levels of noise and vibration are reduced impacts to the greatest extent feasible.*
- LU-7b** *Review the City’s community outreach programs and public notice requirements to encourage broad-based and meaningful community participation in decisions. The review should address providing measures to encourage participation from populations that may have language, health, or other barriers that may reduce their involvement in the decision-making process, and maximize use of technology to broaden opportunities for participation.*
- LU-7c** *Collaborate with Amador County Public Health, experts, and nonprofits to develop training programs for elected officials, commissions, and City staff to build capacity for implementing health and environmental justice goals.*



This page left intentionally blank



CIRCULATION ELEMENT

INTRODUCTION

This Circulation Element provides the framework for City of Jackson decisions concerning the circulation of people and goods. It addresses the City's multi-modal transportation system, including facilities for driving, walking, biking, taking transit, and moving goods by truck, rail, and air.

As required by California Government Code Section 65302(b), the Circulation Element is correlated closely with the Land Use Element and must include the location and extent of existing and proposed:

- Major thoroughfares;
- Transportation routes;
- Terminals;
- Military airports and ports; and
- Public utilities and facilities.

The Circulation Element also provides for coordination with the County of Amador, the Amador County Transportation Commission (ACTC – as the Regional Transportation Planning Agency), and state and federal agencies that help fund and manage the City's transportation facilities. Finally, the Circulation Element identifies funding for capital, operations, and maintenance of the existing circulation system, planned additions to the circulation system, and additions that would be triggered by policies in the element.

Background information regarding transportation and circulation conditions is presented in Chapter 2 of the Jackson General Plan Update Existing Conditions Report.



GOALS AND POLICIES

CENTRAL BUSINESS DISTRICT CIRCULATION

GOAL CIRC-1

To enhance accessibility and mobility within the Central Business District (CBD) in order to promote its economic vitality and historic value.

Objective 1.A

Assist business owners and merchants in developing solutions to circulation, access, and parking deficiencies and creating the best possible circulation, access, and parking configurations in the CBD, including the most feasible financing mechanisms for each component.

Policies

- CIRC 1.1:** The City shall strive to alleviate parking and congestion problems in the CBD.
- CIRC 1.2:** The City shall facilitate visitor access to the CBD to the greatest extent feasible.
- CIRC 1.3:** The City shall work with business owners and merchants to provide improvements to parking and circulation within the CBD.

Actions in Support of Goal CIRC-1

- CIRC-1a:** *Continue to identify further parking and circulation improvements, including parking areas for CBD workers so as not to impede shopper and visitor parking.*
- CIRC-1b:** *Strictly enforce all applicable ordinances contained in the Municipal Code which will assist in implementing the Circulation Element. Review and revise ordinances where needed to facilitate implementation. The Parking Ordinance would implement the Element by facilitating visitor parking and by directing CBD workers to refrain from parking in vital Main Street parking spaces. Specifying restrictions regarding the delivery hours of trucks, etc. would further improve circulation.*
- CIRC-1c:** *Continue to expand the use of the Amador Transit to the Central Business District, including special events shuttle service during significant Main Street activities.*



TRANSPORTATION AND CIRCULATION

GOAL CIRC-2

To promote effective transport of goods and safe and efficient movement of all segments of the population.

Objective 2.A

Minimize traffic and congestion in the City of Jackson.

Policies

CIRC 2.1: The City shall maintain an average daily Level of Service (LOS) “C” on all roadways. Projects may exceed the desired threshold if one of the following findings can be made:

1. The project is providing a public benefit which offsets the project’s adverse traffic effects.
2. The project will fund and construct traffic improvements which will offset the majority of the project’s traffic effects.
3. The project provides significant contributions to infill, mixed use, and non-automobile features or facilities.

The following are examples of projects that may be permitted:

- a. Minor lot splits or housing developments involving five or less units and which are consistent with the City’s General Plan.
- b. Affordable housing projects that help achieve Housing Element goals and objectives.
- c. Non-commercial public services, buildings, and facilities.
- d. Infill, mixed use, or transit oriented developments that provide for significant reductions to automobile use by their residents, occupants, or visitors.



CIRC 2.2: The City shall require that new development projects having the potential to adversely affect the transportation be required to prepare a multi-modal transportation impact study.

Traffic impact studies shall include recommended improvements intended to help maintain the City’s adopted LOS standards under near-term and cumulative conditions consistent with State laws concerning “nexus” and “rough proportionality.” Such studies shall also address the project’s impacts and proposed mitigation measures as they directly relate to all other policies in this Circulation Element.

CIRC 2.3: The City shall require that new development’s internal circulation plans include provisions for pedestrians, bicycles, automobiles, parking, and bus facilities as well as Neighborhood Electric Vehicles (NEVs), if deemed feasible and beneficial, consistent with separately adopted alternative transportation plans and/or guidelines.

CIRC 2.4: The City shall require that rights-of-way be sufficient to ensure adequate area for future expansion to accommodate long-range planning options shown in the Circulation Diagram (Figure CIRC-1).

CIRC 2.5: All road facilities shall be constructed or upgraded to current design standards where practical and feasible.

CIRC 2.6: Shuttle service shall be utilized wherever feasible during special events/activities to effectively minimize circulation conflicts.

CIRC 2.7: New development plans which generate a direct need for new off-site roadways, road widening or upgraded intersection improvements, traffic controls or other similar improvements shall be required to construct the needed improvements to City standards as part of project approval and construction.

CIRC 2.8: New developments shall be required to mitigate costs for the off-site indirect impacts or cumulative impacts generated by the new traffic they add to the existing circulation system.

CIRC 2.9: New development circulation plans shall be in conformance with the General Plan’s goals and policies, the Circulation Element map, City codes and adopted standards.



Objective 2.B

Maintain adequate parking in the City of Jackson.

CIRC 2.10: Adequate off-street parking facilities or other suitable provisions shall be provided for each building and land use in the City.

Objective 2.C

Ensure that the costs of upgrading the circulation system in response to growth in the City and surrounding areas do not become a financial burden to existing residents and service providers.

CIRC 2.11: The City shall require that new developments design, construct, dedicate, and/or finance their fair share of off-site transportation improvements and facilities needed to manage additional traffic generated by the development.

CIRC 2.12: The City shall continue to participate in the Regional Traffic Mitigation Fee (RTMF) Program operated by ACTC. This program, whose revenues are derived from fees paid by new land development, helps fund various transportation improvements throughout Amador County.

CIRC 2.13: The City shall continue to solicit Amador Transit and Amador County School District for their comments on any development projects which may have an impact on the service area and ridership.

CIRC 2.14: Developers adjacent to the highways shall be required to provide dedications of right-of-way needed for future widening and to pay their fair share portion of the cost of widening.

CIRC 2.15: Developers shall be encouraged to preserve right-of-way to accommodate the long-range planning options shown on Figure CIRC-1.



Complete Streets

Complete streets are streets designed considering the full range of users including vehicles, trucks, pedestrians, bicycles, children, the disabled, and seniors. There is no one single design for a complete street; complete streets are context-sensitive and respond to the land use and travel needs of users at a particular location. In rural small towns, complete streets may include sidewalks, bike lanes, high visibility crosswalks, median islands, curb extensions, and other transportation facilities. In less-populated rural areas, complete streets may include paved shoulders that can serve bicyclists and pedestrians in the absence of other facilities with more separation. Complete streets make it easier and safer to use transportation modes other than a car.

- CIRC 2.16:** The City shall pursue additional funding when existing revenues are not adequate to provide necessary transportation improvements.
- CIRC 2.17:** Ensure all City roads are maintained and repaired in a timely fashion.
- CIRC 2.18:** Consider all modes of travel in planning, design, and construction of all transportation projects to create safe, livable, and inviting environments for pedestrians, bicyclists, motorists, and public transit users of all ages and capabilities.
- CIRC 2.19:** Implement a Safe Systems approach to designing roadways for all users. A Safe Systems approach recognizes that humans make mistakes on the road and focuses on vehicle or roadway design and operational changes rather than behavioral changes to create safe streets. The Safe Systems approach integrates the needs of all roadway users into a transportation system.

