

THURSDAY, AUGUST 25, 2022

**AGENDA
CITY OF IONE
SPECIAL PLANNING COMMISSION MEETING**

*Amber Hoiska, Chairman
Mark Gebhardt, Vice Chairman
Madison Buccola, Commissioner
Michael Politi, Commissioner
Joe Wylie, Commissioner*

**DUE TO THE GOVERNOR'S EXECUTIVE ORDER N-25-20 ADOPTED
MARCH 17, 2020, THE PLANNING COMMISSION OF THE CITY OF IONE WILL BE CONDUCTING
THEIR MEETING VIA ZOOM AND IN PERSON AT 1 E. MAIN STREET**

City of Ione is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://zoom.us/j/2351961316?pwd=d3lWTW0zbVJlbpQNXBDQWtpZkRyUT09>

Meeting ID: 235 196 1316

Passcode: 95640

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**Thursday, August 25, 2022 at 6:00 p.m.
City Council Chambers, 1 E. Main Street, Ione 95640**

**PLEASE LIMIT PUBLIC COMMENT/TESTIMONY TO FOUR MINUTES
Government Code 54954.3**

The Ione Planning Commission welcomes, appreciates, and encourages participation in the Ione Planning Commission Meeting. The Planning Commission reserves the right to reasonably limit the total time for public comment on any particular noticed agenda item as it may deem necessary.

Full staff reports and associated documents are available for public review at the Office of the City Clerk, City Hall, 1 E. Main Street, Ione, California. Hard copies may be obtained for \$3.60 for pages 1-5 and \$.45 for each additional page. Documents that are not available when the agenda is posted will be made cents per page. Documents that are not available when the agenda is posted, will be made available for public review at the meeting.

AGENDA

- A. CALL TO ORDER: 6:00 PM**
- B. PLEDGE OF ALLEGIANCE**
- C. ROLL CALL**

D. APPROVAL OF AGENDA

E. APPROVAL OF MINUTES:

1. May 10, 2022

F. PRESENTATIONS/ANNOUNCEMENTS: None

G. PUBLIC COMMENT: EACH SPEAKER IS LIMITED TO 4 MINUTES

*This is the time for members of the public who wish to be heard on matters that do not appear on the Agenda. Persons may address the lone Planning Commission at this time on any subject within the jurisdiction of the lone Planning Commission. **Please be mindful of the 4 minute time limit per person.***

Pursuant to the Brown Act, the Planning Commission may not take action or engage in a detailed discussion on an item that does not appear on the Agenda. However, matters that require Commission action will be referred to staff for a report and/or recommendation for possible action at a future Commission meeting.

Is there any person in the audience who wishes to address the Commission at this time?

H. REGULAR AGENDA:

2. Focused General Plan Update Study Session

I. CITY PLANNER REPORTS/PLANNING COMMISSIONER REPORTS/FUTURE AGENDA ITEMS

J. ADJOURNMENT

NOTICE REGARDING APPEALS

Pursuant to §17.16.060 of the Zoning Code, appeals of a final action by the Planning Commission must be filed with the City Clerk no later than ten calendar days after the day on which the final action was taken, along with the appropriate fee.

NOTICE REGARDING CHALLENGES TO DECISIONS

Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, this public hearing.

ADA COMPLIANCE STATEMENT

In compliance with the American with Disabilities Act, if you need special assistance to participate in this meeting, please contact City Clerk Janice Traverso at (209) 274-2412, 102. Notification 24 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

PLANNING COMMISSION MEETING MINUTES

May 10, 2022

Chairman Hoiska called the Planning Commission Meeting to order at 6:00 PM and led the Pledge of Allegiance.

I. ROLL CALL:

Present: Amber Hoiska, Chairperson
Mark Gebhardt, Vice Chairman
Michael Politi, Commissioner
Joe Wylie, Commissioner
Vacant
Staff: Beth Thompson, City Planner (Zoom)
Michael Rock, Interim City Manager
Janice Traverso, City Clerk

II. APPROVAL OF AGENDA

It was moved by Commissioner Wylie, seconded by Vice Chairman Gebhardt and carried to approve the agenda as written.

AYES: Hoiska, Politi, Wylie, Gebhardt

NOES: None

ABSENT: None

ABSTAIN: None

III. APPROVAL OF MINUTES:

1. It was moved by Vice Chairman Gebhardt, seconded by Commissioner Politi and carried to approve the minutes of November 9, 2021, December 14, 2021 and January 11, 2022 (with a correction to the vote on the approval of the Site Plan Review Permit for the Train Depot Museum and Park Restroom Facility—Commissioner Wylie voted “No”).

AYES: Hoiska, Politi, Wylie, Gebhardt

NOES: None

ABSENT: None

ABSTAIN: None

IV. PRESENTATIONS/ANNOUNCEMENTS: None

V. PUBLIC COMMENT: None

VII. REGULAR AGENDA:

2. Presentation of the 2021 Housing Element Annual Progress Report – City Planner Beth Thompson explained that the City is required to submit an Annual Progress Report (APR) each year to report on residential entitlement and permitting activity in the City. The APR is prepared on a form prescribed by the State Department of Housing and Community Development and includes the following:

- Start page: Identifies the submitting jurisdiction (Ione) and contact information.
 - Table A2 – Annual Building Activity Report: Identifies entitlement, permit issuance, and certificate of occupancy data for residential units during 2021.
 - Table B – Regional Housing Needs Allocation (RHNA) Progress: Identifies the City’s progress by year for the 5th Cycle RHNA.
 - Table D – Program Implementation Status: Describes the City’s progress on implementing Housing Element programs during 2021.
 - Summary Table: Summarizes building permits issued by affordability, units by structure type, housing applications, and use of State streamlining provisions during 2021.
 - Local Early Action Planning (LEAP): Describes progress on LEAP activities during 2021. This was an informational item and no action is requested.
3. Presentation of the Accessory Dwelling Unit Handbook – Beth Thompson explained that the Focused General Plan and Zoning Code Updates project is funded through the SB 2 Grant administered by the State Housing and Community Development Department (HCD). The Focused General Plan and Zoning Update project includes: 1) an update to the Land Use, Circulation, Housing, and Health and Safety Elements of the General Plan to address requirements of State law and to meet the commitments of the City’s grant funding for the Project; 2) an update to the Zoning Code to streamline housing approvals, and 3) an ADU Handbook to streamline and expedite ADU approvals. The ADU Handbook describes and illustrates the requirements for ADU and Junior ADU (JADU) projects in Ione. The ADU Handbook describes and illustrates the requirements for ADU and Junior ADU (JADU) projects in Ione. The ADU Handbook is intended to assist property owners in understanding the requirements for ADU and JADU development and to facilitate development of ADUs in the City. This is an informational item and no action is requested.
4. Appointment of Chairman and Vice Chairman – 2022:
- It was moved by Vice Chairman Gebhardt, seconded by Chairman Hosika and carried to appoint Commissioner Wylie as Chairman. Commissioner Wylie declined the nomination.
 - It was moved by Vice Chairman Gebhardt, seconded by Commissioner Wylie and carried to nominate Chairman Hosika as the Chairman for 2022.

AYES: Politi, Wylie, Gebhardt

NOES: None

ABSENT: None

ABSTAIN: Hoiska

- It was moved by Vice Chairman Gebhardt, seconded by Chairman Hoiska and carried to appoint Commissioner Wylie as Vice Chairman for 2022.

AYES: Hoiska, Politi, Wylie, Gebhardt

NOES: None

ABSENT: None

ABSTAIN: None

J. CITY PLANNER REPORTS/PLANNING COMMISSIONER REPORTS/FUTURE AGENDA ITEMS:

- The General Plan Update is planned for the summer - City Planner Beth Thompson

K. ADJOURNMENT:

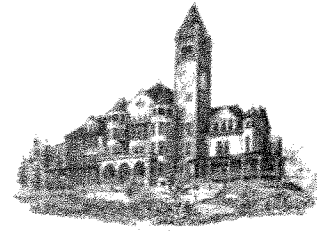
Chairman Hoiska adjourned the meeting at 7:00 p.m.

Respectfully submitted,

Janice Traverso, City Clerk



CITY OF IONE PLANNING COMMISSION STAFF REPORT



DATE: August 25, 2022
TO: Honorable Planning Commission
FROM: Beth Thompson, City Planning
SUBJECT: Focused General Plan Update Study Session

STAFF RECOMMENDED ACTION

Staff recommends that the Planning Commission:

1. Receive the staff report and presentation on the Focused General Plan Update – Chapters 1 through 6;
2. Take public comment; and
3. Provide feedback to staff regarding the Focused General Plan Update.

BACKGROUND:

The Focused General Plan and Zoning Code Updates project is funded through the SB 2 grant administered by the State Housing and Community Development Department (HCD). The Focused General Plan and Zoning Update project includes: 1) an update to the Land Use, Circulation, Housing, and Health and Safety Elements of the General Plan to address requirements of State law and to meet the commitments of the City's grant funding for the project; 2) an update to the Zoning Code to streamline housing approvals, and 3) an Accessory Dwelling Unit (ADU) Handbook to streamline and expedite ADU approvals.

Focused General Plan Update

The Focused General Plan Update will amend the General Plan to: 1) update the guiding principles, goals, policies, and programs to address community input, 2) address housing capacity increase goal (40 units) of SB 2 grant, and 3) revise goals, policies, and programs to reflect changes in State law related to safety (wildfire, climate adaptation, evacuation), vehicle miles travelled, and resource conservation. This effort will not include changes to the Land Use Map, updates to the Housing Element, nor changing the alignment of the SR 104 bypass. This effort anticipates that any modifications to the General Plan, including the land use map, will not require technical analysis, such as traffic, noise, air quality, and greenhouse gas modeling, in order to keep the project within the available budget.

Focused Zoning Code Update and ADU Handbook

The Focused Zoning Code Update and the ADU Handbook have been completed.

Meetings and Outreach

The Focused General Plan and Zoning Update project was kicked off with City Council and Planning Commission on January 12, 2021.

Community outreach was conducted in June 2021 through a community workshop held on June 24, 2021 at the Council Chambers and an online survey available late May through mid-July 2021.

The Planning Commission held a follow-up meeting to discuss the refined scope of work for the project on February 9, 2021.

As part of the Focused General Plan and Zoning Code Update, a series of study sessions are being held with the Planning Commission to present key information in the update process, to provide an opportunity for public comment, and to receive feedback and recommendations from the Planning Commission. In August 2021, a study session was held to present and review the Focused Zoning Code Update. This August 2022 study session will focus on the initial draft of revisions to the Draft General Plan.

DISCUSSION:

Note: The Planning Commission is not requested to take any action at this time – this item is a study session to receive feedback prior to presenting the draft revisions to the Planning Commission for a recommendation to the City Council.

The Focused General Plan Update builds upon the Background Report prepared in August 2021 that addressed the community's vision for Ione and included an audit of the existing General Plan. The Background Report described the revisions to be made to the General Plan as part of the Focused General Plan Update.

The Planning Commission is presented with the draft revisions to the following General Plan elements for discussion:

1: Introduction

The Introduction provides an overview of the General Plan. No changes are made to Chapter 1.

2. Public Outreach & Vision

The Public Outreach & Vision chapter is updated to include the results of the community outreach and visioning efforts from Summer 2021. The Guiding Principles have been refined to reflect community input.

3. Land Use

The Land Use Element is updated to include more legible figures, update the Land Use Principles to reflect community input, update the Castle Oaks Gateway Policy Area figure and description to reflect the Development Agreement (as amended) for Castle Oaks, update the residential land use designations to clearly specify that densities are based on net acreage, address land use designations that support groundwater recharge, and to encourage a variety of housing types and prices.

4. Circulation

The Circulation Element is updated to support a complete street and circulation system that serves all users, implement the requirements of State law related to vehicle miles traveled (VMT), to define Level of Service (LOS) which is measures traffic flow, to encourage a near-term solution to addressing truck traffic through Ione, to support maintenance of existing streets, to ensure development funds its fair share of roadway and circulation improvements, and to encourage use of pedestrian, bicycle, and transit modes of travel to reduce reliance on single occupant vehicles.

5. Conservation & Open Space

The Conservation & Open Space Element is updated to address groundwater recharge, encourage drought preparedness, increase efforts to reduce greenhouse gas (GHG) emissions, and ensure consultation with Native American tribes consistent with the requirements of State law.

6. Noise & Safety

The Noise & Safety Element is updated to address emergency preparedness and evacuation, flooding and drainage, including the need for routine maintenance of creeks, reduce exposure to hazardous materials, include additional measures to address wildfire risks, provide measures to address climate change adaptation and resiliency, and to reduce exposure to excessive noise, including noise exposure affecting existing uses.

Next Steps

Next steps in the Focused General Plan Updates process include:

1. Planning Commission Hearing. Staff will prepare the PC Hearing Draft General Plan Update that incorporates Planning Commission input from the study session and will also include minor amendments to the Economic Development and Public Facilities Elements. The PC Hearing Draft General Plan Update will be made available for public review and comment, then will be presented to the Planning Commission for a recommendation to the City Council at a public hearing.
2. City Council Hearing. The Planning Commission's recommendation will be forwarded to the City Council for consideration at a public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission is not requested to take formal action related to this item. This is a discussion item for the Planning Commission.

Attachments

Attachment 1 – Focused General Plan Update: Chapters 1 through 6

DRAFT

City of Ione Focused General Plan Update

- 1: Introduction
 - 2: Public Outreach & Vision
 - 3: Land Use
 - 4: Circulation
 - 5: Conservation and Open Space
 - 6: Safety and Noise
-
-

City of Ione
Planning Department
1 East Main St.
Ione, CA 95640

August 2022



1. INTRODUCTION



INTRODUCTION

The City of Ione General Plan lays out the framework for all future growth and development within the City. The community, the City's elected leaders, and city staff created the General Plan to guide all future land use and growth decisions for the City. Any actions, projects, and decisions must be consistent with the goals, policies, and land use map contained in this document.

Please turn to Page 1-2 for a complete listing of contents covered in this Element, with page number references.

The General Plan serves as the primary planning and regulatory tool of the City. The General Plan is the expression of resident values, what Ione will become, and how it will get there.

Located at the base of the Sierra Nevada foothills in the Ione Valley, the City of Ione has a rich past steeped in agriculture, railway transport and general goods. Throughout the years, the City has made a name for itself as a quaint, harmonious town that thrives on tradition and community togetherness. Incorporated in 1953, Ione is a social and economic hub in Amador County. The community remains focused on preserving its high quality of life while facilitating the City's future growth and development.



1. INTRODUCTION

IN THIS SECTION

- Introduction (Page 1-1)
- Purpose (Page 1-2)
- General Plan Law (Page 1-3)
- The Planning Area (1-4)
- Sphere of Influence and Annexations (1-4)
- Organization and Use (1-6)
- Community Participation (1-7)
- Elements Included in the Ione General Plan (1-7)
- CEQA Compliance (1-9)

PURPOSE

THE PLANNING DOCUMENT – IONE’S FUTURE DEFINED

The General Plan is a long-range planning document that provides the City a policy framework for land-use planning based on the City’s long-term vision for growth. The General Plan contains the community’s desires and visions of Ione through 2030. The General Plan achieves the community’s vision by setting Goals, Policies, and Actions to preserve Ione’s history and create a viable and flourishing community that current and future generations will be glad to call home.

The General Plan is the City’s constitution for future development. Its policies and goals guide both government and private development of land, and informs residents of the City’s intentions for how the community will look and feel in the future. It establishes a vision for the City to work towards, and delineates key policies and actions to implement that vision. All cities and counties in the State of California are required to adopt a General Plan.

Through a long visioning and public outreach process, the community has chosen the following priority and focus areas for this General Plan, including:

- Managing Growth
- Business Viability in the Historic Sections of Ione
- Maintaining a Small Town Character
- Family Focused Activities
- Education
- Recreation
- Open Space
- Farmland
- Economic Development
- Housing
- Historical Downtown and Restored Preston Castle
- Infrastructure
- Mining Industry

1. INTRODUCTION



GENERAL PLAN LAW

California law requires each city to adopt a comprehensive, long-term General Plan to guide the physical development of the incorporated city and land outside city boundaries that bears a relationship to its planning activities. As such, the plan contains policies and programs designed to provide decision makers with a solid foundation for land use and development decisions. The General Plan organizes the desires of Ione residents with respect to the physical, social, economic, and environmental character of the City.

The City may adopt a general plan in the format that best fits its unique circumstances in an integrated, internally consistent, and compatible statement of development policies. In accordance with California Government Code Section 65302, this General Plan addresses the issues of land use, circulation, housing, noise, safety, conservation, and open space. Together, the seven mandated elements of a general plan form a comprehensive set of planning policies.

- The Land Use Element designates the general distribution and intensity of land uses within the planning area.
- The Circulation Element identifies the general location and extent of existing and proposed transportation facilities.
- The Housing Element is a comprehensive assessment of current and future housing needs for all segments of the City population, as well as a program for meeting those needs.
- The Open-Space Element describes measures for the preservation of open space for the protection of natural resources, the managed production of resources, and for public health and safety.
- The Conservation Element addresses the conservation, development, and use of natural resources.
- The Safety Element establishes policies to protect the community from risks associated with natural and man-made hazards such as seismic, geologic, flooding, wildfire hazards, and air quality.
- The Noise Element identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels.

The General Plan also addresses additional topics of special and unique interest, including community character, economic development, historic and cultural resources, and municipal services. These topics reflect additional issues that are important to the community. The City of Ione has chosen to adopt a General Plan that consolidates some of the mandatory elements and includes two optional elements (Economic Development and Public Facilities). While optional elements are not required by State law, once they are adopted by a City, optional elements are as legally binding and valid as the required elements.

By law, the General Plan is the primary document the City utilizes to regulate land use. It provides the City with a consistent framework for land use decision-making. Once a general plan is adopted, its



1. INTRODUCTION

maps, diagrams, and development policies form the basis for City zoning, subdivision, and public works actions. Therefore, the Zoning Ordinance, Specific Plans, Planned Development Master Plans, and individual public and private development proposals must be consistent with the General Plan goals, policies, and standards. Under California law, no specific plan, area plan, zoning, subdivision map, nor public works project may be approved unless the City finds that it is consistent with the adopted General Plan.

THE PLANNING AREA

The General Plan for the City of Ione addresses all land both within the City limits and an area beyond the City that bears relation to the City's planning efforts. This area is referred to as the General Plan Planning Area and is illustrated in Figure 1-1. Roughly speaking, the General Plan Planning Area is defined as the City plus the area south of the City just beyond Highway 88, west to the Amador County/San Joaquin County/Sacramento County boundaries, and roughly two miles north and east of the City.

The portion of the Planning Area outside of the current City limits represents lands whose uses and character affect the City of Ione. Currently, Amador County has jurisdiction and land use authority over land outside of the City limits that is within the General Plan Planning Area. Through policy direction and implementation of this General Plan, it is the City's intent to cooperatively set goals for land use and circulation planning for areas outside of the City's jurisdiction which impact the City of Ione.

The City's boundaries also include a large portion of State-owned lands, including the Mule Creek State Prison, Preston Youth Correctional Facility, and the CalFire training facility. The State has jurisdiction and land use authority over these State-owned lands. It is the City's intent to cooperatively work with the State to conduct proper land use planning with relation to these facilities.

SPHERE OF INFLUENCE AND ANNEXATIONS

This General Plan addresses all land both within the City limits and an area beyond the City that bears relation to the City's planning efforts - the General Plan Planning Area. It is intended to be an area that the City has an interest in guiding land use decisions by the County of Amador and is envisioned as the area that remains part of the community's identity.

Included within the Planning Area, but outside the City limits, is the City's Sphere of Influence. The Sphere of Influence is the probable physical boundaries and service area for the City, as determined by a separate government agency, the Amador Local Agency Formation Commission (LAFCo). The Sphere of Influence boundary includes all City lands and unincorporated lands that may be annexed as part of the ultimate development of the City. Figure 1-1 shows the boundaries of the Planning Area, the City Limits, and the Sphere of Influence.

Any annexation of land into the City of Ione would need to be consistent with the policies of this General Plan and approved by LAFCo. As part of the process of annexation the land in question will be pre-zoned. Any pre-zoning applied to an annexation area needs to be consistent with this General Plan.