Actions in Support of Goal CIRC-2

- CIRC-2a:** *Utilize the City’s planning project referral process and Caltrans Intergovernmental Review (IGR) process to provide Amador County, the ACTC, Caltrans, and other transportation agencies with ample time to review and participate in the City’s transportation and land use planning processes and projects as well as all major land use development projects with the potential to generate significant impacts on the transportation system.*
- CIRC-2b:** *Review and revise roadway standards for community and rural areas to ensure that the standards are adequate to accommodate complete streets, addressing the following factors as applicable: number of travel lanes, lane width, medians, drainage control, shoulder width, pavement striping and markings, parking lanes, bike lanes, fire and emergency response standards, curb and gutter design, landscaped strip, and sidewalk width. Standards shall serve as evaluation criteria to determine whether development impacts on streets constrained by width, historic value, steepness or other factors exceed acceptable limits.*

- CIRC-2c:** Refer all development proposals to City staff to identify needed improvements for each project. Standards included in, but not limited to, the Land Use Element, Zoning Ordinance, Subdivision Ordinance, and Road Design Standards will be used as evaluation criteria.*
- CIRC-2d:** Develop and implement a local Capital Improvement Program (CIP), outlining project priorities, timing, costs and methods of financing, for the development and construction of local and regional streets. Update the CIP every (5) five years or concurrently with the approval of any significant modification of the City's land use designations. Include in the CIP the street and intersection improvements within designated time frames in accordance with the Circulation Element.*
- CIRC-2e:** Request Caltrans to complete preparation of signal warrant studies for un-signalized intersections on Highways 49 and 88 through the City.*
- CIRC-2f:** Continue to work with ACTC to amend, as necessary, and implement the Regional Traffic Mitigation Fee program that requires new development to pay fees for its fair share of improvements to the regional transportation system.*
- CIRC-2g:** Continue to amend, as necessary, and implement the Local Development Impact Fee (DIF) Program which requires new development to pay fees for its fair share of improvements to the City's local transportation system.*
- CIRC-2h:** Continue to work with ACTC to pursue changes in state and federal laws, regulations, and guidelines to eliminate the restriction on the use of funds, as additional flexibility is necessary to determine expenditure priorities according to local needs.*
- CIRC-2i:** Work with ACTC and Caltrans to explore funding opportunities, including grants or cost-sharing programs, for all components of the City's transportation system that are required to meet the goals and objectives of the General Plan.*
- CIRC-2j:** New developments will be required to establish assessment districts, where appropriate, to fund long-term maintenance of private internal roadways.*



- CIRC-2k: Coordinate with Amador County on the development of a Local Roadway Safety Plan (LRSP) with the goal of reducing traffic fatalities and serious injuries on public roads and to support funding for safety improvements. The plan may consider collision history; vehicle, bicycle, and pedestrian volumes; vehicle speeds; and other improvements.*
- CIRC-21: Conduct environmental review of proposed development projects to assess the environmental impacts generated by the new development and identify needed mitigation measures.*
- CIRC-2m: Apply the growth management objectives of the City's Resource Constraints and Priority Allocation Policy to applicable projects. Implementation of this policy will help maintain the LOS thresholds established in the Circulation Element.*
- CIRC-2n: Review, modify as necessary, and adopt the ACTC recommended Traffic Impact Study guidelines.*
- CIRC-2o: Develop a specific package of guidelines for consideration by developers when designing projects that will meet Jackson's vision, goals, and objectives. These guidelines should be based on a new development code.*
- CIRC-2p: Continue efforts to find a long-range solution to projected future Jackson Highway corridor congestion.*
- CIRC-2q: The City of Jackson shall coordinate with the County and ACTC to ensure that all necessary roadway and intersection improvements within the City and its SOI are addressed in all updates to the Amador County Regional Transportation Plan.*

GOODS MOVEMENT

GOAL CIRC-3

To maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.

OBJECTIVE 3.A

To continue efforts in the expansion and use of truck delivery services without creating circulation problems.

Policies

- CIRC 3.1:** The City shall restrict truck delivery activities from taking place during peak hours by encouraging businesses to do the majority of their shipping and receiving before or after normal business hours.
- CIRC 3.2:** The City shall direct through-truck traffic to specific major roads in order to maintain public safety and local quality of life.
- CIRC 3.3:** The City shall direct local truck traffic to specific roads in order to maintain public safety and local quality of life.
- CIRC 3.4:** The City shall minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.

Actions in Support of Goal CIRC-3

- CIRC-3a:** *Truck routing would be aided by Chapter 10.20 of the Municipal Code – Vehicle Weight Restrictions – which includes statutory provisions regarding the authority of the City to prohibit the use of certain streets and bridges by any commercial vehicle or by any vehicle exceeding a maximum specific weight in accordance with California Vehicle Code (CVC) Section 35701 (Note: Section 10.20.010 of this chapter designates a truck route for weight-restricted vehicles.)*
- CIRC-3b:** *Prominently sign all truck routes and routes that prohibit trucks or have weight restrictions in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD).*



SCENIC CORRIDORS

GOAL CIRC-4

To preserve and enhance the character of scenic and historic routes through the community.

OBJECTIVE 4.A

To preserve, enhance, and protect scenic and historic routes from degradation by new development.

Policies

CIRC 4.1: Views along designated scenic routes shall not be degraded.

CIRC 4.2: New development along scenic or historic routes shall be required to incorporate visual aesthetics into the design of transportation facilities.

Actions in Support of Goal CIRC-4

CIRC-4a: *The City shall strive to establish a continuous hike-and-bike system linking scenic/historic areas of Jackson.*

TRANSIT

GOAL CIRC-5

Provide effective and efficient public transportation to reduce automobile dependency.

OBJECTIVE 5.A

To participate in the planning and implementation of transit services that are timely, cost-effective and responsive to the area's growth patterns and existing and future transit demand.

Policies

- CIRC 5.1:** The City shall encourage alternatives to single-occupant vehicle trips and make alternatives available to the extent deemed practical and economical.
- CIRC 5.2:** The City shall require new development to construct or contribute financially for transit facilities, as deemed necessary, for purposes of public convenience and fuel conservation, and to ensure transportation for the elderly and disabled.
- CIRC 5.3:** The City shall promote ridesharing and the use of park-and-ride facilities.
- CIRC 5.4:** The City shall actively promote the use of transit during special community events.
- CIRC 5.5:** The City shall encourage the design of public and private outdoor seating to double as bus stop seating, where appropriate.

Actions in Support of Goal CIRC-5

- CIRC-5a:** *Help to implement the countywide five-year Transit Development Plan which includes fixed route express service between Jackson, Martell, and Sutter Creek as well as Sacramento in addition to a separate schedule of deviated transit routes for seniors, youth, and transportation of disadvantaged individuals. Also, help to implement the Transit Design Guidelines Manual when considering the designs of and locations for transit facilities in the City's plans or new land use development proposals.*



- CIRC-5b: Continue to expand the use of Amador Transit public transit service including special event shuttle service during significant Main Street activities.*
- CIRC-5c: Partner with Amador Transit and other regional transit providers to conduct regular service reviews to advance convenient transit service to employment centers, County and City service centers, other government centers, and regional destinations (i.e. Sacramento International Airport), as funding allows.*
- CIRC-5d: Enhance transit stops through high quality, well-maintained shelters and provide transit timetables.*
- CIRC-5e: Consider alternatives to conventional bus systems, such as smaller shuttle buses (micro-transit), on-demand transit services, or transportation networking company services that connect residential communities to regional activity centers with greater cost efficiency.*

NON-MOTORIZED TRANSPORTATION

GOAL CIRC-6

To provide a safe, comprehensive and integrated circulation system for non-motorized transportation.

OBJECTIVE 6.A

Make bicycle and pedestrian travel an integral part of the City's circulation system.

Policies

- CIRC 6.1:** The City shall implement best practices to improve the pedestrian and bicycle environment.
- CIRC 6.2:** The City shall construct sidewalks or pedestrian walkways along Highways 49 and 88.
- CIRC 6.3:** The City shall continue to require new development to construct sidewalks or meandering walkways along all street perimeters.
- CIRC 6.4:** The City shall promote use of walking routes, walkways, and hiking trails.
- CIRC 6.5:** The City shall encourage businesses to shelter sidewalks through the use of awnings and increased outdoor seating.
- CIRC 6.6:** The City shall encourage walking tours throughout the City through the use of signage designating points of interest.
- CIRC 6.7:** The City shall eliminate barriers to bicycle traffic within selected areas.
- CIRC 6.8:** Bicycle lanes shall be constructed along new or reconstructed arterial and collector routes in, or adjacent to, the City, wherever possible.
- CIRC 6.9:** The City shall require new development to construct bicycle routes and/or provide secure facilities (i.e. bike racks), where feasible. To encourage biking and walking, provide amenities including pedestrian-scale lighting, bicycle parking, shade trees, and landscaping.
- CIRC 6.10:** The City shall encourage existing businesses and employers to provide bicycle storage and lockers in order



to promote bicycle commuter travel.

CIRC 6.11: The City shall promote bicycle safety awareness and the responsibilities of cyclists.

CIRC 6.12: The City shall continue to encourage the coordination of bicycle use with mass transit by equipping all buses with bicycle racks.

Actions in Support of Goal

CIRC-6

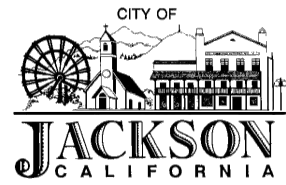
CIRC-6a: *Work with ACTC to implement the Amador Countywide Pedestrian and Bicycle Transportation Plan, and Pedestrian and Bicycle Design Guidelines and Recommended Standards. The City should also hold public workshops to update and refine the City's part in the countywide plan to clarify or expand upon the City's specific pedestrian and/or bicycle needs. These may include:*

- *New roads to accommodate bicyclists and pedestrians;*
- *A designated bicycle route stop located along SR 49 in downtown Jackson to include such facilities as bike racks and lockers for storage;*
- *Pedestrian-actuated signal crossings at key locations such as Busi Municipal Parking Lot, French Bar Road, and Sutter Street;*
- *Parking facilities at trailheads; safe, well-lit, unobstructed walking routes; and quick and convenient services located street-side;*
- *Over- or underpass walkway between the Central Business District and City-owned Busi Municipal Parking Lot; and*
- *Bicycle lanes along new or reconstructed arterial and collector routes in, or adjacent to, the City, wherever possible.*

CIRC-6b: *Implement and build on recommendations for pedestrian and bicycle improvements included in the Amador Countywide Pedestrian and Bicycle Plan (2017).*

CIRC-6c: *Work with appropriate agencies to implement a regional bikeway system that connects the City to other communities, recreation destinations, and scenic areas in Amador County.*

CIRC-6d: *Pursue funding for construction and maintenance of bikeways and sidewalks, including off-road bikeways, where feasible.*



CIRC-6e: *Add planned bicycle and pedestrian facilities in conjunction with road rehabilitation, reconstruction, or re-striping projects whenever feasible.*

AIR TRANSPORTATION

GOAL CIRC-7

To protect Westover Field as a valuable asset to the region.

OBJECTIVE 7.A

To eliminate land use conflicts that threaten Westover Field through relocation or protection from encroachment by non-compatible development.

Policies

CIRC 7.1: All development projects proposed within the Westover Field airport overflight zone or specific safety zones shall be in compliance with the Airport Land Use Plan.

Actions in Support of Goal CIRC-7

CIRC-7a: *Apply the policies and standards specified in the Airport Land Use Plan to new development projects during the development review process.*

CIRC-7b: *Encourage Amador County to pursue state and federal aeronautics funds to support improvements to airport facilities and service.*



TRIP REDUCTIONS

GOAL CIRC-8

Plan for the future in a way that reduces the environmental impacts of transportation.

Vehicle Miles Traveled

VMT is a measure of the total distance traveled by all vehicles for all trips beginning or ending in the City of Jackson on a typical weekday. VMT impacts are calculated and assessed using an efficiency metric: VMT per capita or dwelling unit for residential development projects, for example, or VMT per worker or per square foot for commercial or industrial development projects. Lower VMT per capita or per worker indicates more efficient travel, with less driving needed to complete a trip, lower pollutant emissions, and lower greenhouse gas emissions.

Transportation Demand Management

TDM uses incentives, information, and encouragement programs to reduce reliance on single-occupant vehicles and vehicle miles traveled. These programs help people walk, bike, ride transit, and telecommute. TDM measures may be implemented by governments or employers.

Policies

- CIRC 8.1:** Support land use with increased densities and mixed uses, consistent with the Land Use Element, to reduce vehicle miles traveled (VMT) and promote the use of walking, biking, and transit.
- CIRC 8.2:** Encourage employers to provide programs for carpooling/transit/biking/walking subsidies, bicycle facilities, ridesharing, telecommuting, and working at/from home.
- CIRC 8.3:** Monitor the deployment of new transportation technologies and services and develop policies that implement best practices to ensure these technologies and services benefit the public and the multimodal transportation system.
- CIRC 8.4:** Support the creation of electric vehicle charging stations at commercial, government, and other employment and community destinations.

Actions in Support of Goal CIRC-8

- CIRC-8a:** *Adopt VMT thresholds and screening criteria for environmental impact analysis. Review and update those guidelines on a regular basis using updated data.*
- CIRC-8b:** *Explore the feasibility of a VMT impact fee program to fund transportation demand management (TDM) strategies that are proven to reduce VMT.*

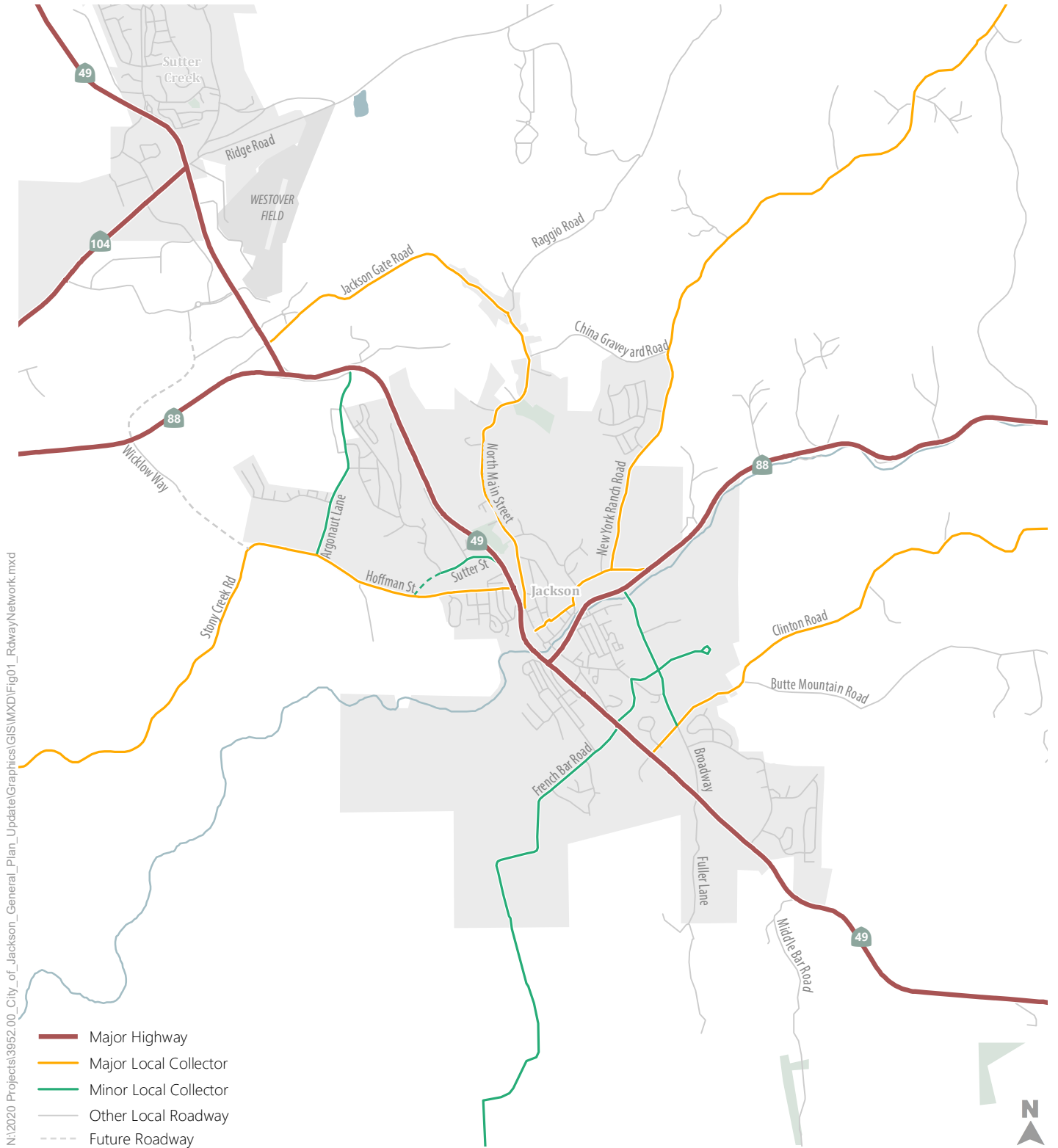


CIRC-8c: Require proposed development projects that could have a potentially significant VMT impact to consider reasonable and feasible project modifications and other measures during the project design and environmental review stage of project development that would reduce VMT effects in a manner consistent with state guidance on VMT reduction.

CIRC-8d: Consider requiring new development to incorporate electric vehicle charging in accordance with the California Green Building Standards Code and/or commit to using electric vehicles for a certain percentage of its vehicle fleet. Encourage installation of electric vehicle charging stations at existing development.



This page left intentionally blank



N:\2020 Projects\3952.00_City_of_Jackson_General_Plan_Update\Graphics\GIS\MXD\Fig01_RdwayNetwork.mxd

Note: Map above does not show other planned improvements such as intersection enhancements, shoulder widening, and new bicycle/pedestrian facilities.



Figure CIRC-1: Circulation Network



This page left intentionally blank



CONSERVATION AND OPEN SPACE ELEMENT

INTRODUCTION

State law requires the General Plan to address conservation and open space issues. As required by State law, the Conservation and Open Space Element addresses the conservation and utilization of open space lands and natural resources, including natural habitats, riparian corridors, special-status species, and soils/hillsides.

The Conservation and Open Space Element also addresses the following topics:

- Open Space
- Parks and Recreation
- Trees and Vegetation
- Historical and Cultural Resources
- Ecosystem and Habitat Resources
- Energy Conservation
- Solid Waste Reduction
- Water Resources
- Mineral Resources

Background information regarding conservation, natural resources, and open space conditions is presented in Chapter 5 of the Jackson General Plan Update Existing Conditions Report.



GOALS AND POLICIES

OPEN SPACE

GOAL COS-1

Ensure the provision and preservation of open spaces throughout the Planning Area.

Open Space

California Government Code Section 65560 defines open space lands as being essentially unimproved and devoted to the preservation of natural resources, managed production of resources, outdoor recreation, or public health and safety.

Policies

- COS 1.1:** Support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity.
- COS 1.2:** Recognize open space as essential to maintaining a high quality of life within the Jackson Planning Area.
- COS 1.3:** Support regional and local natural resource preservation plans of public agencies that retain and protect open space within the Planning Area.
- COS 1.4:** Encourage public and private efforts to preserve open space.
- COS 1.5:** Protect Jackson’s scenic resources, including views of the hillsides, prominent ridgelines, riparian areas, and other significant natural features, to the extent practical.
- COS 1.6:** Maintain an urban agricultural transition area at the edge of the City to serve as an urban/rural separator, minimize conflicts between land uses, and provide public open space.
- COS 1.7:** Encourage the maintenance of existing agricultural lands as open space conservation areas.
- COS 1.8:** Encourage public use of the New York Ranch Road Creek, the creek area adjacent to the Civic Center, Jackson Creek along Highway 88, and the North Fork Jackson Creek in Detert Park.