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FIGURE 1-1: PLANNING AREA BOUNDARIES





1. INTRODUCTION

ORGANIZATION AND USE

State law requires that certain topics and elements be covered in the General Plan. These include land use, circulation, housing, open space, conservation, safety, and noise. Additional topics may be covered at the discretion of the City, provided that all topics and elements are consistent with one another. Ione has elected to include additional elements and topics in the General Plan. Table I-1 lists these elements and shows how they relate to the State requirements.

Each of the City's Elements includes the following components:

- **Introduction.** This section briefly explains what the Element is intended to do and the reason for the particular Element.
- **Vision.** The Vision statement reflects the community's desires for the City's future relative to each individual element.
- **Related Plans and Programs.** This section highlights significant plans and programs related to a particular element and explains their relationship to the City's General Plan.
- **Issues and Considerations.** This section briefly explains the local conditions relevant to the element and outlines those real and perceived problems and concerns identified by the community, as well as opportunities for change or growth.
- **Goals, Policies, and Actions.** Goals are overall statements of community desires and are comprised of broad statements of purpose or direction. Policies serve as guides to the decision makers in reviewing development proposals and making other decisions that affect the future growth and development of the City. Actions are the implementation steps necessary to ensure the goals and policies are carried out.

The General Plan also includes several maps and tables that help to express and describe the vision, objectives, or key components of the plan. The Glossary provides a set of definitions for technical terms used in the General Plan. The organization of the General Plan allows users to easily locate issues of interest and quickly obtain a perspective on the City's policies on the subject.

In addition, the General Plan includes a summary of background information to provide a wide variety of information to provide a context of when the General Plan was being prepared. The background information includes population and housing, cultural resources, economic and fiscal conditions, and other information relating to and affecting the City. This information is found in a separate document, entitled the General Plan Background Report.

The City uses the General Plan as part of its decision making process. Every decision must be consistent with the General Plan policies. This affects decisions such as reviewing requests for new development during the planning and entitlement process. Examples include the land use map, which designates which types of land uses are allowed in a certain area. The City may also use the General Plan to protect open space and agricultural lands, set emergency response service standards, encourage and support economic development, and define the community's character.

The General Plan also indirectly affects the City's various decisions by requiring other policies and standards to be consistent with the General Plan. The City must use the General Plan as the policy

1. INTRODUCTION



guide during the development of new or updating of existing regulations in the Municipal Code, Improvement Standards, and other documents. This way, these other regulations are how the General Plan's policies are actually implemented and provide more specific detail.

COMMUNITY PARTICIPATION

Over a four-year period, the General Plan Team has engaged the community and its decision makers in multiple workshops, stakeholder meetings, study sessions, and public hearings to understand the vision and desires for Ione and to develop the blueprint to build that future City. Hundreds of residents, employees, business owners, and other stakeholders have spent countless hours sharing ideas, expressing views, debating policies, and making hard decisions with the intent of creating a General Plan that is right for Ione. For additional details, see the Vision Chapter for a full explanation of public outreach and processes involved in the creation of this General Plan.

ELEMENTS INCLUDED IN THE IONE GENERAL PLAN

Ione's General Plan contains seven elements. The following table displays the name, chapter number, and a brief discussion on the focus of the element, and a brief listing of the important topic areas that the City considered.

Chapter	Element	Description
Chapter 3	Land Use (LU)	This element focuses on the distribution of land uses within the City and the larger General Plan Planning Area, including residential, commercial, industrial, public services, agricultural, and open space. Topics addressed include the density, minimum lot sizes, and location of each type of development allowed.
Chapter 4	Circulation (CIR)	This element focuses on all transportation improvements and related infrastructure needed to support the distribution of land uses in the Land Use Element. Topics include roadway service standards, adequacy of the roadwaysystem, and future roadway improvement strategies, as well as infrastructure issues.
Chapter 5	Conservation and Open Space (CO)	This element addresses the conservation and protection of natural resources and open space, including parklands and recreational areas, agriculture, endangered species, water, and air quality. Topics addressed include mitigation requirements, protection methods, development requirements, and priority areas for the City to focus its efforts.



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Chapter	Element	Description
Chapter 6	Noise and Safety (NS)	This element addresses natural hazards and noise problems the City is vulnerable to and establishes ways to reduce their negative impact on the community. Topic issues include wildfire hazards, roadway issues, adjacent industrial and mining operations, and the adjacent state facilities.
Chapter 7	Economic Development (ED)	This element addresses economic development opportunities within and around the City. Topic issues include the downtown revitalization and expansion, significant business potential, retail shopping opportunities, and professional office space and industrial growth.
Chapter 8	Public Facilities (PF)	This element identifies the existing publicly owned and operated facilities in Lone and includes potential upgrades and expansions to serve the community. Topic issues include water, wastewater, fire, police, prisons, parks, and schools.
Chapter 9	Housing (H)	<p>This element identifies the existing housing stock, housing needs, and provides a strategy for providing housing stock for all income levels. Topics include affordable housing, growth standards, housing needs, and the adequacy of housing provided.</p> <p><u>The Housing Element is updated on a separate cycle from the remainder of the General Plan and is published under separate cover.</u></p>

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The following table illustrates how the elements of the Ione General Plan relate to the seven mandatory elements set forth in the state law. In addition it also identifies the optional topic elements the City has chose to use. "X" represent topics directly related to that specific topic. "O" represents related information that is contained in that topic.

		Topics Required by State Law						
		Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety
Elements of the Ione General	Land Use	X	O	O	O	O		
	Circulation	O	X	O				
	Conservation & Open Space	O			X	X		
	Noise & Safety			O			X	X
	Economic Development							
	Public Facilities		O		O			
	Housing	O	O	X			O	O

Notes:

X - Indicates that this element directly addresses the State required topic

O - Indicates that information in this element is related to the State required topic

CEQA COMPLIANCE

The City has prepared an Environmental Impact Report (EIR) to provide information about the potential environmental effects of implementing the City's General Plan. The EIR is a public informational document that assesses potential environmental effects of the General Plan, as well as identifies mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. The City is charged with the duty to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

The EIR analysis focuses on potential environmental impacts that could arise from implementation of the General Plan through development of the land uses within the Planning Area, as regulated and guided by General Plan policies and action items.

The EIR has been prepared on a program-level analysis, which considers the broad environmental effects of the overall proposed General Plan. The EIR will be used to evaluate subsequent projects and activities under the proposed General Plan. Additional environmental review under CEQA will be required and would be **generally** based on the subsequent project's consistency with the General Plan and the **analysis** in this EIR, as required under CEQA. When individual projects or activities under the General Plan are proposed, the City would be required to examine the projects or activities to determine whether their effects were adequately analyzed in the program EIR. The EIR should be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with projects in the City.

2. PUBLIC OUTREACH & VISION



A VISION FOR IONE

Today and in the future, Ione will maintain its friendly small-town feel, steeped in its rich history. The City's unique character, quality of life, and general appeal are all reinforced by longstanding commitments to its residents, agricultural protection, resource conservation, cultural resources, and mining. While Ione has experienced significant development and expansion over the past two decades, Ione's citizens have conscientiously preserved the strong, friendly small-town character that is most treasured.

Please turn to Page 2-2 for a complete listing of contents covered in this Element, with page number references.

In maintaining the community's vision for the City, this General Plan provides policies and direction that support the vision. Ione will continue to grow and this vision must continue to guide local decision making. Changes will include the expansion of the existing business base to serve the greater needs of its residents, management of growth, preservation of Ione's unique character and the surrounding setting, revitalization and enhancement of the downtown area and the provision of greater entertainment and recreation options.



2. PUBLIC OUTREACH & VISION

IN THIS SECTION

- A Vision for Ione (Page 2-1)
- Establishing a Community Vision (Page 2-2)
- Achieving the Vision (Page 2-13)

ESTABLISHING A COMMUNITY VISION

To gauge the community's desires and its ultimate vision, the City distributed community surveys, facilitated workshops, and led a public outreach campaign to gain a sense of resident's desires and the community's vision. This outreach and input initiated the City's public outreach process, and provided residents, business owners, developers, and visitors a chance to voice their opinions on the future of the community. The public input gained through these means was combined with existing information and resources to create a land use scenario for City leaders to consider. After significant deliberation and additional community input at public hearings, the Planning Commission and City Council established a final land use scenario on which this General Plan is based. The Vision for the City, as laid out in this section, is the result of this public process and the decisions set forth by the Planning Commission and City Council.

COMPREHENSIVE UPDATE COMMUNITY VISIONING PROCESS – 2006-2009

The City conducted a visioning conference in September 2006, designed to set forth an identity and direction for the future growth and development of the community. Residents identified their ideas for the historical downtown, a restored Preston Castle, business viability, outstanding governance, infrastructure, mining industry, education, trails and recreation, visual corridors, open space, farmland, growth levels, and housing.

This initial vision process also identified the key strategies to be used in the General Plan update. The conference members sought to utilize all forms of communication for public outreach and engage citizens in becoming part of the visioning process. The conference members focused on developing partnerships with private, non-profit, and other public agencies to achieve goals together.

COMMUNITY SURVEY

In September and early October of 2008, the City conducted a public survey of residents, business owners, and visitors to identify people's thoughts and goals for the future of Ione. The public survey was aimed at gathering resident input and views outside of a public workshop setting. The surveys were mailed out as part of the September 2008 sewer bill and were also available for pickup at a number of locations throughout town. Over 230 responses were received.

Through the survey and workshop polling, people identified the following as their most important and somewhat important priorities for the City:

2. PUBLIC OUTREACH & VISION



Important Priorities

- Manage growth
- Preserve open space and agricultural land
- Maintain small town character
- Enhance recreational facilities
- Revitalize downtown
- More activities for families and children

Somewhat Important Priorities

- Alternative transportation to cars
 - Better/increased public transit
 - Better bicycle access, lanes, paths
 - Better trails
- Encourage more entertainment opportunities
 - Festivals, nightlife, etc.

Ione Express Your Opinion About the Future of Ione

Part 1: Participant Information

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Community Survey

Community Characteristics and Concerns

- More than half of respondents have lived in Ione for less than 10 years
- Majority of respondents own their homes
- Top reasons people choose to live in Ione:
 - Small town
 - Safe community
 - Family connections
 - Retirement
 - Business/Job
- Major community concerns:
 - Increased traffic
 - Lack of shopping



2. PUBLIC OUTREACH & VISION

- Age/Appearance/Quality of buildings/Downtown
- Development pressures
- Lack of community resources
- Half walk and half drive to work
- Many residents regularly shop outside of Ione

PUBLIC WORKSHOPS

The City conducted three public workshops at Evalynn Bishop Hall in Howard Park. The workshops provided the public with an introduction to the General Plan process and were a forum for the public to express their ideas and concerns about the future of Ione. During all three workshops, Staff conducted informal polling as part of the presentation.

General Plan 101 Workshop

The first workshop was an introduction to the General Plan. It provided residents an overview of the General Plan Update process, and asked attendees general questions about the community. The second and third workshops gathered information about residents' ideas on development, housing, downtown, open space, and many other parts of community identity. Below is a description of the second and third workshops used to guide the City's vision.

Guiding Principles Workshop

At the second public workshop on September 8, 2008, a mapping exercise was conducted with members of the community. The intent of this exercise was to get attendees thinking about the possible locations for future growth in and around the City. Residents were asked to place a dot on a map of Ione to represent a location for future development of residences and businesses.

In the dot mapping exercise, residents identified that the preferred locations for new residential development would be along State Route 124 east of the existing City, northwest of the Castle Oaks development (Q Ranch north of State Route 104 and Ringer Ranch south of State Route 104), and south of West Marlette Street. Preferred locations for new commercial development were identified in the Downtown area and at the State Route 88 and Buena Vista, and the State Route 88 and State Route 104 intersections. Infill development opportunities were seen in the Downtown and along Five Mile Drive near the Tertiary Treatment Plant.



Dot Mapping Exercise at 2nd Workshop

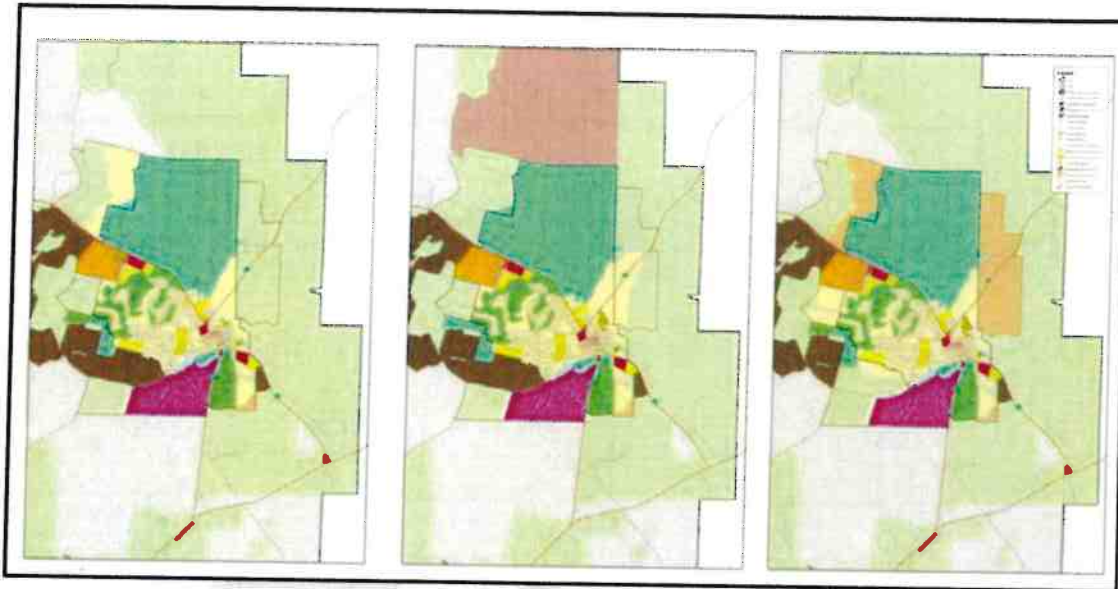
The input collected from participants was used to create three separate land use alternatives maps for consideration during the third public workshop.

2. PUBLIC OUTREACH & VISION



General Plan Alternatives Workshop

The third workshop, held on November 19, 2008, focused on review and the consideration of three land use alternatives. Based upon the input gathered during public workshop 1 and 2, along with the direction of the General Plan Executive Committee, staff generated three land use alternative scenarios for the future of Ione. These scenarios characterized future growth of the community based upon location. The public workshop was used to gather input on the three alternative land use scenarios to begin to define the preferred land use plan for the future of Ione.



*Alternative 1
Western Growth*

*Alternative 2
Eastern Growth*

*Alternative 3
Southern Growth*



2. PUBLIC OUTREACH & VISION

Participants selected one of the three alternatives presented that night that best represented what they envisioned Ione to be in 20 years. In combination with the live polling and community survey results, ideas and concepts from the other alternatives were taken to be incorporated as part of the preferred alternative. For instance, a community park was added into the preferred alternative. The highlights of the public input results are illustrated below:

- The eastward focused growth alternative (Alternative 2) was identified as the overall preferred alternative
- Development in the Q Ranch area should be at a rural residential density level
- The area along State Route 124 east of the City is appropriate for accommodating significant future residential growth.
- The southern area of the City (south of West Marlette along the railroad tracks) is not appropriate for development
- Higher density housing (e.g., apartments) is best located along State Route 124 east of the City
- The Downtown should be expanded to include additional areas
- Commercial development should not be established along the State Route 88 corridor, but rather focused within the City limits
- A community park should be located in the west side of the City
- A Future Growth Area is not supported north of the Prison
- Open space preservation should be supported north of the City
- Development of the Triangle Area between State Routes 124, 104, and 88 is appropriate

GENERAL PLAN EXECUTIVE COMMITTEE INPUT

The City Council established a General Plan Executive Committee to provide direction to staff on the process of updating the General Plan. The Executive Committee composed of two Council members, two Planning Commissioners, and two Parks Commissioners, all of which are representatives from the elected officials and appointed boards of the community. The Executive Committee met twice a month throughout the update and provided regular input during the creation of this General Plan.

The Executive Committee established a General Plan Planning Area for the new General Plan. The Planning Area represents the area within which the City has a vested interest in guiding land use and circulation decisions. The Planning Area established by the Executive Committee extends from the Amador- Sacramento and Amador-San Joaquin County lines on the west, north along a series of property lines that pass near the intersection of Ione-Michigan Bar Road and Carbondale Road, south along parcels lines in a stepped pattern to just beyond State Route 88, then following parcels lines along the south side of Highway 88.

2. PUBLIC OUTREACH & VISION



LANDOWNER COORDINATION

During the General Plan process, the City encouraged and continually received input from landowners regarding their property. City staff received numerous comments and met with many landowners throughout the course of the update process, especially during the land use alternatives recommendation. In addition, both the Planning Commission and the City Council considered each landowner's specific request for changes that would affect their parcels.

AGENCY COORDINATION

Throughout the entire preparation of the General Plan, City staff met with various interested and affected agencies to ensure their input and considerations were included in the process. The City met extensively with County staff, ensuring that both the City's and County's objectives were discussed and addressed in a collaborative process, as both the City and County were updating their General Plan at the same time. While the City and County General Plans may include different land use designations for properties within the Planning Area, both Plans contain policies to encourage collaboration and coordination on any potential development within the City's Sphere of Influence.

In addition, City staff consulted with all of the public service providers that are essential for providing services to residents, including the Amador Water Agency for water, Amador County Recreation Agency for parks and recreation, the California Department of Transportation (Caltrans) for roadways, and the California Department of Forestry and Fire Protection (Cal Fire) for wildfire protection.

Staff also consulted with officials from the Cal Fire Training Academy, Mule Creek State Prison, Preston Youth Correctional Facility, which are located within and have a large impact on the City.

PLANNING COMMISSION INPUT

The Planning Commission provided input on the preferred land use alternative and on various goals and policies. During the hearing, the Commission received the results of the public workshops and community survey, along with specific landowner requests, and provided staff with further directions and provided recommendations to the City Council. The Planning Commission **recommendations** included a number of changes from the original scenario brought forth for consideration, and included specific direction on issues involving growth areas, inclusion of property owners in the land use process, and other changes.

Preferred Land Use Plan

On December 9 and December 15, 2008, the Planning Commission discussed the three base land use alternatives and a fourth alternative prepared by staff based upon public workshop comments. The Commission ultimately recommended Alternative 4, with modifications, as the Commission's draft preferred Land Use Plan. The Commission's input and **recommendation** include the following:

- Include comprehensive map revisions of existing developed properties to accurately reflect current uses and neighborhood identity;
- Consideration of each of the landowner requests and their inclusion in the preferred Land Use Plan;



2. PUBLIC OUTREACH & VISION

- Establish the Downtown definition to include both Main Street and Jackson Street between Sacramento and Ione Streets;
- The western two-thirds of the Old Stockton Road Property South of the Railroad Tracks be designated for Rural Residential and that the eastern one-third be designated for Open Space as a buffer to the industrial uses to the east;
- The Silva Property and Ringer Ranch be designated Special Planning Areas;
- The portion of the Q Ranch property that is outside of the 100-year floodplain be designated for Rural Residential, while the portion within the floodplain is to be designated as Open Space, with the existing agricultural operations area to be designated as General Agriculture;
- The residential area of the Preston School of Industry (home sites) designated for Low Density Residential uses;
- Designate a Future Growth Area north of the Mule Creek State Prison property, but limit the development capacity and define the type of development consistent with the overall vision for the area.

The Planning Commission's recommendations formed the basis for a revised land use map taken to the City Council for consideration. The Planning Commission's recommendations, while advisory, established the framework for the maps and exhibits provided to the Council.

CITY COUNCIL INPUT

The City Council, as the primary decision-making group in the City, has provided direction and strategy to City staff and participants in the General Plan Update process since its beginning. The Council maintains responsibility for the General Plan, as well as the contents of each of its Elements. Following recommendations from the Planning Commission, the City Council directed staff on the preferred land use alternative and on various goals and policies. During the hearing, the Council received the results of the public workshops and community survey, along with specific landowner requests and recommendations from the Planning Commission. The City Council then approved a preferred land use plan.