Actions in Support of Goal COS-1

- COS-1a:** *Continue to work with regional agencies and Amador County to ensure that regional open space amenities remain publicly-accessible, well-maintained, and provide for essential habitat.*



- COS-1b: Work with the Local Agency Formation Commission (LAFCO) on issues of mutual concern including the conservation of open space and agricultural land through consistent use of LAFCO policies, particularly those related to conversion of agricultural lands and establishment of adequate buffers between agricultural and non-agricultural uses, and the designation of a reasonable and logical Sphere of Influence (SOI) boundary for the City.*
- COS-1c: Prepare and make available a resource guide regarding public access to regional and local open space.*
- COS-1d: Work with public and private agencies to explore the joint venture use and management of open space areas.*
- COS-1e: Continue to implement the City's Visual Corridor Overlay, Hillside Development Standards, and Open Space Standards to retain Jackson's significant natural features and preserve and protect open space areas.*
- COS-1f: Where feasible, incorporate open space and passive recreational uses into areas identified to have significant hazards related to flooding and geologic conditions.*



PARKS AND RECREATION

GOAL COS-2

Ensure the provision of a diverse and comprehensive system of high-quality parks, trails, recreation facilities, and recreational programs and services that meet the needs of all segments of the community.

Policies

- COS 2.1:** Ensure the provision of sufficient land that is well distributed and interconnected throughout the community for parks, trails, and recreation facilities.
- COS 2.2:** Recognize that some of the recreational resources available to City residents may be owned and/or operated by other entities, including the County, while still meeting the recreational needs of Jackson's residents.
- COS 2.3:** Strive to achieve and maintain an overall citywide ratio of 5 acres of parkland for every 1,000 residents.
- COS 2.4:** Support recreational activities, events, organized sports leagues, and other programs that serve broad segments of the community.
- COS 2.5:** Promote the development of a diverse network of parks, trails, and recreation facilities that support traditional and non-traditional recreational uses, and passive recreational opportunities.
- COS 2.6:** Encourage the provision and dedication of parkland within future development projects in order to ensure that the City maintains an extensive network of neighborhood parks that serve all areas of the community.
- COS 2.7:** Encourage community and volunteer efforts to assist in the maintenance and beautification of parks, trails, and recreation facilities in Jackson.
- COS 2.8:** Develop new parks, trails, and recreation facilities through developer fees in areas which are accessible and convenient to the community, prioritizing areas that are lacking these facilities.



COS 2.9: Continue to require new residential development to pay park impact fees to use for the acquisition and development of parkland and recreational facilities, and update the fees periodically to ensure they reflect current costs of land acquisition.

Actions in Support of Goal COS-2

COS-2a: *Periodically evaluate open space, park, and recreation facility acquisition opportunities.*

COS-2b: *Pursue all forms of possible funding, including federal, state, county, private contributions, gifts and endowments, bond measures, and special districts, to assist in the acquisition, development, and programming of park and recreation facilities.*

COS-2c: *Utilize park impact fees for the acquisition and development of parks and recreation facilities. Periodically review, and update as necessary, the City's park impact fees in order to ensure that new development continues to provide a fair share contribution towards parks, trails, and recreation facilities.*

COS-2d: *Partner with school districts and other agencies and organizations for the joint-use, maintenance, and development of parks and recreation facilities and programs.*



BIOLOGICAL RESOURCES

GOAL COS-3

Conserve, protect, and enhance plant and animal life, including natural ecosystems, animal habitats, trees, and native vegetation.

Policies

- COS 3.1:** Preserve and enhance biological communities that contribute to the City's and the region's biodiversity including, but not limited to, grasslands, wetlands, vernal pools, riparian areas, aquatic habitat, oak woodlands, and agricultural lands.
- COS 3.2:** Focus conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or special-status species and that can be managed with minimal interference with nearby urban land uses.
- COS 3.3:** Preserve existing native trees and vegetation where possible and integrate regionally native trees and plant species into development and infrastructure projects where appropriate.
- COS 3.4:** Utilize locally-sourced native and drought-tolerant plants and trees for landscaping on public projects consistent with the City's landscape standards. Strongly encourage the use of native drought-tolerant trees for landscaping on private projects.
- COS 3.5:** Avoid removal of large, mature trees that provide wildlife habitat, visual screening, or contribute to the visual quality of the environment through appropriate project design and building siting, if feasible. If full avoidance is not possible, prioritize planting of replacement trees on-site over off-site locations. Replacement trees for high-quality mature trees should generally be of like kind, and provide for comparable habitat functionality, where appropriate site conditions exist.
- COS 3.6:** Facilitate the preservation of existing trees, the planting of additional street trees, and the replanting of trees lost through disease, new construction, or by other means.
- COS 3.7:** Strongly discourage the removal of healthy trees on public and private property.

Special- Status Species

Special-status species include any species of plant or animal, which is listed, or proposed for listing, as threatened or endangered by the U.S. Fish and Wildlife Service, National Marine Fisheries Service, or the CA Department of Fish and Wildlife.

Sensitive Habitat

Habitat is considered sensitive if it provides habitat for plant or animal species or communities that are locally unique, or are recognized by the State or Federal Resource Agencies as being rare, threatened, endangered, or a species of special concern.

Actions in Support of Goal COS-3

- COS-3a: Continue to maintain and apply the City's Landscape Standards (Municipal Code Chapter 17.40) to conserve trees and other foliage wherever practical.*
- COS-3b: Seek grant funding ("greening" grants) to help offset the cost of landscape improvements along special corridors and public rights-of-way.*
- COS-3c: Make available a list of plants and trees native to the region that are suitable for use in landscaping, consistent with the requirements of California's Water Efficient Landscape Ordinance (WELO). The plant and tree species should be drought-tolerant, and consideration should be given to the suitability of the plant and tree species for use as habitat to native animals, birds, and insects.*
- COS-3d: Allocate sufficient funds in the annual budget to maintain the City's trees and to replace trees that are diseased or dying.*
- COS-3e: Require new development which has the potential to result in water quality impacts on the City's creeks and the local groundwater basin to implement all feasible mitigation measures to reduce impacts.*
- COS-3f: Require development project proposals, infrastructure projects, long-range planning projects, and other projects to submit a biological resources evaluation which determines whether significant adverse impacts will occur. Evaluations shall be carried out consistent with applicable state and federal guidelines. Projects shall be designed to avoid or reduce impacts to the maximum extent feasible.*



COS-3g:

Where sensitive biological habitats have been identified on or immediately adjacent to a project site, the project shall include appropriate mitigation measures identified by a qualified biologist, which may include, but are not limited to the following:

- *Pre-construction surveys for species listed under the State or Federal Endangered Species Acts, or species identified as special-status by the resource agencies, shall be conducted by a qualified biologist;*
- *Construction barrier fencing shall be installed around sensitive resources and areas identified for avoidance or protection; and*
- *Employees working on the project site shall be trained by a qualified biologist to identify and avoid protected species and habitat.*



HISTORICAL AND CULTURAL RESOURCES

GOAL COS-4

Preserve historical, architectural, cultural, and tribal resources in order to bolster community heritage and protect significant resources for future generations.

Policies

- COS 4.1:** Recognize significant historical resources and use these resources to promote a sense of place and history in Jackson. Seek to incorporate reminders of Jackson’s culture in the built and natural environment through adaptive reuse, signage, markers, and other reminders of Jackson’s heritage.
- COS 4.2:** Evaluate the condition of historical buildings, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives when considering the demolition of historical structures. As feasible, encourage the adaptive reuse of the historical structure.
- COS 4.3:** Provide readily available public information on the Mills Act and encourage people to renovate historical homes in disrepair using property tax savings available through the Mills Act.
- COS 4.4:** Protect areas containing significant historical, archaeological, and paleontological resources, as defined by the California Public Resources Code.
- COS 4.5:** If found during construction, ensure that human remains are treated with sensitivity and dignity, and ensure compliance with the provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.
- COS 4.6:** Work with Native American representatives to identify and appropriately address, through avoidance or mitigation, impacts to Native American cultural resources and sacred sites during the development review process.
- COS 4.7:** Consistent with state, local, and tribal intergovernmental consultation requirements such as SB 18 and AB 52, consult as necessary with Native American tribes that may be interested in proposed new development projects and land use policy changes.

The Mills Act

The Mills Act is an economic incentive program in California for the restoration and preservation of qualified historical buildings by private property owners. The program is administered and implemented by local governments, and contracts are between the property owner and the local government granting tax abatement.

Each local government establishes their own criteria and determines how many contracts they will allow in their jurisdiction.



Actions in Support of Goal COS-4

- COS-4a:** *Develop a citywide Historical Resources Inventory with new sites or buildings that are of local, state, or federal significance.*
- COS-4b:** *Continue to assess development proposals for potential impacts to sensitive historical, archaeological, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).*
- COS-4c:** *Create incentives to promote historic preservation, maintenance, and adaptive reuse by property owners, such as expedited permits, lower permit fees, and Mills Act Contracts for tax benefits.*
- COS-4d:** *Continue to implement the City's Development Code to support historic preservation goals, including Site Plan Review and Historic Design Review, and periodically review and modify as necessary in order to ensure that it continues to meet the City's historic preservation goals.*
- COS-4e:** *Provide educational resources and public outreach efforts that inform citizens of historic preservation efforts including:*
- *School age programs, and on-line exhibits; and*
 - *Collaboration with community groups and educational institutions to promote local awareness and appreciation of Jackson's rich history.*
- COS-4f:** *Require all development, infrastructure, and other ground-disturbing projects to comply with the City's Archeological/Cultural Resources Ordinance in the event of an inadvertent discovery of cultural resources or human remains.*



ENERGY CONSERVATION

GOAL COS-5

Conserve energy through consumption reduction programs and the use of renewable resources.

Policies

- COS 5.1:** Require all development projects to comply with the mandatory energy efficiency requirements of the California Green Building Standards Code (CALGreen) and Building and Energy Efficiency Standards.
- COS 5.2:** Support and encourage the implementation of innovative and green building best management practices (BMPs) including, but not limited to, sustainable site planning, solar opportunities, LEED certification, and exceeding the most current “green” development standards in the California Code of Regulations (CCR), Title 24, as feasible.
- COS 5.3:** Promote energy efficiency throughout City operations and install, as feasible, energy-efficient lighting, appliances, and alternative-energy infrastructure in City facilities during routine maintenance and as upgrades are needed.
- COS 5.4:** As City fleet vehicles are replaced, procure alternative energy and fuel-efficient City vehicles and equipment that meet or surpass state emissions requirements, to the extent feasible.
- COS 5.5:** Promote incentives from local, state, and federal agencies for improving energy efficiency and expanding renewable energy installations.

CALGreen

CALGreen (California Green Building Standards Code) is a mandatory statewide code for all new residential and non-residential construction projects. CALGreen consists of five categories: Planning and Design, Energy Efficiency, Water Efficiency and Conservation, Material Conservation and Resource Efficiency, and Environmental Quality.

LEED

LEED (Leadership in Energy and Environmental Design) is an ecology-oriented building certification program under the U.S. Green Building Council (USGBC). LEED concentrates its efforts on improving performance across five key areas of environmental and human health: energy efficiency, indoor environmental quality, materials selection, sustainable site development, and water savings.



Actions in Support of Goal COS-5

- COS-5a:** Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations (CCR), Title 24 and CalGreen standards as well as the energy efficiency standards established by the General Plan and the Development Code.*
- COS-5b:** Consider offering reduced permit fees and or expedited permit applications on solar installation projects and promote state, federal, and private rebate programs.*
- COS-5c:** Consider the use of alternative fuel vehicles or electric vehicles for City use. If deemed appropriate, identify vehicle purchase needs in any fleet replacement plan.*
- COS-5d:** Provide a conservation page (or similar page) on the City's website that provides links to resource agencies and provides information regarding local and regional conservation and energy upgrade and efficiency programs.*

SOLID WASTE REDUCTION

GOAL COS-6

Reduce the generation of solid waste and promote environmentally responsible solid waste disposal throughout the City using innovative waste diversion programs and strategies.

Policies

- COS 6.1:** Provide adequate waste disposal, recycling, and reuse services for present and future residents and businesses, including programs that improve public access to solid waste collection and recycling facilities.
- COS 6.2:** Participate in source reduction and recycling efforts to reduce the amount of solid waste sent to the landfill and extend the life of the landfill.
- COS 6.3:** Comply with Assembly Bill 939 source reduction and recycling requirements of 50 percent diversion of solid waste from landfills. Continue to strengthen local recycling efforts in order to assist the State in meeting the statewide source reduction, recycling, and composting requirements established by Assembly Bill 341.
- COS 6.4:** Increase the City's role in the source reduction and recycling components of waste management through recycling programs at City facilities to reduce the quantity of City-generated waste.
- COS 6.5:** Ensure that special waste – including hazardous materials, tires, medications, infectious waste, asbestos waste, construction waste, and electronic waste – are recycled and disposed of in a manner that is safe for the environment, residents, and employees.
- COS 6.6:** Educate the public on ways to divert household waste from the landfill, including education programs on reducing, reusing, and recycling material.
- COS 6.7:** Consistent with SB 1383, conduct education and outreach on organics recycling for all residents, businesses (including those that generate edible food that can be donated), haulers, solid waste facilities, and local food banks and other food recovery organizations.



Actions in Support of Goal COS-6

- COS-6a: Continue existing, and develop new, diversion strategies (including source reduction, recycling, composting and yard waste programs) to reduce solid waste disposal volume to meet the State-mandated level.*
- COS-6b: Pursue public funding sources, such as grants, to reduce fiscal impacts of continued implementation of recycling programs.*
- COS-6c: Continue to implement, and update as necessary, the City's Municipal Code to regulate issues related to solid waste, including but not limited to, Chapter 8.04 (Solid Waste).*
- COS-6d: Develop and promote citywide reuse events such as a community-wide garage sale, and encourage community groups and organizations to pursue reuse events and activities to prevent reusable items from going into the landfill.*
- COS-6e: Provide a conservation page (or similar page) on the City's website that provides links to resources and provides information regarding local and regional recycling programs, opportunities for reuse of materials, composting strategies, organics recycling, and opportunities for the disposal of hazardous waste.*

WATER RESOURCES

GOAL COS-7

Preserve and protect water resources and water quality in the Jackson Planning Area.

Policies

- COS 7.1:** Protect floodways and other areas with high groundwater water recharge capability.
- COS 7.2:** Require discretionary projects, as well as new flood control and stormwater conveyance projects, to integrate best management practices (BMPs) and natural features to the greatest extent feasible, while ensuring that these features adequately convey and control stormwater to protect human health, safety, and welfare.
- COS 7.3:** Protect surface water quality and prioritize the use of natural features such as bioswales, vegetation, retention ponds, and other measures to remove surface water pollutants prior to discharge into surface waters.
- COS 7.4:** Promote water conservation among water users.
- COS 7.5:** Support and promote the use of drought-tolerant and regionally native plants in landscaping.
- COS 7.6:** Where feasible, encourage and support multipurpose detention basins that provide water quality protection, storm water detention, open space amenities, and recreational amenities.
- COS 7.7:** Monitor groundwater extraction activities, encourage groundwater recharge, and ensure the health of the groundwater basin.



Actions in Support of Goal COS-7

COS-7a: Continue to identify stormwater and drainage facilities in need of repair and address these needs through capital improvement planning. As feasible, seek to incorporate BMPs and Low Impact Development (LID) techniques into repairs and upgrades that promote water quality objectives.

COS-7b: Collaborate with the Amador Water Agency and Amador County Environmental Services to increase the availability of treated or recycled water for landscaping purposes.

COS-7c: Collaborate with Amador County and other regional groundwater management agencies to support and promote Groundwater Sustainability Plans and implementation strategies for the groundwater basin.

COS-7d: Work with the Amador Water Agency and private developers to encourage water conservation in the following ways:

- Implementing aquifer and groundwater recharge programs;*
- Participating in water conservation programs operated by the Amador Water Agency;*
- Establishing water conservation education programs;*
- Requiring the use of drought resistant plant species in landscaping for public and private areas, including parks and recreational facilities;*
- Expanding the production and use of reclaimed water; and*
- Requiring the incorporation of water conservation devices, including low flush toilets, flow restriction devices, and water conserving appliances in both new public and private development projects and rehabilitation projects.*

MINERAL AND EXTRACTIVE RESOURCES

GOAL COS-8

Manage mineral and other extractive resources while preserving development and conservation options for the future.

Policies

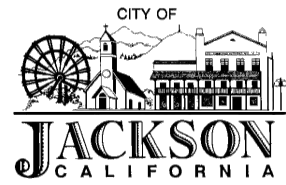
- COS 8.1:** Support new or expanded mineral resource extraction operations only if they are compatible with surrounding land uses. Manage resources to ensure that extraction results in the fewest environmental impacts.
- COS 8.2:** Ensure that mineral extraction activities within the Planning Area conform to the State Mining and Reclamation Act (SMARA) requirements, including financial assurances and reclamation plans.

Actions that Support Goal COS-8

- COS-8a:** *Consider updates to the Municipal Code to address production of mineral resources, including oil and gas wells.*
- COS-8b:** *Identify and evaluate areas within the Planning Area with potential resource value, including oil, gas, sand, and gravel.*
- COS-8c:** *Work with surrounding jurisdictions to ensure establishment of implementation measures for mineral resource and extractive activities management consistent with local and state laws and regulations.*



This page left intentionally blank



SAFETY ELEMENT

INTRODUCTION

The Safety Element provides the framework to reduce risks associated with a range of environmental and human-caused hazards that may pose a risk to life and property in Jackson. Inclusion of the Safety Element in the General Plan is required by State law.

The Safety Element includes goals, policies, and actions to protect residents, businesses, visitors, and land uses from hazards, and includes the following topics:

- Geologic and Seismic Hazards
- Flooding and Flood Protection
- Emergency Preparedness
- Emergency Services
- Fire Hazards
- Mining and Hazardous Materials
- Climate Resiliency and Adaptation
- Airport Operations

The Safety Element supports the City's participation in regional and subregional planning efforts including the Amador County Local Hazard Mitigation Plan (LHMP), which is a multi-jurisdictional plan that includes the City of Jackson.