Preferred Land Use Plan

On January 6, 2009, the City Council discussed the three base land use alternatives and a fourth alternative recommended by the Planning Commission. The City Council ultimately approved the Planning Commission's **recommendations** with modifications, as the City's preferred Land Use Plan. The City Council's **recommendations** include the following changes from the Planning Commission's preferred land use plan:

- The Triangle Area be designated as a Special Planning Area;
- The existing residential properties near downtown be allowed to retain their existing rights to convert to commercial uses via a new land use category, Downtown Transition;

2. PUBLIC OUTREACH & VISION



- A mix of light and heavy industrial, office, and commercial in the industrial park area; and
- Removal of the Future Growth Area north of the Mule Creek State Prison property, but retaining the Future Growth Area land use designation for further usage.

With the land use plan in place, the preparation of the General Plan Update moved into the phase of policy creation. Goals, policies, and programs in this General Plan are based on the Vision and Guiding Principles set forth below. These principles are the result of the public input process described in this section, as well as City Council direction for the future of the community.

FOCUSED UPDATE COMMUNITY VISIONING PROCESS – 2021

In January 2021, the City began the Focused General Plan Update and Zoning Code Update process. In June 2021, the City held a community workshop and gathered information via an online community survey. The outreach effort garnered input from City residents, members of the business community, property owners, and stakeholders. The outreach program is inclusive, educational, and designed to facilitate a meaningful conversation with the Ione community about the issues and opportunities that are most important to them.

The community workshop and community survey provided an opportunity for the public to offer their thoughts on what they value about their community and the City, and what important issues should be addressed in the General Plan. The survey was made available on-line and also encouraged input from community members that may not attend City meetings.

The Focused General Plan Update and Zoning Code Update effort will continue to involve opportunities for the community to learn about the project and provide their input, including study sessions with the Planning Commission and hearings with the Planning Commission and City Council. Input from the community workshop and survey is summarized below. The Background Report prepared in August 2021 memorializes in greater detail was discussed at the community workshop and the information received via the online survey.

COMMUNITY WORKSHOP

The City hosted a Focused General Plan Update/Zoning Code Update Community Workshop on June 24, 2021. This workshop was the community kick off for the Focused General Plan Update and Focused Zoning Code Update. Approximately 35 Ione residents, businesses, property owners, and other stakeholders attended the workshop.

The workshop included:

- A brief overview of the General Plan, including why it is important and why the City is updating its Plan;

We Need Your Input to Plan for Ione!

THE CITY OF IONE IS AMENDING THE GENERAL PLAN AND ZONING CODE AND INVITES YOUR PARTICIPATION!

The General Plan serves as the guiding document for addressing the community's vision for the future. This project will amend the General Plan to:

- address current needs of Ione residents to combat housing and encourage housing
- address future development of Ione to include a variety of housing, education, and other activities
- establish specific goals, objectives, and policies to guide the future development of the community

The Zoning Code implements the General Plan by providing specific standards for development. The Zoning Code will be amended to:

- encourage housing and support development, with an emphasis on encouraging housing and supporting businesses
- encourage a variety of housing types
- establish a clear, concise, and easy-to-understand housing code

Community Survey

The City is running a survey through June 30, 2021 to receive input on your vision and priorities for Ione. Visit the website on the right with our online survey that will be addressed by the General Plan Amendment. Scan the QR code to take the survey or visit the website on the right.

Community Survey - Focused General Plan and Zoning Code Amendment

Community Workshop

Thursday, June 24, 2021
6:00 pm

Ione City Hall - Council Chambers
1 E. Main Street, Ione, CA 95208

Check the City's website prior to the meeting for details on virtual (Zoom) participation.



2. PUBLIC OUTREACH & VISION

- A brief overview of the Zoning Code, including the purpose of the update to the Zoning Code;
- An overview of the update process;
- A summary of public outreach and community involvement opportunities; and
- Two activities to solicit input on key topics and ideas.

Following a presentation on the General Plan Update and Zoning Code Update, the City team facilitated two activities to help open a dialogue with the community regarding the vision for the future and priority circulation issues to be addressed. Each activity and the feedback provided by workshop attendees are summarized on the following pages.

Activity #1 – Vision/Assets, Challenges, and Housing Post-Its

The first activity during the workshop was a Post-It activity. Meeting attendees were provided stacks of blank Post-It notes and asked to write down what they think are the primary vision and assets are for Ione, challenges the City faces, and housing needs and priorities. The most frequent responses and topics for each issue area are listed below.

Vision and Assets

- Small town characteristics and way of life
- Friendly, neighborly culture
- Community traditions and events
- Public safety

Challenges

- Growth, including changes to the core community and impacts on traffic, schools, and services
- Traffic, including improving circulation and route options and the congestion on roads and intersections
- Schools, including quality of schools and capacity to accommodate growth
- Need for more open space and recreation opportunities
- Pollution and quality of water and wastewater services
- Economic growth, including local retail and commercial development and support for the Downtown

2. PUBLIC OUTREACH & VISION



Housing

- Ensuring that the City addresses service needs (water, sewer, schools, and other services) to keep pace with new housing
- Ensure quality design and appearance that is consistent with the characteristics of Ione and ensure maintenance of housing

Activity #2 – Safety and Mobility Mapping

The second activity of the workshop asked participants to review large-scale maps of the City and Planning Area that identified the City's roadways, land use designations, and areas with safety concerns, including the 100-year floodplain and very high fire hazard severity zones. Participants were asked to highlight areas that need special focused attention as part of the General Plan Update, including areas that should be preserved and protected, and areas where land use change should be considered. Community members formed small groups and were provided with a large map and markers to identify barriers to mobility and access. The following summarizes the most frequently identified concerns.

Automobile

- Heavy trucking activity disturbs residential uses along Highway 104
- Congestion along Preston Avenue crossing over Sutter Creek and South Ione Street
- Queuing and congestion at the State Route 124/Shakely Lane/State Route 124/Preston Avenue intersection
- Main Street and Preston Avenue intersection and Main Street between Preston Avenue and South Ione Street intersections

Bicycling/ Walking

- Need additional and improved bicycle and pedestrian creek crossings, including Sutter Creek at Fairway Drive and Castle Oaks to West Marlette Street, Sutter Creek and South Ione Street
- Bicycle lanes along Preston Avenue from the Preston School of Industry into Main Street, provide safe route to school for kids
- Bicycle lanes along Marlette Street
- Bicycle and pedestrian paths needed along Preston Avenue to Main Street to Church Street to East Market Street
- Need additional bicycle infrastructure and dedicated lanes along Preston Avenue, main Street, Church Street and Ione Street
- Bicycle/pedestrian connection at end of Shakely Lane



2. PUBLIC OUTREACH & VISION

- Walking trail along Sutter Creek to Junior High
- Pedestrian paths along West Marlette Street, Sacramento Street, and Buenavista Street
- Sidewalk needed from Main Street to Howard Park
- Pedestrian hazards at intersection of State Route 124/State Route 104
- Work with Caltrans to make pedestrian crossings less dangerous

COMMUNITY SURVEY

The community survey was advertised on the City website and in the utility bill and was available on-line in June and July 2021. The survey addressed what people love about Ione, the quality of life in Ione, housing priorities, ease of movement by transportation mode (automobile, pedestrian, bicycle, and bus), intersections and roadways that need attention, access to evacuation routes, vision for Ione in 2040, and several other topics. Detailed responses to the community survey are described in the Background Report prepared in August 2021.

When asked to rank the priority of the General Plan and Zoning Code to address a range of housing issues, respondents identified the following top 3 topic areas identified as 'Very Important':

- Improve the physical condition of the community
- Improve existing housing/neighborhoods
- Establish design requirements that ensure multifamily housing meets the standards of the community

The top 3 topic areas identified as 'Not Important' include:

- Identify more areas where duplexes, triplexes, and fourplexes can be built
- Make it easier to build townhomes and apartments
- Identify more areas where apartments and townhomes can be built

When asked which specific intersections or roadways need special attention in regards to traffic, congestion, or safety, the most frequently identified locations of concern included:

- Preston Ave/Main Street
- Preston Avenue/Highway 124/Shakely Lane
- Speeding, particularly along Shakely Lane and Main Street
- Main Street/Church Street
- Area near Ione Elementary School

2. PUBLIC OUTREACH & VISION



Survey respondents were asked to elaborate on the community vision for Ione, identifying three words or phrases that best describe how they would like to see the community in 2040. Recurring themes included:

- Small town charm and atmosphere
- Better schools
- Parks
- Shopping and restaurants
- Safe
- Vibrant and thriving
- Well-planned growth adequately served by services and infrastructure
- Affordable

GUIDING PRINCIPLES – THE VISION

Guiding principles provide the framework and benchmarks to direct Ione's future, consistent with community values and desires. They provide broad statements of purpose, intent and/or direction to achieve the community vision. ~~The principles are used to guide the General Plan update, mapping and land use alternatives process. Additionally, the guiding principles establish a set of guidelines and benchmarks for the writing and implementation of General Plan goals, policies and actions.~~ The Guiding Principles were initially prepared for the 2009 General Plan to reflect the community's priorities and were updated in 2021 following the visioning process for the Focused General Plan Update.

The guiding principles ~~will~~ set the overall tone/focus for the General Plan and each of the subsequent elements of the General Plan ~~will~~ further guide and plans for implementation of the community's development vision. The guiding principles are outlined below.

MAINTAIN SMALL TOWN CHARACTER

The primary desire and vision of the community is to maintain Ione's unique and friendly small-town character. Ione has a rich past steeped in agriculture, railway transport and general goods. Throughout the years, the City has established itself as a quaint, harmonious town that thrives on tradition and community togetherness. Residents have expressed their desire to preserve its high quality of small-town life. Such characteristics include a local downtown core, community events, low level of development, and surrounding open space and agricultural land. The City has experienced recent growth and physical expansion with additional homes and businesses and has still been able maintain its desired small town character. It is expected that future growth, if properly managed and coordinated, can continue to maintain this much desired aspect of Ione.

This guiding principle is addressed in all seven elements of the General Plan.



2. PUBLIC OUTREACH & VISION

MANAGE GROWTH

Residents recognize the demand and pressures for the City to expand and continue to develop. Residents have expressed their desires to accommodate new development, but in a manner that does not negatively affect their way of life and the character of Ione that makes the City so attractive. In the past two decades, Ione has experienced rapid growth of several new neighborhoods and developments. ~~Housing growth between 1980 and 1990 in Ione was approximately four percent annually, with fluctuations year to year. Growth between 1990 and 2000 was less, at about one percent annually. Growth between 1990 and 2007 averaged approximately two percent per year.~~

The City and residents recognize that there are development pressures within Amador County, and that development limitation in other parts of the County could place significant pressures on Ione to significantly expand. A reasonable growth rate, as determined through public input and local decision makers, is approximately four percent annually, provided community services can accommodate the growth. Since new development is necessary to the long-term sustainability of the community, residents have indicated the desire for a significant portion of the new housing development to occur towards the east, along Highway 124, and higher residential densities accommodated in the Downtown core area. Increased community-serving retail, restaurant, and service uses are needed. ~~and~~ ^a significant portion of the industrial growth should be directed towards the south of the City, also along Highway 124. Other smaller housing and commercial growth would occur through the City.

This guiding principle is addressed in the Land Use, Housing, Public Facilities, and Economic Development Elements of the General Plan.

PRESERVE OPEN SPACE AND AGRICULTURAL LAND

With a rich past steeped in agriculture and mining, preserving surrounding farmland and open space is a critically important factor in community growth. Local farmers help set the tone of the City, forming a unique bond and relationship that is important to the community and residents. In addition, the aesthetic benefits of the surrounding agricultural lands and the economic benefits they bring to the community are part of our quality of life. The views of large open natural space, scenic countryside, the gentle rolling hills surrounding the community, cattle ranches, and fruits of the nearby agriculture are part of the identity of Ione.



Agricultural Land

This guiding principle is addressed in the Land Use and the Conservation and Open Space Elements of the General Plan.

ENHANCE RECREATIONAL FACILITIES

Residents and visitors from the region enjoy the range of recreational choices available here, including various equestrian and golfing opportunities. Residents especially enjoy the soccer fields, skate park, baseball fields, and other park facilities, as well as recreational opportunities including biking and walking along Sutter Creek and beyond. Little league sports, tournaments, and special events are part of the available programs in the community. Howard Park and other city facilities will continue

2. PUBLIC OUTREACH & VISION

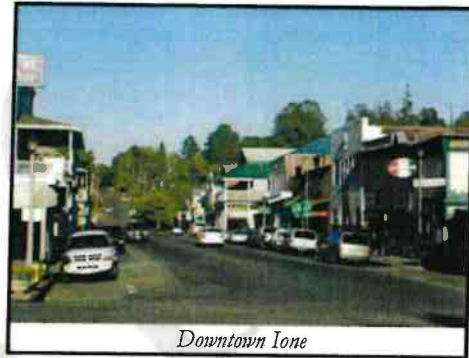


expansions and upgrades as needed to support the expected demand for additional services. Given the growth and extensive usage, residents have expressed great interest in the creation of another large park and recreational facility, along with more neighborhood parks.

This guiding principle is addressed in the Land Use, Public Facilities, and the Conservation and Open Space Elements of the General Plan.

REVITALIZE DOWNTOWN

Ione recognizes that the Downtown area serves as a central community gathering place, where residents and visitors can enjoy and patronize local businesses. The charm of the downtown area is its historical character, locally-owned businesses, friendly feel, and convenience of being centrally located within the Ione area.



Downtown Ione

The community strongly desires revitalization and improvement of the downtown area. Revitalization envisioned by business owners, residents, and property owners includes the expansion of the downtown area, the addition of newer buildings, available parking space, and a variety of different types of businesses that increase shopping, restaurant, and service uses available to the community. Besides increasing downtown's economic development potential, downtown should be safe from potential traffic hazards.

This guiding principle is addressed in the Land Use, Safety and Noise, and Economic Development Elements of the General Plan.

IMPROVE ROADWAYS AND TRAFFIC

At the time of the preparation of this General Plan, two state highways run directly through the City and Downtown, causing traffic, congestion, safety, noise, and quality of life issues. One of the key issues is truck traffic going through the Downtown area, with heavy trucks having a difficult time legally navigating the three separate 90-degree turns at key intersections with on-street parking.

Residents have continually called for improvements to the roadways in and around the City. Safe and expanded bicycle and pedestrian facilities, including new lanes, paths, and crossings, that provide connections throughout the community, including Downtown and across natural features such as Sutter and Mule Creeks are needed.

The City, in consultation and coordination with the Amador County Transportation Commission, Caltrans, and the County, seek to devise a long-term solution to the City's traffic issues, especially the state highway traffic that passes through the City and improved bicycle and pedestrian facilities. The agencies will continue to plan improvements to address the traffic issues in and around Ione, called the West Ione Roadway Improvement Strategy (WIRIS). The WIRIS solution includes a new major corridor just west of the City, and a potential realignment of Highway 124 that diverts highway traffic around the City west and south of the City's core (previously known as the bypass). This is intended to relieve major truck traffic passing through downtown.



2. PUBLIC OUTREACH & VISION

This guiding principle is addressed in the Circulation, Land Use, and Safety and Noise Elements of the General Plan.

ACHIEVING THE VISION

The goals and policies of this General Plan are collectively intended to achieve this community's vision and guide future decisions related to land use and development. This General Plan ensures that every important land use decision will be scrutinized and assessed for its potential to affect the quality of life, environment, and the small-town feel.

Many issues will become apparent during implementation of this Plan; some can be foreseen now, while others are less clear and will need to be dealt with as part of the ongoing process of implementing the Plan. For example, our efforts to address traffic issues related to highways running through Downtown involve the long-term planning necessary to create a roadway system that redirects this traffic around the City.

In this situation, as in others that may arise, Ione must respond to change and to internal and external factors in proactive ways, identifying issues before they become crises and developing innovative ways to respond on its own and in cooperation with other local and regional governmental agencies. As a result, this General Plan presents a policy framework that can and should be adjusted or adapted as needed over time.

Ensuring that the vision expressed by this General Plan is achieved will require conscientious effort on the part of citizens and City officials. In order to organize this effort, the City government will need to implement the policies of this General Plan and monitor its progress and effectiveness. The policies and actions in the Plan may have to be adjusted from time to time in order to be effective at achieving the community's vision. This process is critical to the long-term success of this Plan.

LAND USE

Ione will maintain its friendly small-town feel, while accommodating new development and expanding economic development opportunities. Future land uses should not restrict a landowner's existing rights and should give them the option to exercise their rights for development at a later date. Adjacent and nearby properties designated with potentially conflicting land uses should reduce any incompatibilities and nuisances. The supply of residential commercial, office, and industrial land uses should be sufficient to accommodate development demands for the foreseeable future. The Land Use Element contains goals and policies related to the types of development allowed, including the extent and location of land uses, their **intensity**, development standards, as well as the community's desires for special types of development. This element also contains the official Land Use Map, which shows Land Use Designations for each parcel within the City.

CIRCULATION

Ione will have a rational transportation system that is safe, efficient, and accommodates new development. The Circulation Element contains goals and policies related to the transportation system, including the extent and condition of the roadway system, roadway safety, alternative modes of travel, as well as the community's desires for major roadway improvements around the City. This element also contains the official Circulation Map, which shows the desired road network within and around the City. Collectively, the maps, goals, and policies in this element ensure that residents and

2. PUBLIC OUTREACH & VISION



visitors will have safe transportation choices: regional connections, roadways that will provide the highest level of service feasible while maintaining their rural character, transit, and basic modes such as walking and bicycling will be safe, attractive, and efficient.

CONSERVATION AND OPEN SPACE

Ione will have an increasing number of parkland, protected open space, trails and a wide variety of recreational opportunities aimed at allowing residents and visitors to experience the area's scenic beauty and proud history and landmarks. The Conservation Element contains goals and policies related to the protection of agriculture, open space, recreation and other related uses, with an emphasis on a new large community park and open space areas.

NOISE AND SAFETY

Ione will maintain its focus on minimizing safety risks and noise annoyances. The Noise and Safety Element contains information about potential natural and human-caused noise and safety hazards in and around the community. The element contains goals and policies aimed at improving public safety, including policies about traffic noise, mining, wildfires, local prisons and correctional institutions, flooding, and reducing noise impacts, including policies about traffic safety, compatibility of land uses, and major noise generators. Policies recognize the multiple layers of State and regional agencies involved, and highlight the role of intergovernmental coordination to articulate strategies for reducing noise and safety risks.

ECONOMIC DEVELOPMENT

Ione's businesses will continue to succeed and expand significantly to serve more of its residents. The Economic Development Element contains goals and policies related to the City's economy, the major employers, labor force, retail shopping needs, and Ione in context with the larger region. Collectively these goals and policies are intended to expand Ione's economic potential to serve more of its residents.

PUBLIC FACILITIES

Ione's public facilities and infrastructure will continue to be able to adequately serve the demands of the community. The Public Facilities Element contains goals and policies related to the public facilities provided in the area, including facilities provided by the City, County, and State-owned facilities. The policies recognize the multiple jurisdictions involved in the management, ownership, and operations, as well as the needs for the facilities to adequately serve and emphasize coordination with other agencies to improve public services. This includes policies related to coordination and planning with private utility providers for television, power, and other services.



2. PUBLIC OUTREACH & VISION

HOUSING

Ione will have a diverse range of housing choices for the community. Existing homes and apartments in the City will be improved through rehabilitation and reuse programs. Implementation of this Housing Element will result in increased housing choice, a rise in homeownership, revitalization of existing housing, and an improvement in housing quality to meet Ione's housing needs.



INTRODUCTION

Existing land use patterns in Ione began during the Gold Rush era when Ione was mined for gold and later clay. Mining, agriculture, the expansion of rail lines through Ione, and geography all helped shape Ione's land use pattern over the past 150 years. The City has maintained its small town feel through periods of growth and stability alike.

See page 3-2 for a complete listing of topics covered in this Element, with page number references.

VISION

Ione will retain its small town feel while generating new jobs and expanding housing and shopping options for residents, visitors, and employees. A range of housing types will be available to residents to meet diverse housing needs, including a mix of prices and density levels. The Downtown will thrive with the densification of land uses, including mixed-use with second-floor residential over first-floor commercial. Development patterns will protect prime farmland and maximize public access to open space areas. A jobs/housing balance will be achieved. The mining industry will remain an important part of Ione's economy, while other industrial and commercial uses will also expand.



IN THIS SECTION

- Introduction (Page 3-1)
- Vision (Page 3-1)
- Purpose (Page 3-2)
- Related Plans and Programs (Page 3-2)
- Relationship to Other General Plan Elements (Page 3-3)
- Setting, Issues, and Considerations (Page 3-3)
- Issues This Element Attempts to Solve (Page 3-4)
- Land Use Principles (Page 3-6)
- The Land Use Plan (Page 3-8)
- Land Use Classifications (Page 3-27)
- Goals, Policies, and Actions (Page 3-36)

PURPOSE

The Land Use Element provides the central framework for the General Plan and serves as a compass to guide planners, developers, landowners, the general public, and decision makers on the desired pattern of development in Ione. It describes both existing and future land use activity, the latter of which has been designed to achieve the City's long-range goals for physical development. This **Element** also identifies the distribution, location, and intensity of all land uses types throughout the City. Text, maps, and diagrams establish the blueprint for future land uses within the City and describe how these uses are integrated with the other General Plan elements and policies.

RELATED PLANS AND PROGRAMS

Formulation, adoption, and implementation of local land use policy require consideration of several related plans, programs, and agencies, both local and regional in nature. Relevant plans and agencies are listed below, and summarized in the City of Ione General Plan Update Background Report, Appendix A.

- Amador Local Agency Formation Commission (LAFCo)
- City of Ione Framework for Planning, Entitlement Review, and Development
- City of Ione Redevelopment Agency – draft Redevelopment Plan
- City Zoning Code
- California Environmental Quality Act
- Surface Mining and Reclamation Act
- West Ione Roadway Improvement Strategy (WIRIS)

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Land Use Element relates directly to all other elements of the General Plan. This Element establishes the planned land use pattern for Ione based on historic development and the community's



vision for the future. Land use planning takes into consideration balanced housing needs and housing choices identified in the Housing Element. Natural and manmade hazards and development constraints that affect the potential locations of the land uses are identified in the Noise and Safety Element. Conservation, parks, and open space policies of the City, including the integration of the parks and opens spaces into land planning, are outlined in the Conservation and Open Space Element. A circulation plan is established in the Circulation Element to accommodate increased traffic from the planned development outlined in the Land Use Element. Finally, the other General Plan elements ensure that the infrastructure, services, and environmental quality standards necessary for development are available to accommodate planned land uses.

SETTING, ISSUES, AND CONSIDERATIONS

BACKGROUND/EXISTING SETTING – CITY

The City of Ione is located approximately 30 miles southeast of Sacramento and 30 miles northeast of Stockton, in southwestern Amador County. Ione occupies about five square miles, or about 2,9500 acres within the existing City limits. The City's population was estimated to be about 5,0913,500, excluding Mule Creek State Prison and Preston Youth Correctional Facility inmates, as of January 1, 2008-20212 (Department of Finance, 20082022).

The City has a historic downtown with a variety of retail businesses and City offices, surrounded by residential areas. Industrial uses, mining operations, and grazing and agricultural activities are located on the fringes of the City and outside the City limits. The Mule Creek State Prison, California Department of Forestry Fire Protection Training Academy (CAL FIRE), and Preston Castle (former Youth Correctional Facility) are located in the northwestern portion of the City. State Routes 124 and 104 bisect the City. Sutter Creek passes through the City from east to west. Development constraints in the City and surrounding area include lands within floodplains, steep slopes, agricultural easements, and other constraints. For more information about Ione's existing setting, please see the Background Report in Appendix A.

PLANNING AREA

The Planning Area for the City of Ione General Plan contains the existing incorporated City, the City's Sphere of Influence (SOI), and a blarger study area including the unincorporated area extending west to the San Joaquin County Line, south beyond State Route (SR) 88, and east beyond the intersection of SR 104 and SR 88 (See Figure 31-1). The General Plan Planning Area, with nearly 32,000 acres, is almost 11 times the size of the incorporated City. Land uses surrounding the General Plan Planning Area include primarily grazing land, open space, and mining and industrial land uses.

The General Plan Planning Area, outside of the City, is largely composed of grazing/agricultural uses, mining, and open space, with some industrial development. While the City does not have jurisdiction over lands currently outside of the City boundary, the General Plan demonstrates what the City's vision and desires are for areas outside of the City's jurisdiction.

SPHERE OF INFLUENCE (SOI)

The Sphere of Influence, which extends beyond the Ione City limits, represents the area the City is likely to annex and incorporate within Ione's City limits in the future. It includes the City of Ione, and totals 4,597438 acres (See Figure 31-1).



FIGURE 3-1: PLANNING AREA BOUNDARIES

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ISSUES THIS ELEMENT ~~ADDRESSES~~~~TEMPTS TO SOLVE~~

The primary issues that this element ~~attempts to solve~~~~addresses~~ are listed below. These are the significant land use issues and concerns that were raised during development of the General Plan.

- Balancing the mix of land uses to ensure a jobs/housing balance and establish a fiscally viable future for the City.
- Establishing a more livable community where residents can walk to commercial services, parks, and open space trails.
- Creating and supporting a full range of retail shopping and commercial service opportunities in the Planning Area so that residents and visitors are able to meet their shopping needs locally as much as possible.
- Making the City's streets friendlier to pedestrians, bicyclists, and golf carts.
- Ensuring that new development and redevelopment respect the heritage and historical character of Ione.
- Maintaining the small town feel of Ione while providing a wide range of housing options for residents.

LAND USE PRINCIPLES

One of the essential goals of the City is to ensure that future growth enhances quality of life and community balance. Growth and land use patterns in Ione will be developed in keeping with the following eight Land Use Principles, which are described in more detail below.

- Balanced Land Uses
- Transportation Choices
- Housing Choices
- Thriving Downtown
- Walkable Community
- Preservation/Integration of Natural Resources
- Preserving Sense of Place/Quality Design
- Regeneration/Infill

BALANCED LAND USES

Providing the right overall balance of land uses is a significant priority for the City. Residential, commercial, office, industrial, and public/quasi-public uses need to be provided throughout the entire community and should be sized commensurate with their service area. ~~Expanded~~ ~~Retail shopping, restaurant, and commercial service opportunities must be provided and serve the community, with an emphasis on providing shopping and services that meet the day-to-day needs of local residents~~ ~~close to homes~~. Overall land planning activities must include consideration for public/quasi-public uses that may otherwise go unplanned (see the Public Facilities Element for additional discussion). Balance also includes providing a range of housing choices throughout the community (see the Housing Element for additional discussion). A balanced community is a healthy community – one that can support itself over the long-term and provide the goods and services that residents need and expect. Additionally, when local decisions affecting the land use balance in the community are made, they must be maintained with unwavering dedication in the face of market forces and development pressure.



TRANSPORTATION CHOICES

As Ione grows, the movement of people in and around the City will be a key issue. Walking, cycling, and driving will all be important modes of transportation. Residents, employees, businesses, and visitors of Ione should have transportation choices in moving throughout the community and traveling to nearby communities in the region. Streets will be designed to safely accommodate all modes of transportation, including walking and bicycling. Pedestrian and bicycle paths will provide multiple routes across Sutter Creek and increase access to the Downtown and central area. Land use and transportation planning will go hand and hand to ensure that transportation choices are integrated into the land planning and implementation of future Ione (see the Circulation Element for additional discussion).

HOUSING CHOICES

In order to meet diverse housing needs, the City will need to diversify its existing housing supply while retaining Ione's small town feel. Approximately ~~85-90~~ percent of the existing housing is single-family detached with a typical density of approximately four to five units per acre. The remaining ~~15-10~~ percent of the City's existing housing supply is predominantly multi-family. The City's supply of large lot single-family homes, higher density single-family homes (e.g., town homes, zero lot lines), condominiums, luxury apartments, housing for seniors, and mixed-use housing above ground floor retail or office is limited. New development and redevelopment of housing within the City will need to integrate a range of housing types and densities to improve housing choices throughout the community.

THRIVING DOWNTOWN

Downtown Ione, with its historic buildings, serves as the heart of the community and is central in shaping the community's character. The historic character of Downtown will be preserved while Downtown land uses are intensified to ensure the area's long-term economic viability and to provide for a range of commercial services, jobs, and housing.

WALKABLE COMMUNITY

In a walkable community, pedestrians can easily move from their homes to schools, parks, jobs, open space, and shopping areas. In Ione, a child should be able to walk or ride a bike a short distance to school, the park, or a market without having to cross many busy streets. Streets will be designed as pedestrian and bicycle-friendly spaces. Neighborhood streets will be designed for slower speeds and pedestrian crossings at key locations. ~~Off-street~~ trails and enhanced street sidewalks will connect residential areas to parks and open space areas. Walkable communities provide numerous personal and social benefits, such as lower transportation costs, greater social interaction, improved personal and environmental health, and expanded consumer choice.

PRESERVATION/INTEGRATION OF NATURAL RESOURCES

Natural resource areas such as wetlands, creeks, and open space lands are a valued amenity within Ione. Natural habitats are places where wildlife and plants unique to Ione and the region can thrive. Management and protection of the City's numerous natural resources will contribute to Ione's environmental health as well as to quality of life for residents. The City will strive to balance preservation and development interests in order to maintain valuable resources through the design of

LAND USE



land plans and the siting of natural resource protection areas. Lands designated Open Space and Agriculture will continue to provide habitat for local wildlife and development adjacent local creeks will include transitions to ensure conservation of riparian habitat and fisheries. Lands designated Surface Mining identify open space for the managed production of mineral resources while lands designated Agriculture identify areas for the managed production of agricultural resources. Note: Groundwater recharge is addressed in the Conservation Element.

PRESERVING SENSE OF PLACE/QUALITY DESIGN

One of the most important aspects of preserving community character, heritage, and sense of identity is the quality of project design. Quality design is not simply about the architectural style, colors, and materials of a building, but also the site design, public realm, and relationship to surroundings. All development should be designed to contribute to the character of the community, maintain and compliment the historic character of Ione, and to create a unique and memorable place that is inviting to residents, employees, and visitors.

REGENERATION/INFILL

While the majority of land in the General Plan Planning Area is currently undeveloped, revitalization of existing residential, ~~and commercial~~, and public/quasi-public areas is a significant priority in Ione. The City will establish incentives and programs for redevelopment/infill development within existing Ione.

THE LAND USE PLAN

The future land use plan for Ione consists of both the text of this Element and the accompanying Land Use Map (**Figures 3-12 and 3-23**). The Map graphically illustrates the desired land uses for each parcel in the City and the General Plan Planning Area. Although uses are plotted for all property within the Planning Area, only land within the jurisdiction of the City is regulated by these land uses.

~~The first (Figure 3-21)~~ illustrates the General Plan land use designations for the General Plan Planning Area. This map is parcel based with a specific land use category applied to each parcel. Subsequent zoning and new development/redevelopment must comply with the General Plan land use designation.

POLICY AREAS

Figure 3-3-2 identifies 10 individual Policy Areas within the General Plan Planning Area with unique characteristics/features that warrant more detailed planning efforts and specific policies. The Policy Areas have been established based on several criteria, including existing, proposed, or approved project boundaries; location within the General Plan Planning Area; ownership; type of existing or proposed land uses; distinctive issues; and geographic or environmental features. Each Policy Area warrants the incorporation of special provisions or consideration as the City develops. **Figures 3-34 through 3-123** show each Policy Area in greater detail.

Each of the 10 Policy Areas is listed in the Land Use Element with a description of land uses; environmental conditions; residential, commercial retail and office, and industrial capacity; and area specific policies. Each Policy Area has General Plan land use designations, as shown on **Figure 3-12**. Some of the Policy Areas have land use designations of Special Planning Area while other Policy Areas



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have land use designations of Rural Residential, Low Density Residential, Light Industrial, Heavy Industrial, Open Space, and other land use designations. These classifications are described in the next section of this Element. The Policy Area designations serve as policy overlays that work in conjunction with the land use designations. Specific land use policies apply to each of the Policy Areas, as described in the policy section of this element.

Policies contained within this Land Use Element set forth the development potential of each policy area. The maximum allowable number of residential units is based on average densities sought by the City for each area. Maps showing the land use designations for each policy area are shown in **Figures 3-3 through 3-123**. **Figures 3-134 through 3-156** show conceptually the approximate locations of specific land uses for three of the Policy Areas. Each of the Policy Areas will rely on more detailed subsequent land use planning (Specific Plan, Master Plan, or similar planning tool) prior to development to ensure implementation consistent with the General Plan. The Policy Areas falling outside the City limits will need to be annexed to the City prior to development.

The 10 Policy Areas are:

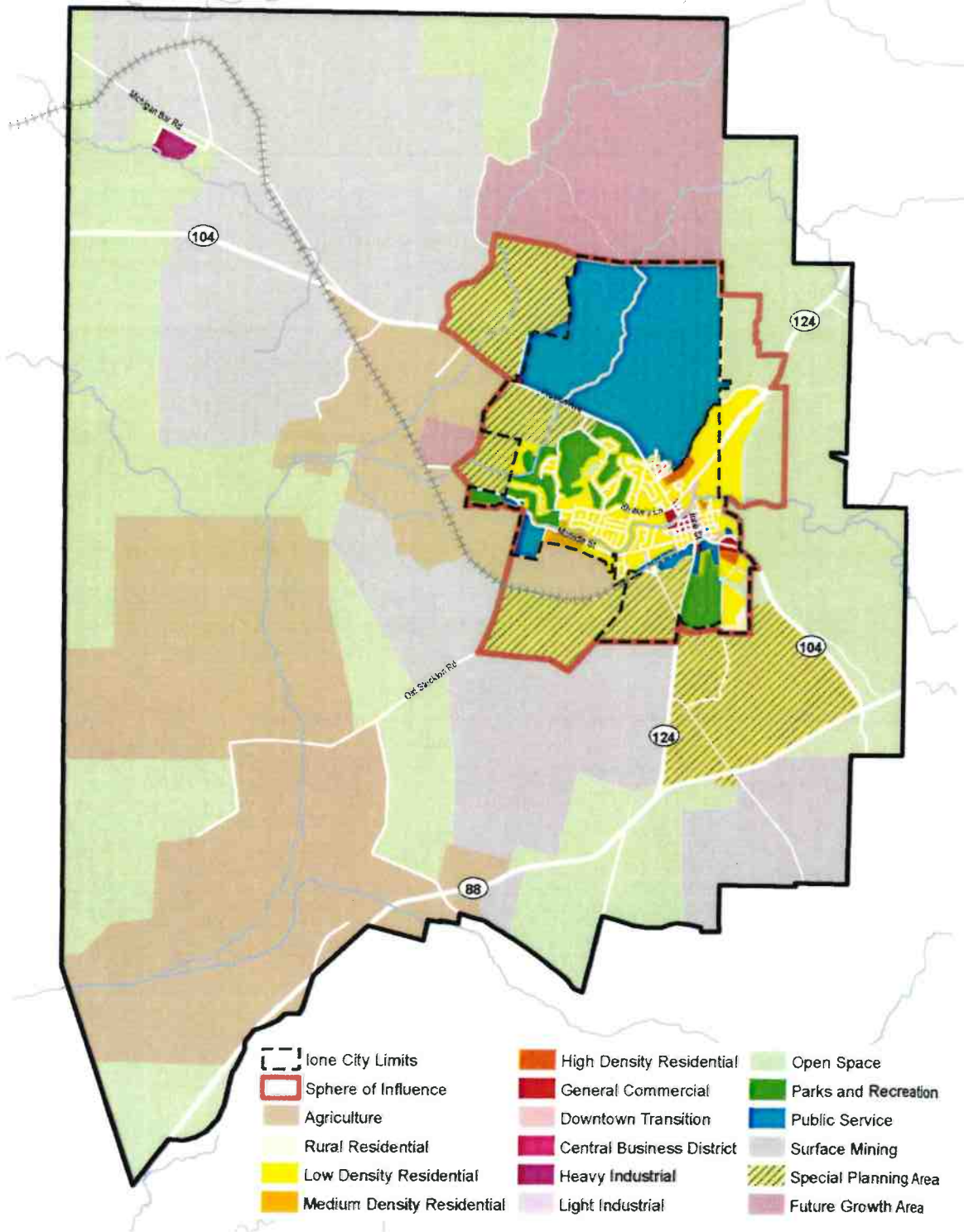
- Castle Oaks Gateway (see Policy LU-1.8)
- Downtown (see Policy LU-1.9)
- Industrial Park (see Policy LU-1.10)
- Old Stockton (see Policy LU-1.11)
- Preston Reuse (see Policy LU-1.12)
- Q Ranch (see Policy LU-1.13)
- Ringer Ranch (see Policy LU-1.14)
- Silva (see Policy LU-1.15)
- State Route 124 Corridor (see Policy LU-1.16)
- Triangle (see Policy LU-1.17)

Table 3-1 establishes the development potential for each of the 10 Policy Areas.

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FIGURE 3-12: GENERAL PLAN LAND USE MAP