Background information regarding safety and hazards is provided in Chapter 4 of the Jackson General Plan Existing Conditions Report.

RELATIONSHIP TO OTHER PLANS AND PROGRAMS

State Standardized Emergency Management System

The State Standardized Emergency Management System (SEMS) is required by Government Code Section 8607(a) for managing response to multi-agency and multi-jurisdiction emergencies in California. SEMS consists of five organizational levels that are activated as necessary: field response, local government, operational areas, regional, and state. SEMS helps unify all elements of the State's emergency management organization into a single integrated system. Its use is required for state response agencies. Local government agencies must use SEMS to be eligible for state funding of certain response related personnel costs resulting from a disaster.

Amador County Local Hazard Mitigation Plan

The Amador County Local Hazard Mitigation Plan (LHMP) was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 (DMA 2000) in order to make the County and its residents less vulnerable to future hazard events. The LHMP demonstrates the community's commitment to reducing risks from hazards and serves as a tool to help decision-makers direct mitigation activities and resources. The LHMP was developed to ensure Amador County and participating jurisdictions' continued eligibility



for certain federal disaster assistance, specifically the FEMA Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation Program (PDM), and the Flood Mitigation Assistance Program (FMA). The LHMP provides direction and guidance on implementing hazard mitigation action items on a hazard-level, probability, and cost-priority basis. The overall goal of the LHMP is to reduce the potential for damage to critical assets from natural hazards. The LHMP also describes past and current hazard mitigation activities and philosophies and outlines mitigation goals and strategies. The LHMP can be accessed online at <https://www.amadorgov.org/departments/office-of-emergency-services/local-hazard-mitigation-plan> or by contacting the Amador County Sheriff's Office of Emergency Services (OES) at (209) 223-6384.

City of Jackson Building Code

The 2019 Edition of the California Building Code contained in Part 2, Volume 1 and Volume 2, of Title 24 of the California Code of Regulations is adopted by reference as the Building Code of the City of Jackson, and is codified in Title 14 (Buildings and Construction) of the Municipal Code. The Building Code regulates construction and property use to ensure safe, healthy, and accessible structures for human occupancy.

City of Jackson Fire Code

The 2019 Edition of the California Fire Code contained in Part 9 of Title 24 of the California Code of Regulations is adopted as the Fire Code of the City of Jackson, and is codified in Title 14 (Buildings and Construction) of the Municipal Code. The purpose of the Fire Code is to establish the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing premises, and to provide safety and assistance to fire fighters and emergency responders during emergency operations.

Climate Vulnerability Assessment (CVA)

Senate Bill (SB) 379 requires the City to include climate adaptation and resiliency strategies in the Safety Element upon the next revision to the Housing Element or upon the next update to the General Plan. The bill requires the climate adaptation update to include a set of goals, policies, and objectives based on the most current information available regarding climate change adaptation and resiliency.

The City prepared a Climate Vulnerability Assessment (CVA) in 2022 to inform City policies, plans, programs, and guidance to promote effective and integrated action to safeguard from climate change. Climate change has the effect of intensifying the impacts of many natural hazards, adding to concerns otherwise addressed in hazard mitigation planning. Climate change results in an increase in variance of climate patterns. The increase in variance means that extreme events exhibit changes in frequency, severity, and location. For example, increased variance in climate patterns result in more frequent incidence of severe events such as extreme rainfall, wind, wildfire, extreme heat, and extended drought. The increased variance therefore creates challenges for hazard planning, which previously used historic recurrence rates to predict future events, and now must incorporate changes to frequency, severity, and location due to climate change influences. *The CVA is included as Appendix A to the Safety Element.*

Evacuation Routes Analysis

Assembly Bill (AB) 747 requires the City to update the Safety Element to identify evacuation routes and assess the capacity, safety, and viability of those routes under a range of emergency scenarios. Senate Bill



(SB) 99 similarly requires jurisdictions to identify residential developments in hazard areas that do not have at least two emergency evacuation routes.

The City prepared an evacuation routes analysis consistent with both AB 747 and SB 99 to assess possible evacuation routes and to identify residential developments in high hazard zones that do not have adequate emergency egress. The analysis helped inform policies and implementation actions in the Safety Element to address evacuation routes in the City and Planning Area. The high hazard zones include CAL FIRE's High Hazard Severity Zones and seismic hazard zones. *The evacuation routes analysis is included as Appendix B to the Safety Element.*



GOALS AND POLICIES

GEOLOGIC AND SEISMIC HAZARDS

GOAL SA-1

Minimize community exposure to geologic and seismic hazards.

Policies

- SA 1.1** Require development to reduce risks to life and property associated with earthquakes, liquefaction, erosion, landslides, and unstable soil conditions.
- SA 1.2** Ensure that all new development and construction is in conformance with applicable building standards related to geologic and seismic safety.
- SA 1.3** Require geotechnical investigations to be completed prior to approval of any public safety or other critical facilities, in order to ensure that these facilities are constructed in a way that mitigates site-specific seismic and/or geologic hazards.
- SA 1.4** Development in areas subject to unstable soil and/or geologic conditions shall be reviewed by qualified engineers and/or geologists prior to development in order to ensure the safety and stability of all new construction.
- SA 1.5** Require an erosion and sediment control plan prepared by a civil engineer, or other professional who is qualified to prepare such a plan, as part of any grading permit application for new development. The erosion and sediment control plan shall delineate measures to appropriately and effectively minimize soil erosion and sedimentation.
- SA 1.6** Prevent land subsidence and maintain adequate groundwater supplies.

Actions in Support of Goal SA-1

- SA-1a** *Require adherence to the requirements of the California Building Code (California Code of Regulations, Title 24) during the plan check review process.*
- SA-1b** *Periodically review the structural integrity of all existing City-owned critical facilities and, if any facilities are found unsatisfactory, take steps to ensure structural integrity and safety.*
- SA-1c** *Continue to maintain and provide an inventory of all natural hazards, including active faults, Alquist-Priolo Special Study Zones, floodplains, hazardous soil conditions, and dam failure inundation areas.*
- SA-1d** *Require the submission of geologic and soils reports for all new developments. The geologic risk areas that are determined from these studies shall have standards established and recommendations shall be incorporated into development.*
- SA-1e** *Monitor withdrawal of groundwater, oil, and gas, maintain land elevation records, and regulate overdraft to prevent subsidence.*
- SA-1f** *As part of any tentative map, review preliminary grading plans, and ensure they are designed to control erosion and prevent sedimentation or damage to off-site properties.*



FLOODING

GOAL SA-2

Reduce risks to human life, property, and public services associated with flooding.

Policies

- SA 2.1:** Support and participate in planning efforts undertaken at the local, regional, state, and federal levels to improve flood management facilities and dam safety.
- SA 2.2:** Require all new development projects to demonstrate how stormwater runoff will be detained or retained on-site, treated, and/or conveyed to the nearest drainage facility as part of the development review process. Project applicants shall demonstrate that project implementation would not result in increases in the peak flow runoff to adjacent lands or drainage facilities that would exceed the design capacity of the drainage facility or result in an increased potential for off-site flooding.
- SA 2.3:** Unless otherwise mitigated, require new structures to be located outside of the 100-year floodplain. All new development within an identified Flood Hazard Area shall be built according to Federal Emergency Management Agency standards.
- SA 2.4:** Encourage and accommodate multipurpose flood control projects that incorporate recreation, resource conservation, preservation of natural riparian habitat, and scenic values of drainages, creeks, and detention ponds.
- SA 2.5:** Encourage flood control measures that respect natural drainage features, vegetation, and natural waterways, while still providing for adequate flood control and protection.
- SA 2.6:** Ensure that any development activity that requires a grading permit does not impact adjacent properties, local creeks, and storm drainage systems by designing and building the site to drain properly to minimize drainage issues and erosion.
- SA 2.7:** Maintain and periodically update City flood safety plans, floodplain management ordinances, zoning ordinance, building codes, and other related sections of the Municipal Code to reflect Safety Element goals, policies, and standards, applicable Federal and State law, and National Flood Insurance Program requirements.

- SA 2.8:** Ensure that the impacts of potential flooding are adequately analyzed when considering areas for future urban expansion.
- SA 2.9:** Update flood hazard maps as necessary to reflect impacts from climate change in terms of long-term flood safety and long-term flood event probabilities.

Actions in Support of Goal SA-2

- SA-2a:** *As part of the development review process, require new development projects to prepare hydraulic and storm drainage studies as necessary to define the net increase in stormwater run-off resulting from construction and require mitigation to reduce impacts. Drainage and grading plans shall identify BMP protections and include standards established and recommended by the City that shall be incorporated into development.*
- SA-2b:** *Continue to participate in the National Flood Insurance Program (NFIP), and consider future participation in the NFIP Community Rating System (CRS).*
- SA-2c:** *Continue to review projects in flood hazard areas to ensure compliance with Municipal Code Chapter 17.34 (Floodplain Management).*
- SA-2d:** *Periodically review the condition of bridges, culverts, canals, and other flood control and stormwater conveyance infrastructure, and when feasible include necessary improvements within capital improvement programs to increase safety and the adequate conveyance of stormwater.*
- SA-2e:** *Monitor changes in Federal and State laws and regulations related to local flood protection, including the National Flood Insurance Program, and incorporate necessary changes into the Municipal Code and building codes as required, and ensure that the City's regulations continue to require that new development within flood hazard zones is consistent with this Safety Element and is required to meet the flood protection requirements of State law including, but not limited to, Government Code Sections 65007, 65865.5, 65962 and 66474.5.*
- SA-2f:** *Periodically review Municipal Code Chapter 17.34 (Floodplain Management) and revise as necessary to ensure that development standards are consistent with the requirements of State and Federal law.*



EMERGENCY PREPAREDNESS

GOAL SA-3

Protect life, safety, and property throughout the community by ensuring emergency preparedness.