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FIGURE 3-12A: GENERAL PLAN LAND USE MAP – CENTRAL AREA

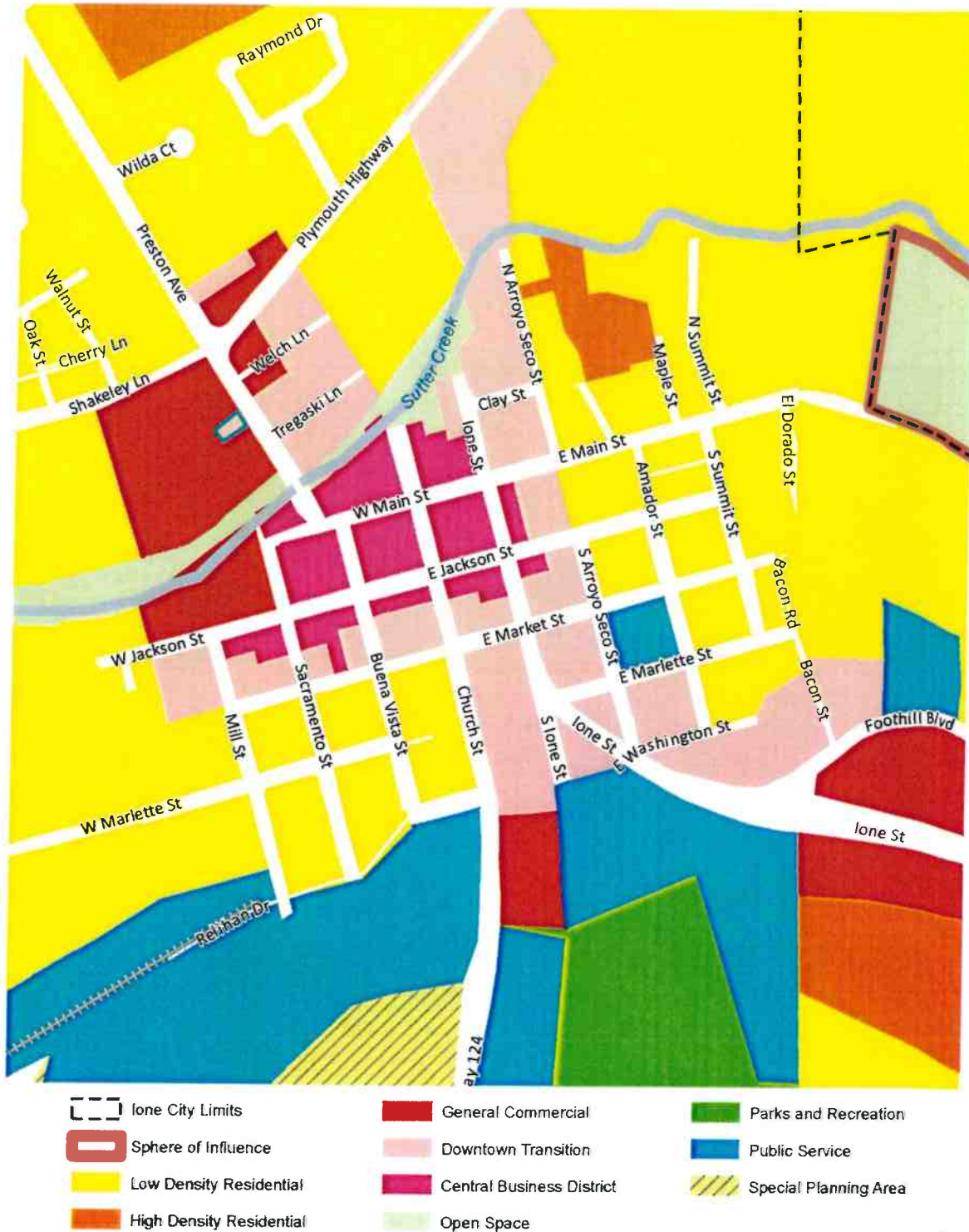
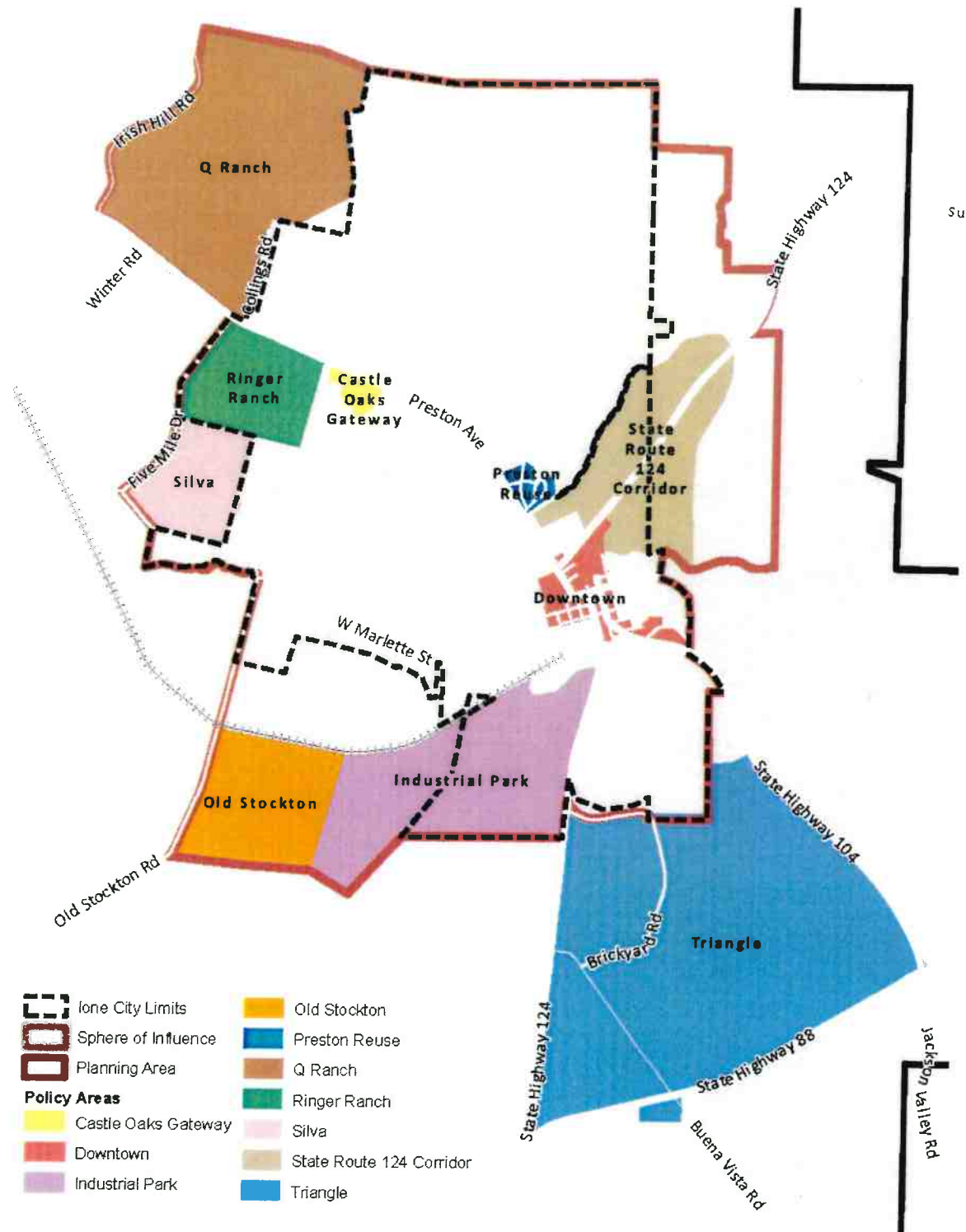




FIGURE 3-23: GENERAL PLAN POLICY AREAS





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FIGURE 3-43: CASTLE OAKS GATEWAY POLICY AREA





FIGURE 3-45: DOWNTOWN POLICY AREA

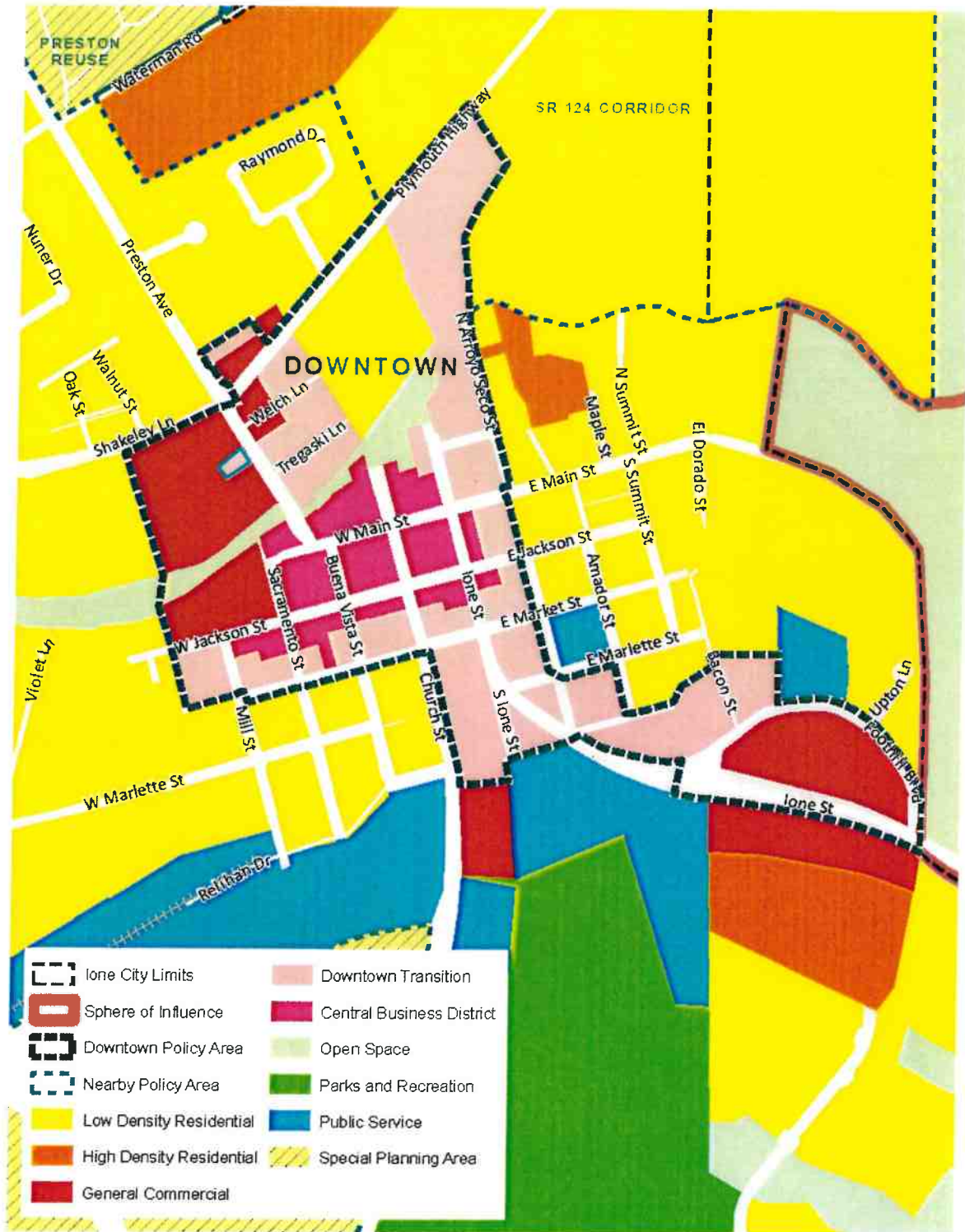
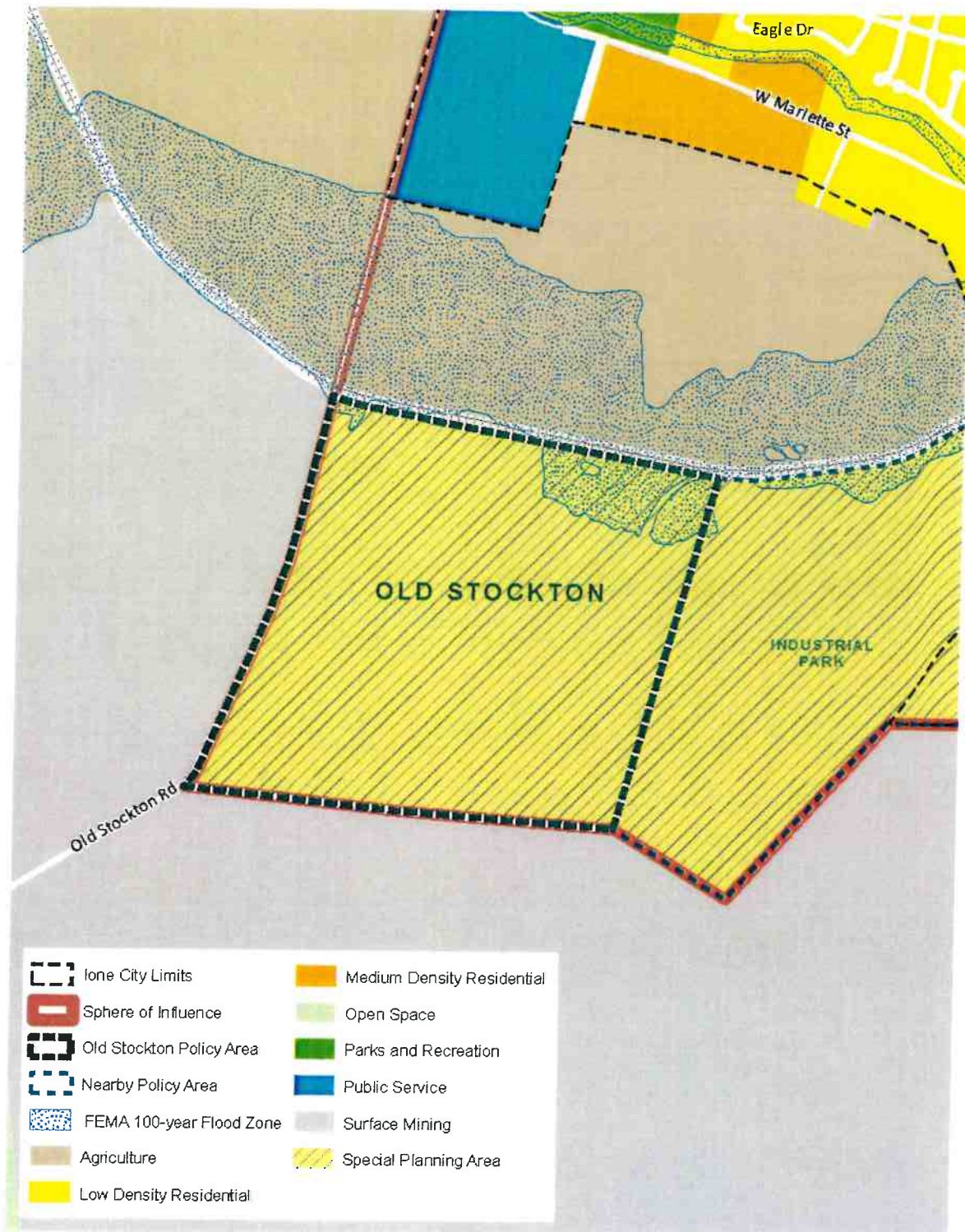




FIGURE 3-67: OLD STOCKTON POLICY AREA





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FIGURE 3-78: PRESTON REUSE POLICY AREA

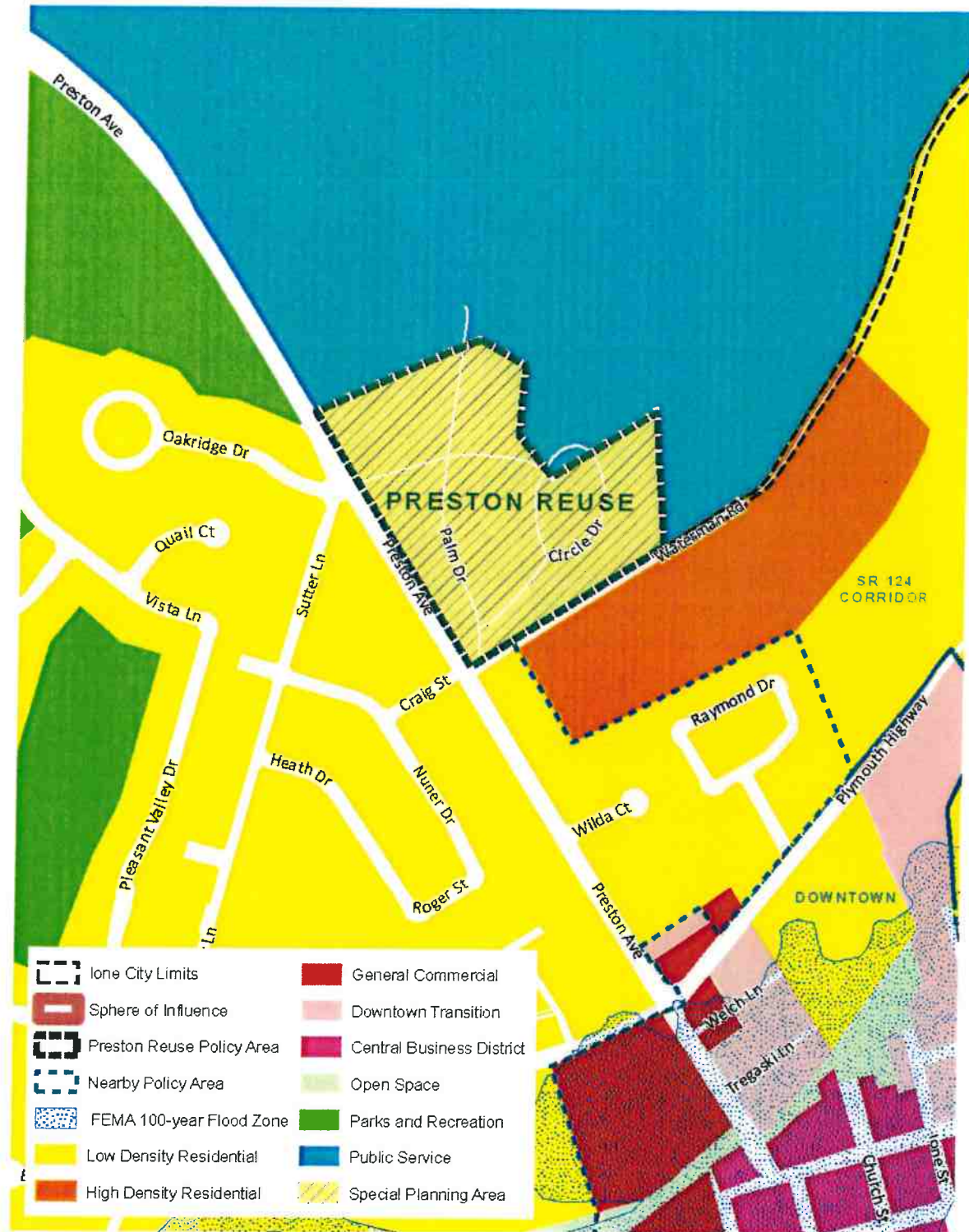
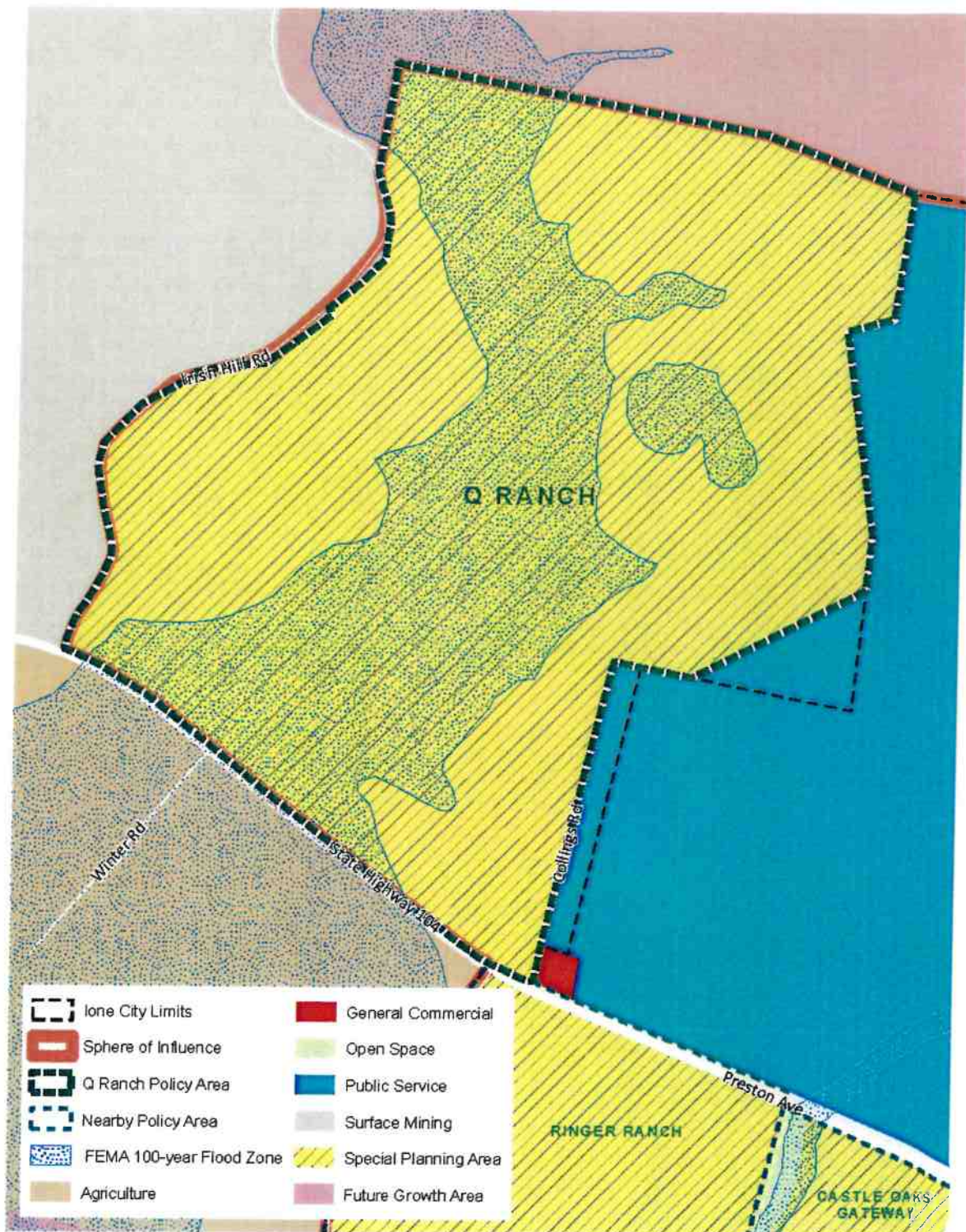




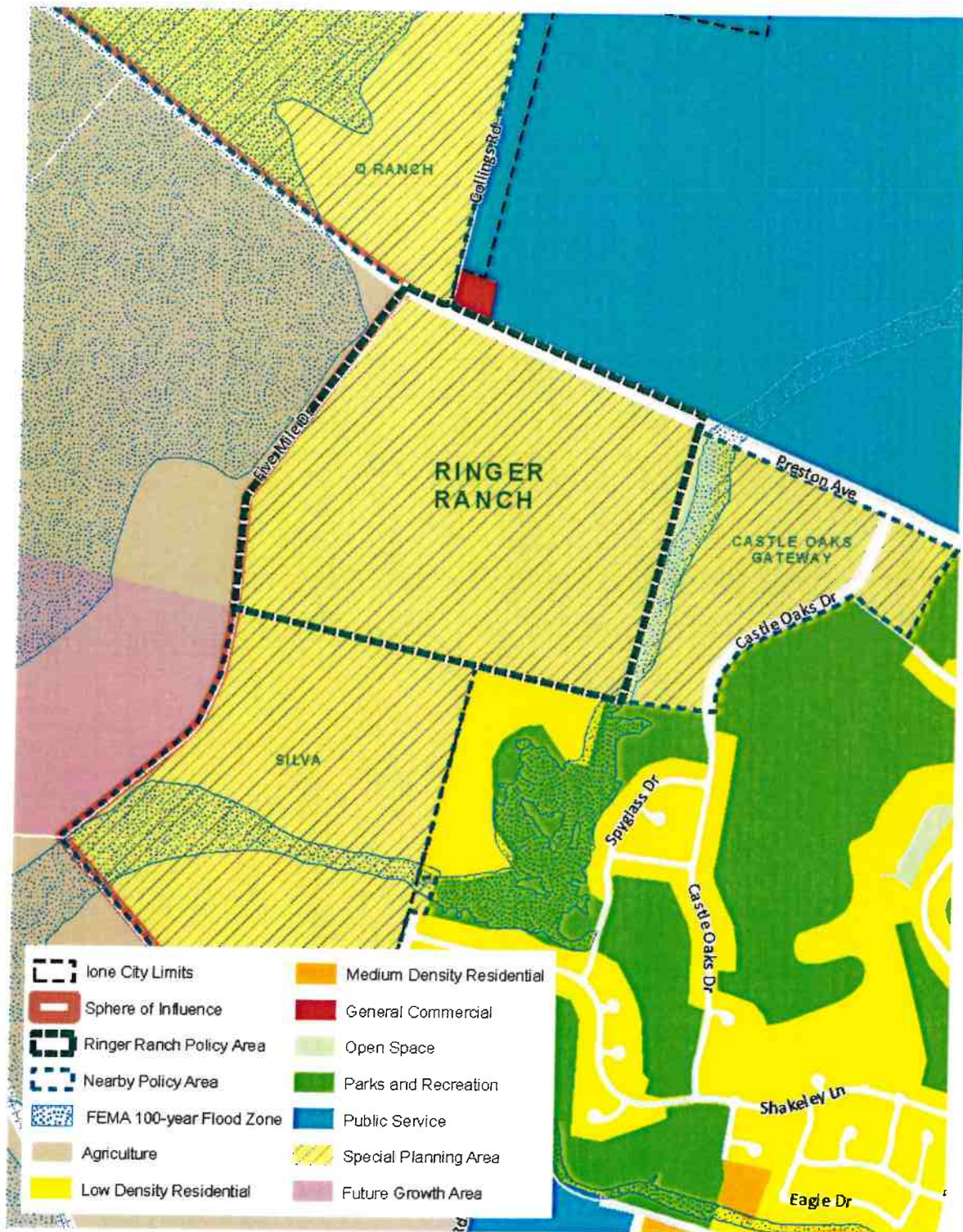
FIGURE 3-89: Q RANCH POLICY AREA





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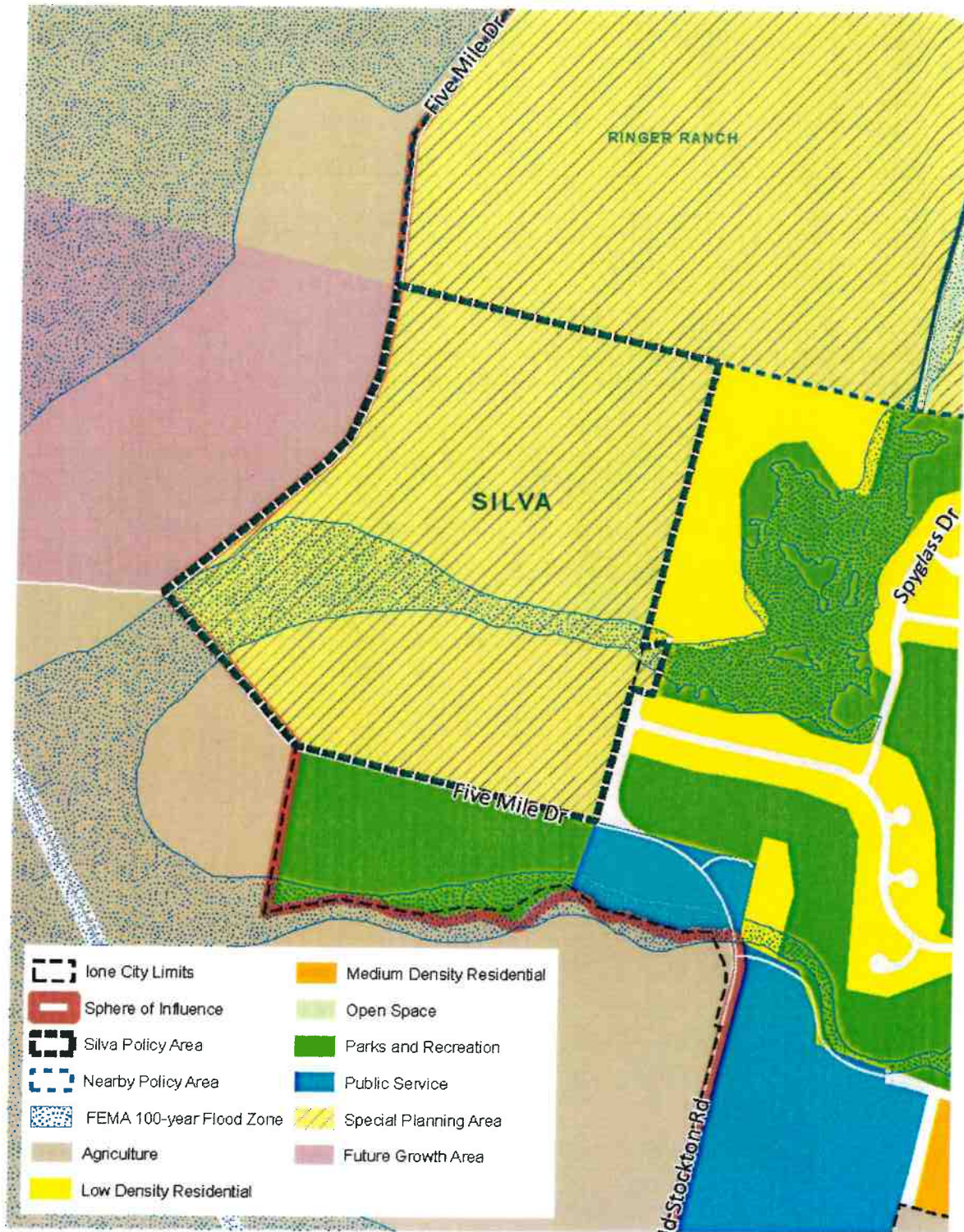
FIGURE 3-910: RINGER RANCH POLICY AREA



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FIGURE 3-101: SILVA POLICY AREA





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FIGURE 3-112: STATE ROUTE 124 CORRIDOR POLICY AREA

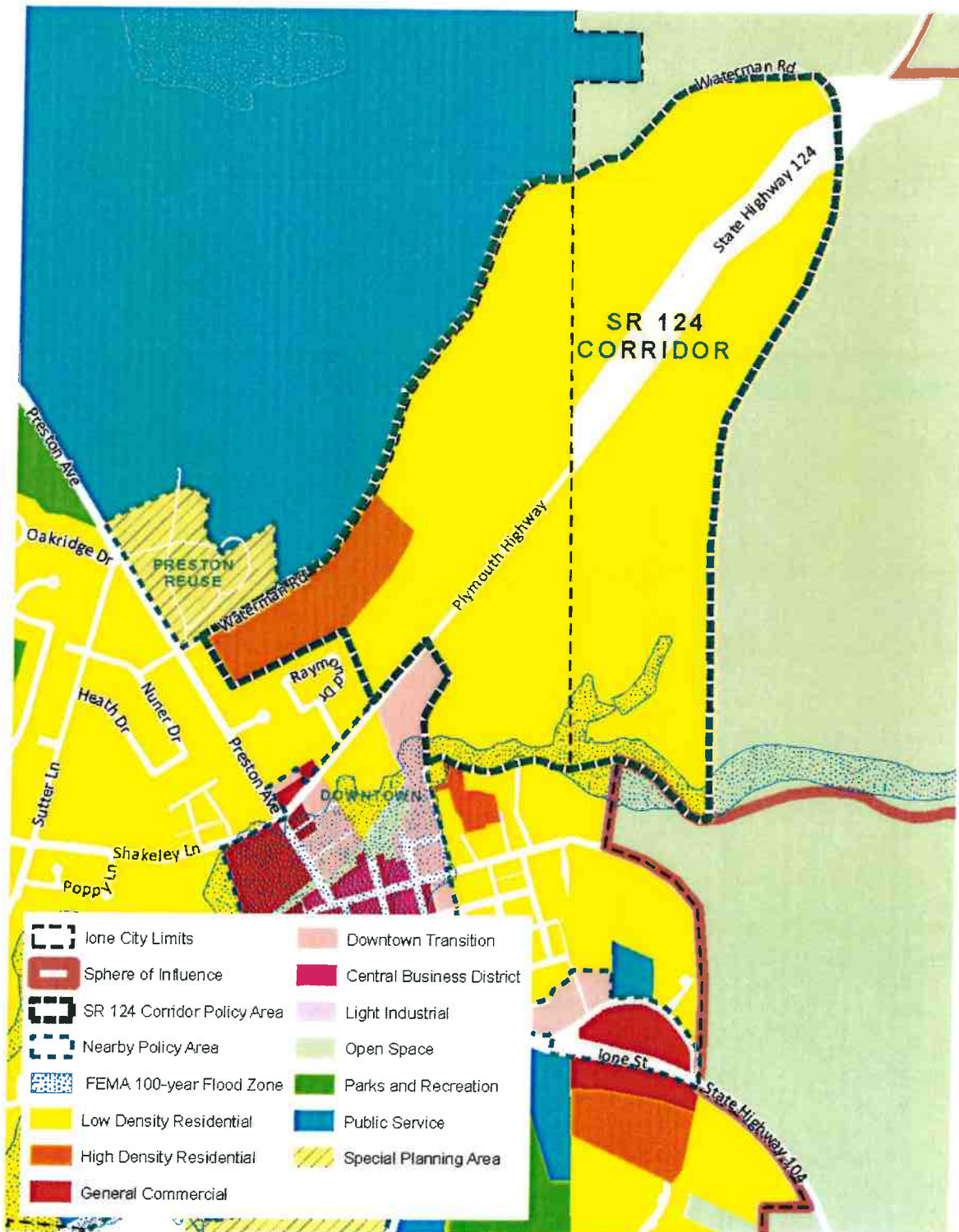
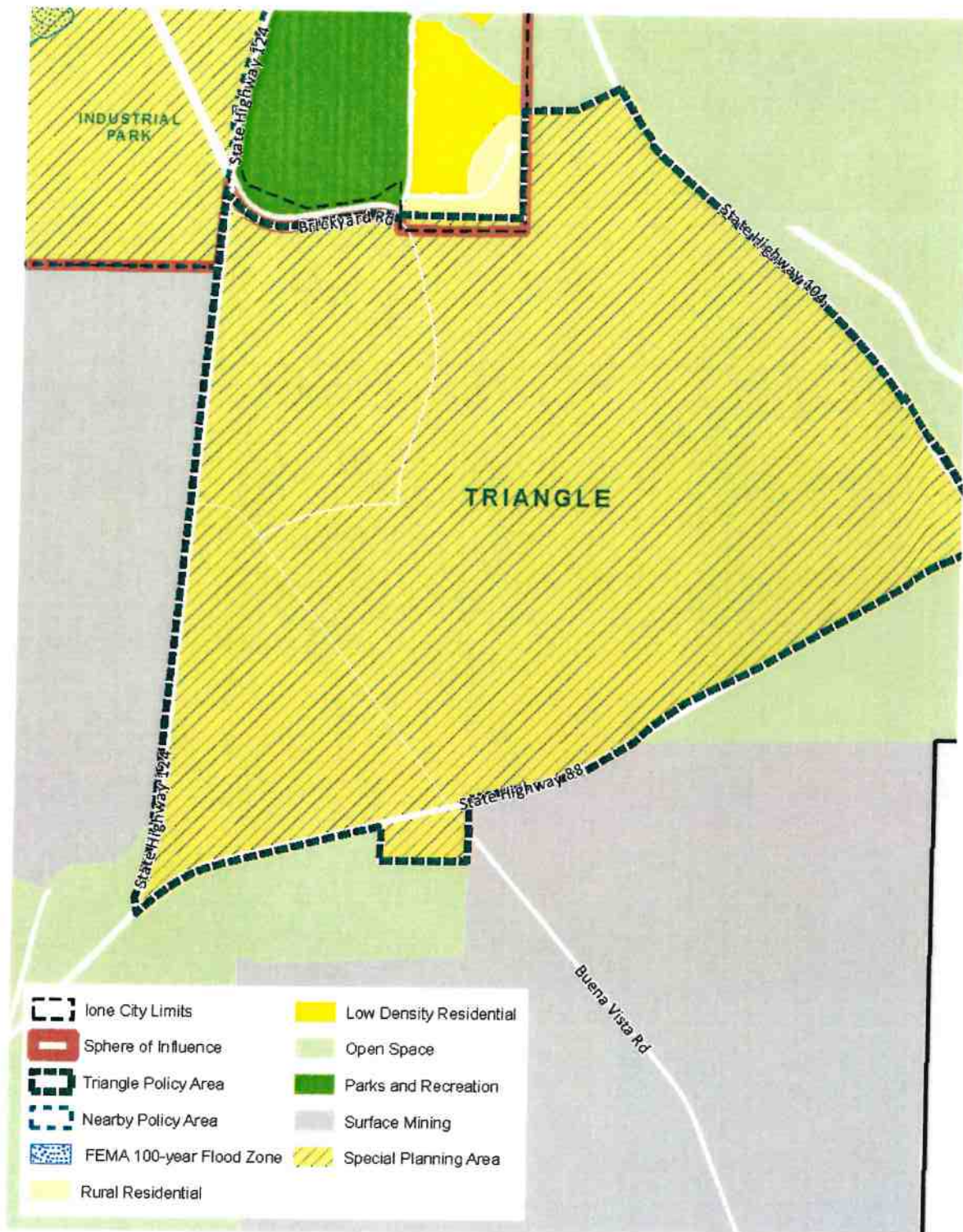




FIGURE 3-123: TRIANGLE POLICY AREA





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FIGURE 3-134: INDUSTRIAL PARK POLICY AREA CONCEPTUAL LAND USE PLAN

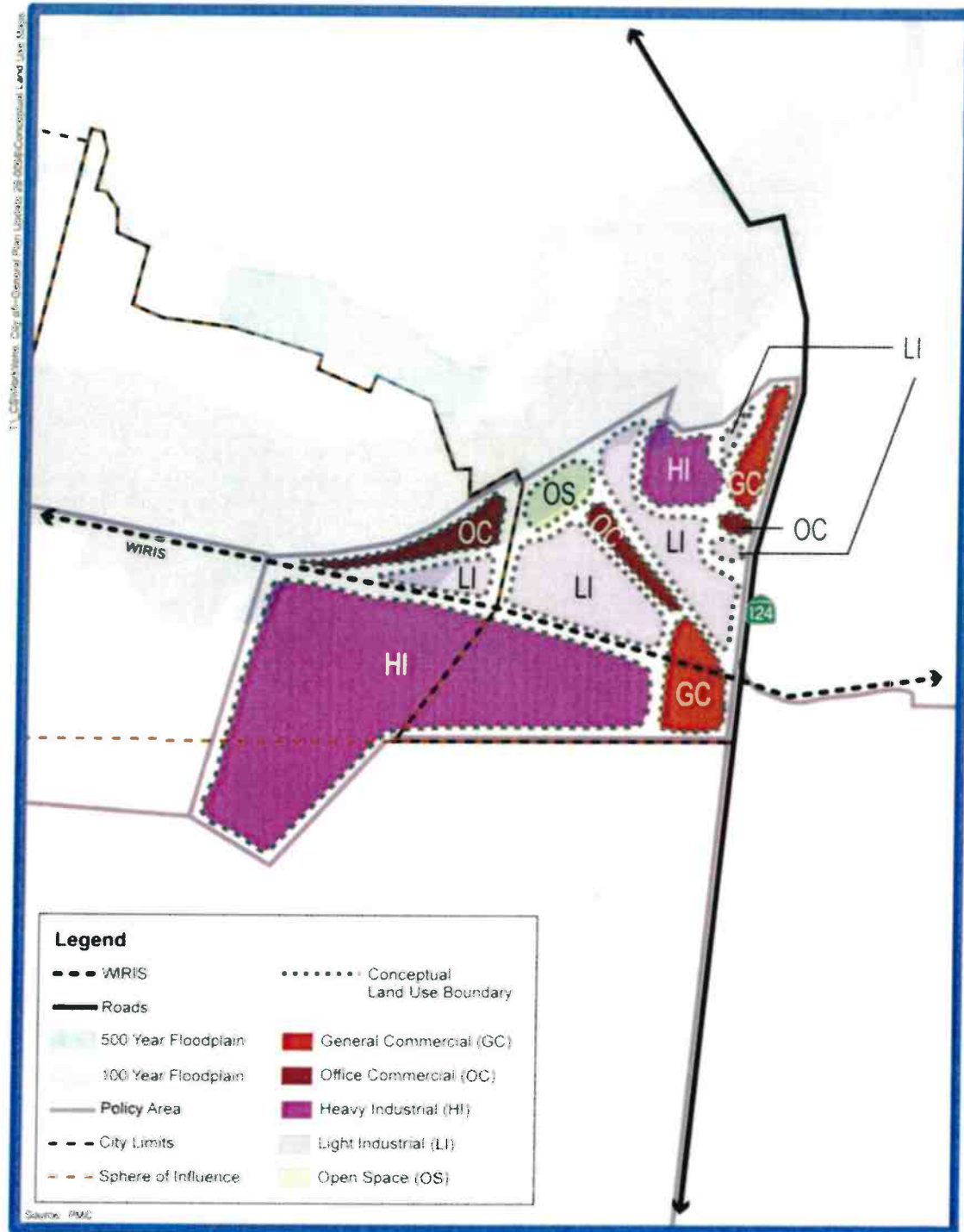
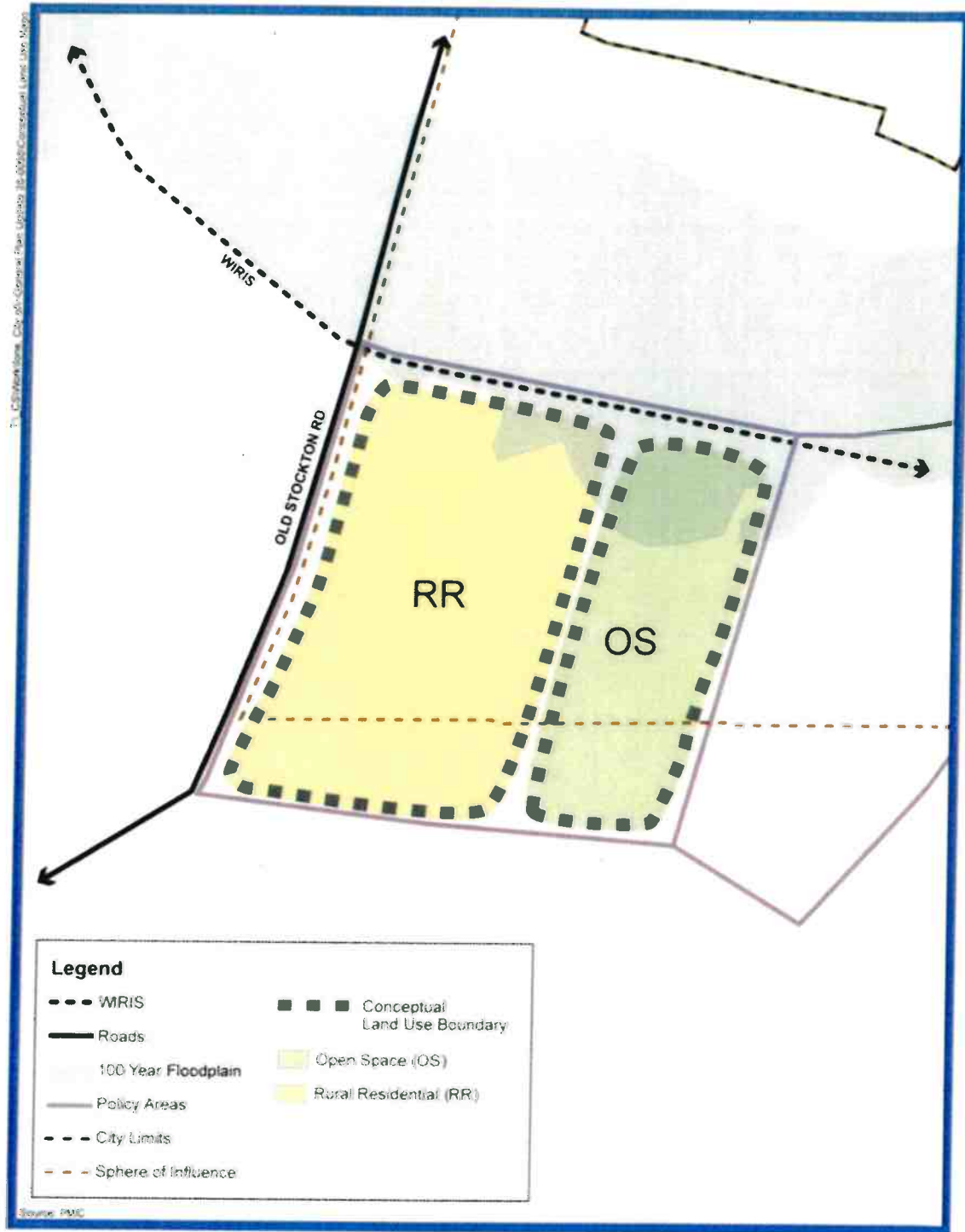




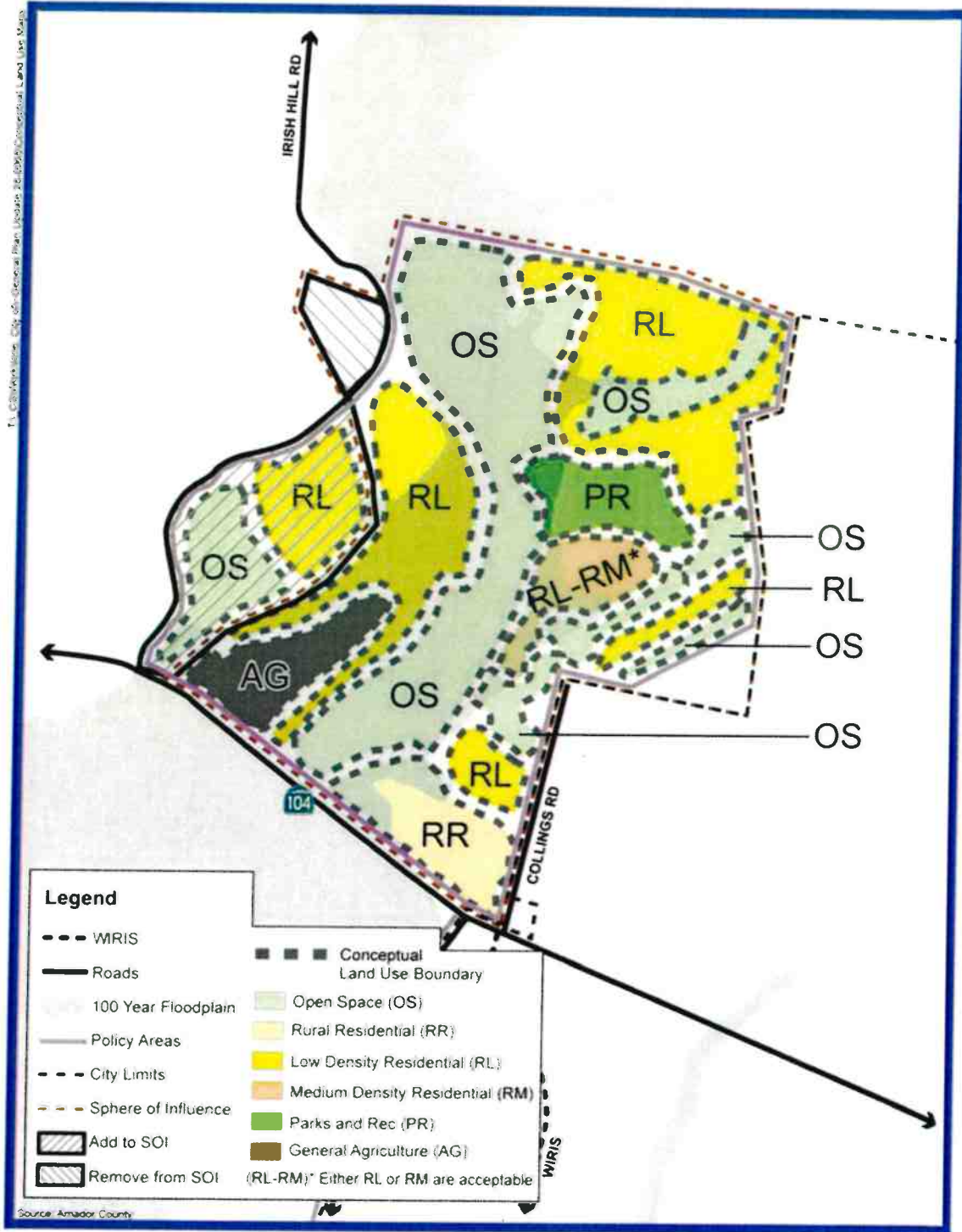
FIGURE 3-145: OLD STOCKTON POLICY AREA CONCEPTUAL LAND USE PLAN





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FIGURE 3-156: Q RANCH POLICY AREA CONCEPTUAL LAND USE PLAN



**TABLE 3-1:
POLICY AREA DEVELOPMENT POTENTIAL***

Policy Area	Acres (Estimate)	Dwelling Units	Commercial- Office Sq. Ft.	Commercial- Retail Sq. Ft.	Industrial Sq. Ft.	Average Residential Density
Castle Oaks Gateway	5214	210	See Commercial- Retail	70100,000 (retail shopping, commercial business, and/or & office and professional total)	0	5.0 for RL; 12.0 for RM; 20.0 for RH
Downtown	75	--	--**	--**	--	--
Industrial Park	348	--	2,012,472	1,439,658	6,137,604	--
Old Stockton	190	119	--	0	0	1.0
Preston Reuse	17	25	760,000	--	0	5.0
Q Ranch	439	850	--	0	0	1.0 - 2.0 for RR, 5.0 for RL, 12.0 for RM
Ringer Ranch	139	670	See Commercial- Retail	50,000 (retail & office total)	0	5.0
Silva	105	552	See Commercial- Retail	20,000 (retail & office total)	0	5.0
124 Corridor	247	1,176 RL 326 RH	--	0	0	5.0 for RL; 20.0 for RH
Triangle	990	0	2,450,000	610,000	4,170,000	--

* Note: This table represents maximum development potential for each Policy Area. Each Policy Area may have all of the development listed in the row corresponding to the Policy Area. ** Commercial Office and Commercial Retail are located in the Downtown but not quantified in this table.



LAND USE ~~CLASSIFICATIONS~~ DESIGNATIONS

The City's land use designations reflect the City's Land Use Principles. Land use designations are organized into categories of agriculture, residential, commercial, public/quasi-public and open space, industrial, and other designations, which are applied to individual properties as shown on the General Plan Land Use Map. Development standards corresponding to each land use designation reflect desired development patterns throughout the City.

~~PROPOSED LAND USE DESIGNATIONS~~

Agriculture Categories

~~General Agriculture (AG)~~

The ~~General Agriculture~~ designation is for lands set aside for agricultural production. Sites within this category are considered economically viable for farming operations. Ideal properties for the ~~General Agriculture~~ category include farmland designated by the State of California as Williamson Act-Prime Farmland, Prime Farmland, Farmland of Statewide Importance, and Unique Farmland.

Residential Categories

Rural Residential (RR)

The Rural Residential category is designed as a transition category between agricultural activities and residential uses. The Rural Residential designation is intended to be located along the edge of the City, where urban development meets the rural portions of the region. Residential units are permitted on 0.5-10 acre lots. The allowed density range of residential development is between 0.1 and 2.0 units per net acre.

Low Density Residential (RL)

The Low Density Residential category represents the traditional single-family neighborhood. Development within these areas is limited to detached single-family homes and accessory residential uses that have low intensity characteristics, including ~~second residential~~ accessory dwelling units and home occupations. Additionally, schools, day-care centers, places of religious assembly and nursing homes may be permitted. Pocket parks and neighborhood parks should be provided in new Low Density Residential developments at a ratio of five acres of total parkland per 1,000 population. This is the predominant land use category of the City's residential areas. Density range is 2.1-7.0 units per net acre.

Medium Density Residential (RM)

The Medium Density Residential category is characterized by small lot single-family ~~detached~~ or attached (e.g., town homes, duplex and triplex units), and small apartment complexes. Uses that are ancillary to multi-family residential uses include schools, day care centers, places of religious assembly, and nursing homes. Pocket parks and neighborhood parks should be provided in new Medium Density Residential developments at a ratio of five acres of total parkland per 1,000 population. Density range is 7.1-15 units per net acre. ~~Minimum lot size is 4,000 SF.~~



High Density Residential (RH)

High density residential is the most urban residential category available. The predominant style of development is larger multi-family housing complexes, including apartments and condominiums. Parking for these facilities is usually provided in traditional surface lots located around the complex. At higher densities, parking may be in a parking structure, underground, or tuck-under. Pocket parks and neighborhood parks should be provided in new High Density Residential developments at a ratio of five acres of total parkland per 1,000 population. Density range is a minimum of 15.1 units per net acre to a maximum of 25.0 units per net acre; ~~however developments with a density bonus, as allowed under State law, may be allowed to exceed the 25.0 unit per acre maximum.~~

Commercial Categories

Central Business District (CBD)

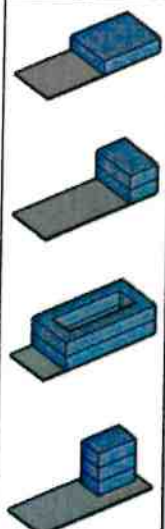
The Central Business District is characterized by a vertically and/or horizontally integrated mix of retail, office, professional, and service uses that serve daily shopping needs. Retail and community-oriented service uses will generally dominate the ground floor. Types of uses include:

- Neighborhood Market
- Neighborhood drug store
- Banks
- Restaurants/Pubs/Coffee Shops
- Clothing stores
- Services (e.g., hair salon, barber, florist, pet store, etc.)
- Theatre
- Medical, legal, financial, and other professional and administrative offices
- Lodging
- Public offices
- Apartments (rental) and condominiums (ownership), as residential-over-retail

Development is pedestrian friendly with gathering places for both daytime and nighttime activities. When residential uses are present in the CBD, the minimum density allowed is 7.1 units per acre and the maximum allowed density is 25.0 units per acre. The Floor Area Ratio (FAR) within the Central Business District will range from a minimum of 0.5 to a maximum of 3.5.

General Commercial (GC)

General Commercial land use designation provides commercial businesses and tourist-oriented services. Typical uses include retail stores, entertainment, indoor recreational facilities, lodging, warehousing, wholesale trade, gas stations, automobile sales and service. Office uses may also be allowed, but are not the predominant use. Lands classified General Commercial should be served by the publicly maintained circulation network



Floor Area Ratio: Floor area ratio (FAR) expresses the intensity of use on a lot. The FAR represents the ratio between the total gross floor area of all buildings on a lot and the total land area of that lot. For example, a 20,000 squarefoot building on a 40,000 square foot lot yields a FAR of 0.50:1. A 0.50:1 FAR describes a single-story building that covers half of the lot, or a two-story building covering approximately one-quarter of the lot. See figure to left.



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and should be situated in locations where future growth is anticipated. ~~Allowed~~ FARs ~~will range~~ from a minimum of 0.25 to a maximum of 1.0.

Downtown Transition (DT)

The Downtown Transition land use designation is intended as a transitional land use category from existing residential uses to more intensive commercial ~~and community-oriented~~ uses. The designation respects the existing residential nature of the area but recognizes that market demands and ~~land-owner~~ desires will drive conversion of the property to commercial office and/or retail. As such, existing residential uses are allowed to continue in perpetuity, existing homes may be remodeled, expanded, and/or replaced, and new homes on vacant lots may be built. Further, properties may be developed or redeveloped into commercial uses either through the conversion of residential structures to commercial operation or wholesale redevelopment of parcels with new commercial structures. The mixing of commercial and residential uses, either vertically or horizontally, on the same parcel is also permissible. Desirable commercial uses include office and retail that respects the existing residential character of the area, such as small medical offices (e.g., dental, chiropractic), small office professional, limited personal services, minor and ~~small-scale~~ manufacturing and services (e.g., cabinetry, woodworking), and limited retail (e.g., smaller tenant spaces). This category also recognizes that the conversion of existing residential structures may require changes in Building Code occupancy ratings, Site Plan Review, or similar discretionary review process for building construction, and completion of the Conditional Use Permit process ~~on a case-by-case basis where required by the Zoning Code.~~ Compliance with Zoning Code standards for off-street parking, lighting, landscaping, use compatibility, and other factors as relevant, ~~is required are also applicable.~~ The maximum FAR allowed is 1.5. ~~Where~~ residential uses are ~~permitted developed~~, the allowed density range is ~~between 3.1 and up to~~ 25.0 units per acre.

~~Note: In order to be fully implemented, this land use designation will require the creation of a new Zoning District and the rezoning of effected parcels to this new commercially-oriented district.~~

Office -Commercial (OC)

The Office Commercial land use designation is characterized predominantly by office professional uses with minor, supporting commercial uses. This designation allows for a variety of office uses, including medical, legal, financial, and other professional and administrative offices. Other permitted uses may include small, accessory-level commercial uses that support the principal office uses such as day care facilities, small eateries, and coffee shops. ~~Allowed~~ Floor area ratios ~~will range~~ from 0.35 to a maximum of 1.5.

Public and Open Space Categories

Public Service (PS)

The Public Service category covers a variety of public, quasi-public, and public utility sites used to provide public services. While the list of possible uses includes civic buildings; schools, and colleges; religious institutions; museums; cemeteries; power substations, water and sewer facilities and corporation yards, these uses may be located in other Land Use category as identified. Major, permanent, facilities should be identified with the Public Service category. In new development areas, this designation shall be used to ensure adequate sites are provided for utility facilities (e.g., water tanks, electric substations).

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Parks and Recreation (PR)

This designation includes lands suitable for park development, which can be integrated into Commercial or Residential areas, and provide indoor and outdoor recreation opportunities for residents and visitors. This category includes regional parks (Howard Park) and community-wide park services that support a variety of activities from picnicking to playgrounds to organized sports.

Open Space (OS)

Land within the Open Space category is intended to apply to lands not suited for development or to lands most valuable in their undeveloped natural state. This designation includes areas set aside for (1) the preservation of natural resources, such as wildlife habitat, (2) use as passive outdoor recreation, which may include trails, and (3) public health and safety areas where natural hazards exist, such as floodplains. In the case of Open Space areas adjacent to and integrated with General-Agricultural land area, the open space may be used as grazing land.

Industrial Categories

Light Industrial (LI)

Uses within the Light Industrial category generally include industrial or manufacturing activities that occur entirely within an enclosed building. This category also includes-allows warehousing, fabrication, assembly, distribution of consumer goods corporation yards, auto-repair or other uses which do not create excessive noise, smoke, odors, or other objectionable nuisances to adjacent non-industrial zoned areas. Employee intensive operations (e.g., research and development) are permitted. FARs will range from a minimum of 0.25 to a maximum of 0.75.

Heavy Industrial (HI)

Uses within the Heavy Industrial category include industrial or manufacturing activities that may occur inside or outside of a building or structure. This designation is intended to accommodate more intense industrial uses than the Light Industrial areas. Uses permitted in this designation include manufacturing and lumber processing. Parcels will normally be larger than for light industrial uses to provide ample room for operations as well as buffers and screening from adjacent non-industrial uses. FARs will range from a minimum of 0.10 to a maximum of 0.75.

Surface Mining (SM)

This category is a long-term designation that applies to areas where surface mining and mineral extraction activities will be occurring for more than ten years.

Special Categories

Special Planning Area (SPA)

The Special Planning Area designation represents potential areas of new growth within Ione. These areas require a more specific level of policy direction to direct future growth, protect the unique characteristics of each area, and guide future development. A Special Planning Area includes a mixture of residential uses (at varying densities), commercial activities, parks, and other uses as described in text and/or graphics within the General Plan. The exact land plan for the each SPA(+) is to be created and refined through the adoption of a Specific Plan or Planned Development Master Plan. Development must be approved by the Planning Commission and the City Council.



Future Growth Area (FGA)

The Future Growth Area designation **represents** potential areas of new growth. An area identified as a Future Growth Area has the potential for future development after the majority of existing land designated in the General Plan for residential use has been developed or entitled. The City may accept an application for development of an FGA at an earlier point if development of the FGA creates a significant public benefit for Ione that could not be secured through development of other property within the City or its adopted Sphere of Influence. The General Plan includes basic policies and a vision for the FGAs, which applications must be consistent with, but will require a General Plan Amendment to ~~fully~~ adopt. These areas require a more specific level of policy direction, such as being comprehensively planned and developed through the use of Specific Plans or Planned Developments. As such, growth in an FGA this area must be reviewed by the Planning Commission and approved by the ~~Planning Commission and the~~ City Council.

LAND USE DEVELOPMENT STANDARDS

State General Plan law requires that the Land Use Element specify the maximum densities and intensities permitted within the Land Use Plan. The land use designations shown on the Land Use Map are described in detail in this Element. **Table 3-2** lists each of the land uses designations shown on the Land Use Map and provides a corresponding indication of maximum density or intensity of development, and minimum and maximum floor area ratio. Maximum allowable development on individual parcels of land is governed by these measures of density or intensity as listed below.

**TABLE 3-2:
LAND USE DEVELOPMENT STANDARDS**

Land Use Category	Minimum Parcel Size (square feet or acres)	Maximum Parcel Size (acres)	Minimum Residential Density (du/ac)	Maximum Residential Density (du/ac)	Minimum FAR	Maximum FAR
General Agriculture	-	-	-	-	-	-
Rural Residential	0.5 acres	10	0.1	2.0	-	-
Low Density Residential	-	-	2.1	7.0	-	-
Medium Density Residential	-	-	7.1	15	-	-
High Density Residential	-	-	15.1	25.0 ¹	-	-
Central Business District	-	-	7.1	25.0 ¹	0.5	3.5
General Commercial	-	-	-	-	0.25	1.0
Downtown Transition	-	-	3.1	25.0 ¹	-	1.5
Office-Commercial	-	-	-	-	0.35	1.5
Public Service	-	-	-	-	-	-
Parks and Recreation	-	-	-	-	-	-
Open Space	-	-	-	-	-	-
Light Industrial	-	-	-	-	-	-
Heavy Industrial	-	-	-	-	0.25	0.75
Surface Mining	-	-	-	-	0.10	0.75
Special Planning Area	-	-	-	-	-	-
Future Growth Area	-	-	-	-	-	-

Notes:

- 1- Density bonus consistent with State law may be allowed to exceed the 25.0 unit per acre maximum is based on maximum units allowed per net acre.
- 2- Population density projected for land use designations is assumed to average 2.45 persons per household.