Critical Facilities

Refers to essential public facilities, such as emergency communications facilities and emergency shelters identified for disaster relief and response.

Policies

- SA 3.1:** Ensure that new critical facilities are located in areas that minimize exposure to potential natural hazards.
- SA 3.2:** Promote ongoing training of City staff on their functions and responsibilities in disaster preparedness.
- SA 3.3:** Ensure that critical facilities are properly supplied and equipped to provide emergency services.
- SA 3.4:** Support local and regional disaster planning and emergency response planning efforts, and look for opportunities to collaborate and share resources with other municipalities in the region.
- SA 3.5:** Continue to promote public safety through public education programs.
- SA 3.6:** Maintain effective mutual aid agreements for police, fire, medical response, and other functions as appropriate.

Actions in Support of Goal SA-3

- SA-3a:** *Coordinate with the Amador County Office of Emergency Services (OES) and other local agencies, as necessary, to participate in and implement the multi-jurisdictional Amador County Local Hazard Mitigation Plan (LHMP).*
- SA-3b:** *Conduct periodic emergency response training exercises and or participate in regional exercises to ensure that key members, local leaders, and emergency response personnel are adequately trained and prepared for emergency situations. Critical facilities within Jackson should also be annually assessed to ensure they are properly supplied.*
- SA-3c:** *Encourage residents and community leaders to participate in disaster training programs.*
- SA-3d:** *Provide signage at public buildings and critical facilities that contain Automated External Defibrillators (AEDs).*

SA-3e: *Develop and annually update an emergency contact list*



and emergency response information on the City's website. The information should include emergency access routes, available emergency resources, and contact information for emergency responders.

SA-3f:

As part of the development review process, consult with the Fire Department in order to ensure that development projects provide adequate emergency access.



EMERGENCY SERVICES AND FIRE PROTECTION

GOAL SA-4

Maintain a safe community through adequate levels of efficient and high-quality police, fire, and emergency services.

Policies

- SA 4.1:** Provide adequate funding for fire and law enforcement services, facilities, and personnel to accommodate existing and future citizens' needs to ensure a safe and secure environment for people and property.
- SA 4.2:** Emphasize the use of physical site planning as an effective means of enhancing safety and preventing crime. Open spaces, landscaping, parking lots, parks, play areas, and other public spaces should be designed with maximum feasible visual exposure to community residents.
- SA 4.3:** Ensure that fire and emergency medical services meet existing and future demand.
- SA 4.4:** Ensure that adequate water supplies are available for fire suppression throughout the City.
- SA 4.5:** Support efforts to remedy any deficiencies in the water delivery system to ensure adequate fire suppression flows.
- SA 4.6:** Require development to construct and fund all fire suppression infrastructure and equipment needed to provide adequate fire protection services.
- SA 4.7:** Promote fire safety through education and building design.
- SA 4.8:** Promote public outreach to increase community safety. Public outreach should include information related to defensible space and evacuation routes.
- SA 4.9:** Ensure development projects are reviewed for consistency with the Amador County Local Hazard Mitigation Plan.
- SA 4.10:** Consider amendments to the Land Use Map in the event of significant structure loss from wildfire to ensure that redevelopment of homes and business does not lead to unreasonable future risk from wildfires.

Actions in Support of Goal SA-4

- SA-4a:** *As part of the development review process, consult with the Police Department in order to ensure that development projects do not impair the provision of law enforcement services through inappropriate site design. The use of physical site planning as an effective means of preventing crime, including lighting, visibility, and video surveillance requirements shall be determined by the Department, where applicable.*
- SA-4b:** *As part of the development review process, consult with the Fire Department in order to ensure that development projects facilitate adequate fire services and fire prevention measures.*
- SA-4c:** *Continue to require all new development to be reviewed for consistency with the relevant State and local Fire Safe Regulations, and the most recently adopted fire code standards.*
- SA-4d:** *Reduce the risk of wildfire hazards by working with property owners, the Fire Department, and Public Works Division to maintain fire retardant landscaping, buffer zones, community fire breaks, and private road and public road clearance in areas of high wildfire risk.*
- SA-4e:** *Work with Amador County and other partner agencies to review and update local and regional hazard plans, including emergency operation plans and the Amador County Local Hazard Mitigation Plan, to include an analysis of evacuation routes, fire breaks, and other community needs.*
- SA-4f:** *Seek funding from state, federal, and other sources to assist in emergency management planning, including community education and outreach describing public procedures and evacuation routes in the event of an emergency or natural disaster.*
- SA-4g:** *Promote cooperation between the Jackson Fire Department, Amador Fire Protection District, and other countywide fire districts for training and mutual aid.*



- SA-4h :** *Review and require all projects to adhere to Municipal Code requirements to ensure adequate safety services. These include, but are not limited to, Chapter 2.08 (Fire Department), Chapter 17.92 (Subdivision Design and Improvements), and Chapter 8.12 (Weed and Rubbish Abatement).*

- SA-4i :** *Review procedures for local implementation of the County Emergency Operations Plan (EOP) and help to educate the community on the need for emergency preparedness.*

- SA-4j** *Seek opportunities to provide multiple evacuation routes to residential areas that are served by only one evacuation route. If the addition of new roadways is deemed infeasible, ensure that existing evacuation routes are properly maintained via vegetation removal and roadway maintenance, in order to ensure that they can be effectively utilized during an emergency.*

MINING AND HAZARDOUS MATERIALS

GOAL SA-5

Protect residents and the environment from mining facilities and hazardous materials.

Policies

- SA 5.1:** Encourage the use of pesticides consistent with State and Federal requirements and product-specific safety recommendations.
- SA 5.2:** Encourage local producers and users of hazardous materials to reduce the amounts of hazardous materials generated.
- SA 5.3** Require hazardous waste generated within the City to be disposed of in a safe manner, consistent with all applicable local, State, and Federal laws.
- SA 5.4:** Require hazardous materials to be stored in a safe manner, consistent with all applicable local, State, and Federal laws.
- SA 5.5:** Require compliance with the Amador County Environmental Health Department's consolidated hazardous materials program.
- SA 5.6:** Work with the County and/or other agencies to limit the effects of former mining activities.

Actions in Support of Goal SA-5

- SA-5a:** *Work with Amador County Waste Management and the City's waste hauler to require acceptance of oils, paints, and other recyclable hazardous materials.*
- SA-5b:** *Coordinate with the Amador County Environmental Health Department as the Certified Unified Program Agency (CUPA) to ensure that businesses that handle hazardous materials prepare and file a Hazardous Materials Business Plan (HMBP). The HMBP shall consist of general business information, basic information on the location, type, quantity, and health risks of hazardous materials, and emergency response and training plans.*



- SA-5c:** *Provide educational opportunities for generators of small quantity, household, and urban agriculture waste products regarding their responsibilities for source reduction and proper and safe hazardous waste management and disposal.*
- SA-5d:** *Provide information about drop-off programs for the local disposal of household hazardous waste offered in Amador County. The availability of the programs should be widely publicized throughout the community.*
- SA-5e:** *Refer all permits for new projects or major additions to existing uses located on sites identified by the State as having or containing likely hazardous substances or materials to the Amador County Environmental Health Department to ensure compliance with applicable State and local regulations. If warranted, identify and require mitigation measures to ensure the exposure to hazardous materials from historical uses has been mitigated to acceptable levels consistent with EPA and/or California Department of Toxic Substances Control standards.*

CLIMATE RESILIENCY AND ADAPTATION

GOAL SA-6

Minimize risks to life, property, and the environment through climate adaptation strategies that enhance and promote community resiliency.

Policies

- SA 6.1:** Promote a well-prepared City that can effectively overcome natural disasters and scarcity of resources due to climate change.
- SA 6.2:** Collaborate with local, regional, state and/or federal jurisdictions and agencies on climate resiliency and adaptation strategies.
- SA 6.3:** Consider climate change impacts and adaptive responses in long-term planning and current development decisions.
- SA 6.4:** Implement necessary actions and programs to improve preparation and response for the most vulnerable community members.

Actions in Support of Goal SA-6

- SA-6a:** *Provide information and resources to the public and businesses regarding steps the City is taking to address the issue of climate change.*
- SA-6b:** *Coordinate with utility providers to protect interconnected infrastructure.*
- SA-6c:** *Periodically assess and monitor the effects of climate change and the associated levels of risk to the community in order to adapt to changing climate conditions.*
- SA-6d:** *Keep the public informed as to the location of important emergency facilities, such as reception centers, cooling centers, and emergency shelter points of distribution (PODs) for administering medical countermeasures (i.e. vaccines or medical testing), and distribution of emergency supplies and/or food.*

Climate Resiliency

The ability of human and ecological systems to adapt to climate-related stresses while retaining the same basic structure and way of functioning, including the capacity of those systems to cope with, adapt to, and recover fully or partially from climate-related stress and change.