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LAND USE POTENTIAL

Table 3-3 provides a summary of acreage (including percentages) for land with development potential within the City limits, land outside the City limits, and total Planning Area. **Table 3-4** provides a breakdown of acreage by individual land use category for land within the City limits, the Sphere of Influence, and the entire Planning Area, and compares the proposed land uses to existing land uses.

The land use potential results in a jobs/housing balance of approximately 1.8, or roughly 12,800 jobs and about 7,000 housing units. As a general rule of thumb, a 1.0 jobs/housing ratio is considered a well-balanced community, although this varies depending on a City's demographics and other factors. 1.8 represents a plentiful number of jobs and is a desirable ratio for the City to strive toward.

The total land use potential is not anticipated to be developed for many decades, however, and is likely to occur gradually, with only a portion of the development anticipated to occur prior to the year 2030.

**TABLE 3-3:
SUMMARY OF DEVELOPMENT POTENTIAL**

	City		Outside of City		Total (General Plan Planning Area)	
	Total	% of Total	Total	% of Total	Total	% of Total
Acres Designated For Development	2,873	9%	10,337	33%	31,768	100%

Note: "Development potential" for purposes of this table includes all General Plan land use designations except for Agricultural and Open Space.

**TABLE 3-4:
SUMMARY OF GENERAL PLAN LAND USE DESIGNATIONS (IN ACRES)**

General Plan Land Use Designation	City	SOI	Planning Area	Total
Mixed Use				
Downtown Transition	26.835	0.0—	0.0—	26.833
Central Business District	7.412	0.0—	0.0—	7.412
Commercial				
General Commercial	21.921	0.02	0.0—	21.923
Office Commercial	--	--	--	--
Industrial				
Heavy Industrial	0.0—	0.0—	43.944	43.944
Light Industrial	2.52	0.0—	0.0—	2.52
Surface Mining	0.0—	2.7—	8,086.18,281	8,088.88,281
Public and Quasi-Public				
Open Space	29.528	353.0361	8,700.210,887	9,082.711,276

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Parks and Recreation	336.7325	5.31	0.024	342.0350
Public Services	1,326.51,295	20.252	0.09	1,346.71,356
Residential				
Rural Residential	13.818	0.0—	0.0—	13.818
Low Density Residential	598.5702	124.7136	0.0—	723.2838
Medium Density Residential	25.226	0.0—	0.0—	25.226
High Density Residential	26.528	0.4—	0.0—	26.928
Growth Areas				
Special Planning Area	389.2407	908.6798	983.7990	2,281.52,195
Future Growth Area	0.0—	0.0—	2.161.3—	2,161.3
Other				
General Agriculture	0.4—	182.4186	6,879.87,096	7,062.67,282
Right-of-Way (not a designation)	150.1	45.8	264.8	460.8
TOTAL	2,955.12,901	1,643.21,536	27,119.927,3	31,718.231,7
			31	68

Source: ~~PMC~~, City of Ione, Amador County Tax Assessor's office

Notes: City acreages include acreages within the City limits only. SOI include acreages outside the City limits but within the SOI boundaries. Planning Area acreages are those outside of the SOI and do not include acreages within the SOI or City limits.

GENERAL PLAN AND ZONING CONSISTENCY

The Zoning Code serves as the primary tool for implementing the City's General Plan land use policy. State planning law requires the Zoning Code to be consistent with the General Plan. Each General Plan land use category must have one or more corresponding zoning district, and the development standards and land use regulations contained in the Zoning Code must reflect the policy statements in the Land Use Element. While the General Plan may be somewhat broad in its discussion of permitted land uses and development intensities, zoning provisions must identify specific regulations so that property owners and developers can determine how particular properties can be used and developed. The following table (3-5) identifies the relationships between land use categories and zoning districts.

TABLE 3-5:

GENERAL PLAN/ZONING CONSISTENCY

General Plan Land Use Category	Zoning Code Designation ¹
General Agriculture (GA)	Agricultural (A)
Public Service (PS)	Public Facilities (PF)
Parks and Rec (PR)	Parks and Community Services (PCS); Public parks may also be allowed in residential zoning districts
Open Space (OS)	Open Space (O-S)
Rural Residential (RR)	One-family dwelling (R-1c)
Low Density Residential (RL)	One-family dwelling (R-1a, R-1b); Limited multiple-



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	family dwelling: (R-2)
Medium Density Residential (RM)	Limited multiple-family dwelling (R-2); Multiple-family dwelling (R-3)
High Density Residential (RH)	High density multiple-family dwelling (R-4)
Downtown Transition (DT)	Limited multiple-family dwelling (R-2); Commercial-Transition (C-T)
Central Business District (CBD)	Central Business District (C-2)
General Commercial (GC)	Light commercial (C-1); Heavy commercial (C-3)
Office Commercial (OC)	Business professional (BP)
Special Planning Area (SPA)	All
Future Growth Area (FGA)	All
Light Industrial (LI)	Limited manufacturing and industrial (M-1)
Heavy Industrial (HI)	Heavy industrial and mining (M-2)
Surface Mining (SM)	Heavy industrial and mining (M-2)

Note:

- 1 This list includes base zoning districts. Generally, overlay districts are consistent with all General Plan land use categories and may be restricted to certain base zoning districts as stipulated in adopting ordinances.

GOALS, POLICIES, AND ACTIONS

The goals of this Element are as follows and are listed subsequently with corresponding policies and actions.

GOAL LU-1: Establish growth patterns that enhance the quality of life in Ione and contribute to a balanced community.

Policy LU-1.1: Ensure future land use and growth within the Planning Area adheres to the City's Land Use Principles, as described in this Element.

Action LU-1.1.1: Amend the Zoning Code to ~~promote~~include the City's Land Use Principles, as appropriate.

Policy LU-1.2: Use Master Plans, Specific Plans, and development projects to promote pedestrian and bicycle movement via direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area. (Cross reference: CIR 2.2, CIR 2.3, CIR 2.4, CIR 2.5, CIR 2.6, CIR 2.7, CIR 2.8)

Policy LU-1.3: Phase growth based on infrastructure capacity, infrastructure financing, availability of public services, and the timing of the design, approval/permitting, and



construction of transportation facilities and other infrastructure. (*Cross reference: PF 1.1.1, PF 1.2, CIR 1.1*)

Action LU-1.3.1: Require market studies, financing plans, phasing plans, and other associated studies, as needed, for all new major development applications of 50 or more residential units in order to evaluate the need for these projects, their compliance with established City policies, and the impact of the development on the City and service providers.

Policy LU-1.4: Work with the Amador Local Agency Formation Commission to establish and update a Sphere of Influence that reflects the City's plans for growth and expansion. (*Cross reference: CIR 1.1, ED 1.1.3, LU 1.10, LU 1.11, LU 1.13, LU 1.15, LU 1.17*)

Action LU-1.4.1: All applications for annexations, including but not limited to Policy Areas and Future Growth Areas ~~(FGA)~~, shall include a comprehensive land use plan for the affected territory, including pre-zoning and a plan for infrastructure financing and phasing. In considering applications for annexation, the City shall consider whether the annexation will accomplish all of the following:

- Constitute fiscally sound additions to the existing City;
- Be consistent with state law and Local Agency Formation Commission policies, standards, and criteria;
- Preserve neighborhood identities;
- Ensure both land use and circulation connections to the City so as to avoid isolated development with little land use and circulation relationship to the City;
- Ensure the provision of adequate municipal services; and
- Be consistent with General Plan land use policies.

Policy LU-1.5: Annexations, including but not limited to Policy Areas and Future Growth Areas ~~(FGA)~~, should contribute to the orderly planning of the community, including promoting the City's ultimate community vision and ensuring a well-designed circulation system. (*Cross reference: CIR 1.1, ED 1.1.3, LU 1.10, LU 1.11, LU 1.13, LU 1.15, LU 1.17*)

Policy LU-1.6: Encourage landowner and/or resident-initiated annexations that are consistent with the City's policies and the intent of this General Plan.

Policy LU-1.7: Implement the Policy Area Plan, depicted as **Figure 3-3**. Although shown as defined lines, the exact land uses within a Policy Area may be adjusted slightly at the City's discretion to reflect subsequent more detailed land use planning to ensure implementation consistent with the General Plan. Such changes shall not be considered an amendment to this General Plan.

Policy LU-1.8: Implement the **Castle Oaks Gateway Policy Area Land Use Vision and Policy**, which is as follows: (*Cross reference: CO 2.1.2, CO 2.4, CO 8.3, CO 9.2*)



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The Castle Oaks Gateway Policy Area is located along existing State Route 104 across from Mule Creek State Prison. The total property is approximately

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52-14 acres in size. On the west side is Mule Creek; on the south and east are



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developed areas of the Castle Oaks subdivision and the Castle Oaks Golf Course. The property is nearly flat with few trees. It is located within the City limits.

The land use policy and vision for Castle Oaks Gateway Policy Area is for commercial and residential uses, with a maximum capacity of 210 residential units and ~~70~~100,000 square feet of commercial retail and office uses. Commercial development shall be consistent with the General Commercial land use category. The residential units shall be a mix of Residential Low Density (~~RL~~) in the range of 2.1 to 7.0 units per net acre; Medium Density Residential (~~RM~~) in the range of 7.1 to 15 units per net acre; and High Density Residential (~~RH~~) in the range of 15.1 to 25 units per net acre.

Future land planning through amendment to the existing Castle Oaks Planned Development Master Plan is necessary in order to develop the property. The final land plan shall recognize the impact of development along and proximate to Mule Creek through the use of an open space preserve and/or additional development setbacks. The land plan should provide for easy public access to open space around Mule Creek (preferably full public access), accommodate a trail along the creek for pedestrians and bicycles, and provide linkages (pedestrian and bicycle) between the development and the creek trail and open space. The land plan shall also provide such linkages to the Castle Oaks golf course to the south.

Policy LU-1.9: Implement the **Downtown Policy Area Land Use Vision and Policy**, which is as follows: (*Cross reference: CIR 2.2, CIR 2.3, CIR 2.4, CO 2.4, CO 8.3, ED 3.1, ED 5.2, LU 3-1*)

The Downtown Policy Area extends north of State Route 124; west of South Mill Street; south to State Route 104; and east to North Arroyo Seco Street. State Routes 104 and 124, and Sutter Creek run through the Downtown. Main Street serves as the primary hub of the Downtown. The Downtown Policy Area is approximately 75 acres in size. It is characterized by commercial structures with historic architecture, general commercial uses, as well as residential uses and a small park. Truck traffic traveling through Downtown on SR-104 and SR-124 pose a safety hazard to pedestrians and structures within this area. Much of the Downtown falls within the 100-year floodplain.

The land use policy and vision for the Downtown Policy Area is to preserve the historic architecture and character of the area while allowing for intensification of retail, office, and residential uses to enhance the economic viability of the area and the area's vibrancy. Additional mixed-use development is anticipated in this area, with residential uses above first floor retail and commercial uses. General Plan land use designations for this area include a mix of Central Business District (~~CBD~~), Downtown Transition (~~DT~~), General Commercial (~~GC~~), Office Commercial (~~OC~~), High-Density Residential (~~RH~~), Low-Density Residential (~~RL~~), and Open Space (~~OS~~).

The Central Business District (~~CBD~~) land uses are characterized by a vertically and/or horizontally integrated mix of retail, office, professional, and service uses



that serve daily shopping needs. Retail uses will generally dominate the ground floor. Development is pedestrian friendly with gathering places for both daytime and nighttime activities. When residential uses are present in the CBD, the minimum density allowed is 7.1 units per acre and the maximum allowed density is 25.0 units per acre. The Floor Area Ratio (~~FAR~~) within the Central Business District will range from a minimum of 0.5 to a maximum of 3.5.

The Downtown Transition (~~DT~~) land use designation is intended as a transitional land use category from existing residential uses to more intensive commercial uses. The designation respects the existing residential nature of the area but recognizes that market demands and **land-owner** desires will drive conversion of the property to commercial office and/or retail. As such, existing residential uses are allowed to continue in perpetuity, and new homes on vacant lots may be built. Further, properties may be developed or redeveloped into commercial uses either through the conversion of residential structures to commercial operation or wholesale redevelopment of parcels with new **commercial structures**. The mixing of commercial and residential uses, either vertically or horizontally, on the same parcel is also permissible. The maximum FAR allowed is 1.5. When residential uses are developed, the allowed density range is between 3.1 and 25.0 units per acre.

Future **development planning for all or part of** this area ~~is necessary in the form of a~~ shall be consistent with the Downtown Master Plan or Specific Plan (Downtown Plan), ~~which shall continue to:~~

- ~~The Downtown Plan should~~ **Take** into consideration the West Lone Roadway Improvement Strategy (WIRIS), which will redirect truck traffic currently going through Downtown around the Downtown, thereby alleviating traffic hazards in the Downtown and facilitating circulation throughout the City.
- ~~The Downtown Plan should also~~ **include** a Parking Plan to allow for parking flexibility to help maintain the density and vibrancy of the Downtown.
- ~~The Downtown Plan should~~ **include** provisions to protect the historic architecture and character of the area.
- ~~The Plan should~~ **ensure** retail uses on the outer edges of the Downtown, such as shopping center retail, **supports** Downtown core retail around Main Street rather than detract from it.
- ~~The Downtown Plan should aim to~~ **make** the Downtown more pedestrian friendly and add bicycle lanes where feasible, with linkages to other parts of the City.
- ~~In addition, the future Downtown planning efforts should aim to~~ **maximize** public access to Train Park and to open space areas around



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Sutter Creek and where possible, provide for pedestrian and bicycle trails along the creek.

Policy LU-1.10: Implement the **Industrial Park Policy Area Land Use Vision and Policy**, which is as follows: (Cross reference: CIR 2.1, CIR 2.2, CIR 2.4, CO 3.1, CO 5.1.2, CO 5.2, CO 8.3, CO 9.1, CO 9.2, ED 1.3.1, LU 1.4, LU 1.5, NS 3.2, NS 3.3)

The Industrial Park Policy Area is bounded by a rail line to the north, Open Space to the west, the City limits and SOI boundary to the south, and South Church Street/State Route 124 to the east. The total property is approximately 313 acres in size. Several railroad spurs cross the property. The northern portion of this Policy Area falls within the 100-year floodplain (see Glossary of this General Plan for definition of 100-year floodplain). Numerous trees and vegetation covers the central and southern parts of this Policy Area. Mining operations abut this Policy Area to the south. The eastern part of this Policy Area falls within City limits, while the western portion falls outside of City limits but within the City's Sphere of Influence.

The Industrial Park Policy Area is designated Special Planning Area ~~(SPA)~~. The land use policy and vision for the Industrial Park Policy Area is for a predominant development pattern of light and heavy industrial uses, with some commercial and office development as well. The General Plan Land Use Designation for this area is Special Planning Area (SPA). Light industrial development in this area should be consistent with the General Plan land use classification of Light Industrial ~~(LI)~~ and shall have FAR's ranging from a minimum of 0.25 to a maximum of 0.75. Heavy industrial development shall be consistent with the Heavy Industrial ~~(HI)~~ designation and shall have FAR's ranging from a minimum of 0.10 to a maximum of 0.75. General commercial should be consistent with the General Commercial designation, with FAR's ranging from a minimum of 0.25 to a maximum of 1.0. Office Commercial shall have FAR's ranging from 0.35 to a maximum of 1.5. The maximum development capacities for this Policy Area are as follows:

- Light Industrial: 2,134,440 square feet;
- Heavy Industrial: 4,003,164 square feet;
- Office: 2,012,472 square feet;
- Retail-Commercial: 1,439,658 square feet

Office development in this Policy Area is encouraged to be of high quality – Class A in nature, however other classes of office space are **permissible** (e.g., Class B, incubator office/research and development). Industrial uses in this Policy Area may include warehousing/storage, manufacturing, and other industrial uses. Commercial-retail development in this Policy Area is encouraged to include regional serving retail, such as automobile sales, a hotel, and other regional serving retail uses. Restaurants, including fast food restaurants, are allowed in this Policy Area. Retail activities are best located along State Route 124 and office uses should be used as buffers between the heavier industrial uses and residential uses to the north.



Future land planning shall be substantially consistent with the Conceptual Land Use Plan for the Industrial Park Policy Area, as contained in Figure 3-14. Future land planning in this Policy Area shall recognize that the West Ione Roadway Improvement Strategy (WIRIS) calls for establishment of a major section of the City's western roadway backbone (e.g., the "Bypass") through the Policy Area. As such, this road will serve as a central spine through the industrial park. There will be no direct access to properties from this road unless permitted by both the City and Caltrans. However, the City deems it desirable and strongly encourages Caltrans to allow the maximum possible access from the WIRIS to the Industrial Park. There will be a loop road system providing access to properties in this Policy Area from the central spine, with two points of connection on either end of the Policy Area as determined in consultation with Caltrans.

Future land planning should include sidewalks on all roads in the Policy Area to provide for pedestrian circulation. The land plan should provide for easy public access (pedestrian and bicycle) from development to the open space area (6.75 acres) located in the northern part of the Policy Area and to the open space area located to the west of the Policy Area, in the Old Stockton Road Policy Area, as well as to the north into the central City. The land plan should also accommodate a Class 1 bike trail along the northern boundary of the Policy Area along the Union Pacific rail line, with linkages (pedestrian and bicycle) to open space areas located in the northern part of the Industrial Park Policy Area (See Bikeways and Trails Map in Circulation Element, **Figure 4-2**).

Land planning should consider that the existing heavy rail lines may be retrofitted in the future and pose opportunities for shipping and serve as connections between Ione and the greater region, State, and nation. The land plan shall be designed to protect heritage trees within the Policy Area pursuant to the City's tree preservation ordinance.

The land plan shall recognize the proximity to the south of mining operations and include decreases in development density and intensity, special setbacks from the mining operations, and/or notifications in subsequent property deeds about the proximity of these uses and operations and the right of these operations to continue.

Future land planning for this Policy Area should avoid development in the floodplain. Annexation is required to develop portions of the Policy Area currently outside of the City.

Policy LU-1.11: Implement the **Old Stockton Policy Area Land Use Vision and Policy**, which is as follows (*Cross Reference: CO 3.1, CO 5.1.2, CO 5.2, CO 8.3, CO 9.1, CO 9.2, LU 1.4, LU 1.5, LU 2.4.2, NS 3.2, NS 3.3*)

The Old Stockton Road Policy Area is east of Old Stockton Road. A rail line runs across the northern most portion of the Policy Area east-west. The Policy Area is approximately 190 acres in size. The northern part of the Policy Area falls within the floodplain. The Policy Area has some rolling topography. It has been used for



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cattle grazing, agricultural uses, and open space. To the north of the Policy Area is agricultural land designated Farmland of Statewide Importance. To the east is open space, and to the west and south are mining operations. The Policy Area falls outside of the City limits within the Sphere of Influence.

The Old Stockton Policy Area is designated Special Planning ~~Area (SPA)~~. The land use policy and vision for the Old Stockton Road Policy Area is to allow for rural residential development and open space. The General Plan Land Use Designation is Special Planning ~~Area (SPA)~~. Residential development in this Policy Area should be consistent with the Rural Residential ~~(RR) General Plan~~ designation, with a density range of 0.1 to 2.0 units per acre. This Policy Area has a maximum residential capacity of 119 units, envisioned to be located on the western part of the Policy Area. The eastern portion of the Policy Area is to remain Open Space, although there is some flexibility in the configuration of the open space and future land planning will determine the configuration of the open space. **Annexation** is required to develop this area.

Future land planning shall be substantially consistent with the Conceptual Land Use Plan for the Old Stockton Policy Area, as contained in **Figure 3-15**. Future land planning should recognize the proximity to mining operations to the west and south, to agricultural operations to the north, and to the rail line in the northern area of the Policy Area, through decreases in development density and intensity, special setbacks, and/or notifications in subsequent property deeds about the proximity of these uses and operations and the right of these operations to continue. Development should be avoided within the floodplain within the Old Stockton Road Policy Area.

The land plan shall be designed