Climate Adaptation

The process of adjustment to actual or expected climate change and its effects. At the local level this means actions that the City can take to reduce the impacts to its population and infrastructure resulting from climate change impacts.



AIRPORT OPERATIONS

GOAL SA-7

Minimize risks to the community from hazards associated with airport operations.

Airport Land Use Plan (ALUP)

Land uses surrounding airports and airstrips can result in hazards to aircraft as well as hazards to persons on the ground associated with aircraft accidents and community exposure to noise.

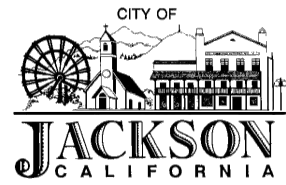
An ALUP is a guidance document used by local agencies and property owners to promote land uses in the vicinity of airports that are compatible with airport operations.

Policies

- SA 7.1:** Ensure that land uses within the vicinity of the Westover Field Airport are compatible with airport operations.
- SA 7.2:** Ensure that new development proposals do not result in encroachments into future airport expansion areas and do not result in adverse impacts to airport operations.

Actions in Support of Goal SA-7

- SA-7a:** *As part of the development review process, new development and expansion proposals within the vicinity of the Westover Field Airport shall be:*
- *Reviewed for consistency with setbacks, land use restrictions, and height as determined by the Federal Aviation Administration (FAA) and the County Airport Land Use Commission; and*
 - *Provided to the Airport Land Use Commission for review.*



NOISE ELEMENT

INTRODUCTION

The Noise Element is a State mandated component of the General Plan. The overall purpose of the Noise Element is to address major noise sources and to promote safe and comfortable noise levels throughout Jackson. The Noise Element contains goals, policies, and actions that seek to reduce community exposure to excessive noise levels through the establishment of noise level standards for a variety of land uses.

Background information regarding noise sources and noise conditions is provided in Chapter 4 of the Jackson General Plan Existing Conditions Report.

Acoustic Terminology

Stationary noise means a source of sound or combination of sources of sound that are included and normally operated within the property lines of a facility. Common examples include: commercial facilities, industrial facilities, repair or storage garages, and truck terminals.

A-weighted decibels, abbreviated dBA, are an expression of the relative loudness of sounds in air as perceived by the human ear. Sample dBA sound levels are shown in Table N-3.

Average noise exposure over a 24-hour period is presented as a day-night average sound level, or Ldn.

The **L_{MAX}**, or **maximum sound level**, descriptor is the highest sound level measured during a single noise event (such as a vehicle pass by), in which the sound level changes value as time goes on. The maximum sound level is important in judging the interference caused by a noise event with common activities.

Outdoor activity areas include back yard spaces, first floor rear patio/deck areas, rear or internal courtyard seating and play areas, and rooftop decks. Front yard spaces, elevated balconies, side yards, etc., are not considered to be outdoor activity areas.



EXCESSIVE NOISE

GOAL N-1

Preserve and enhance the existing and future noise environment by minimizing exposure to harmful and excessive noise throughout the community.

Policies

- N 1.1:** Consider the noise compatibility of existing and future development when making land use planning decisions.
- N 1.2:** Require development projects and changes to existing uses to be consistent with the standards indicated in Table N-1 to ensure acceptable noise levels for existing and future development.
- N 1.3:** Require new development to reduce excessive noise to the standards indicated in Tables N-1 and N-2 through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials.
- N 1.4:** Ensure that new development does not result in indoor noise levels exceeding 45 dBA L_{dn} for residential uses by requiring the implementation of construction techniques and noise reduction measures for all new residential development.
- N 1.5:** Require acoustical studies for new noise-generating and noise-sensitive developments, and transportation improvements that would increase roadway capacity or move traffic closer to sensitive receptors.
- N 1.6:** For projects that are required to prepare an acoustical study, the following stationary and transportation noise source criteria shall be used to determine the significance of those impacts:

Sensitive Receptors

are noise sensitive locations and uses where human activity may be adversely affected by nuisance noise from nearby stationary, non-transportation, and transportation noise sources. Examples include residential areas, schools, hospitals, personal care, public assembly uses, etc.

Stationary and Non-Transportation Noise Sources

- A significant impact will occur if the project results in an exceedance of the noise level standards contained in this element, or for instances where the ambient noise level is already above the standards contained in this element, the project will result in an increase in ambient noise levels by more than 3 dBA, whichever is greater.
- This does not apply to construction activities which are conducted according to the best practices outlined in Action N-1b. Compliance with these requirements shall be sufficient to reduce temporary construction-related noise impacts to a less than significant level.

Transportation Noise Sources

- Where existing traffic noise levels are 60 dBA L_{dn} or less at the outdoor activity areas of noise-sensitive uses, a +5 dBA L_{dn} increase in roadway noise levels will be considered significant;
 - Where existing traffic noise levels are greater than 60 dBA L_{dn} and up to 65 dBA L_{dn} at the outdoor activity areas of noise-sensitive uses, a +3 dBA L_{dn} increase in roadway noise levels will be considered significant; and
 - Where existing traffic noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of noise-sensitive uses, a +1.5 dBA L_{dn} increase in roadway noise levels will be considered significant.
- N 1.7:** Work with Caltrans to ensure that adequate noise studies are prepared and alternative noise mitigation measures are considered in State transportation projects.
- N 1.8:** Support noise-compatible land uses along Highway 49 and Highway 88.
- N 1.9:** Work cooperatively with the Amador County Airport Land Use Commission to minimize noise impacts from airspace activities in Jackson, such as airplane and helicopter flights.



N 1.10: Temporary special events including, but not limited to, festivals, concerts, parades, and other similar activities may be allowed to exceed the noise standards established in this General Plan through approval and issuance of a temporary use permit.

N 1.11: Temporary emergency operations or emergency equipment usage may be exempt from noise standard criteria set by this element.

Actions in Support of Goal N-1

N-1a: *Require new discretionary development projects to be reviewed for compliance with the noise requirements established in this element, including the standards established in Tables N-1 and N-2, and where necessary, require mitigation measures to achieve the noise standards. As applicable the City should:*

- *Require acoustical studies for new discretionary development projects which have the potential to generate noise impacts which exceed the standards identified in this element. The studies shall include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to ensure compliance with the noise standards included in this element;*
- *Require developers to prepare a construction management/noise mitigation plan that defines best management practices to reduce construction noise, and includes proposed truck routes as part of the entitlement process; and*
- *Provide for additional scrutiny of potential noise impacts when considering approval of new "late-night activities" (land use activities operating from 11:00 p.m. to 6:00 a.m., not including the lawful, reasonable, and customary use of residential uses or professional offices that do not interfere with the reasonable use and enjoyment of other properties).*

N-1b: *Update the Municipal Code to include the following construction noise best practices and requirements:*

- *Establish standards for when a construction staging and phasing plan shall be required for new development projects and significant remodels.*
- *At all times during project grading and construction, stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences.*
- *Unnecessary idling of internal combustion engines shall be prohibited.*

- *Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities, to the extent feasible.*
- *The construction contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.*

N-1c: *Provide for additional scrutiny if pile driving is required within 50 feet of an existing structure. Pre-construction crack documentation and construction vibration monitoring shall be conducted to ensure that construction vibrations do not cause damage to any adjacent structures. The results of the documentation and monitoring shall be submitted to the City Community Development Department prior to the start of construction activities which would occur within 50 feet of an existing structure.*



Table N-1: Land Use Compatibility for Community Noise Environments

Land Use Category	Exterior Noise Exposure (Ldn)					
	55	60	65	70	75	80
Single-Family Residential, Duplex		Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Multi-Family Residential		Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Hotels and Motels		Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Personal Care		Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters		Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds		Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Business, Commercial, Professional		Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture		Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

Table N-2: Stationary (Non-Transportation) Noise Source Standards

Land Use Receiving the Noise	Hourly Noise-Level Descriptor	Exterior Noise-Level Standard (dBA)	
		Daytime (7am-10pm)	Nighttime (10pm-7am)
Residential	L _{eq}	55	45
	L _{max}	70	65

Notes:

- a) The residential standards apply to all properties that are zoned for residential use. The exterior noise level standard is to be applied at the property line of the receiving land use or at a designated outdoor activity area. For multi-family and mixed-use projects, the exterior noise level standard may be waived (at the discretion of the decision-making body) if the residential portion of the project does not include a designated activity area and mitigation of noise at the property line is not practical.
- b) Each of the noise levels specified above shall be lowered by 5 dBA for tonal noises characterized by a whine, screech, or hum, noises consisting primarily of speech or music, or recurring impulsive noises. In no case shall mitigation be required to a level that is less than existing ambient noise levels, as determined through measurements conducted during the same operational period as the subject noise source.
- c) In situations where the existing noise level exceeds the noise levels indicated in the above table, any new noise source must include mitigation that reduces the noise level of the noise source to the existing level plus 3 dBA.

Tonal Noises are characterized by a whine, screech, beep, or hum, consisting primarily of speech or music, or recurring impulsive noises. Tonal noises can cause unpleasant experiences in spaces adjacent to areas that produce tonal noise, which annoys occupants and, in turn, lead to increased complaints from nearby sensitive receptors.



Table N-3: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Car Horn at 1 m (3 ft)	--110--	Rock Concert
Jet Fly-over at 300 m (1,000 ft)	--100--	Factory Machinery
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio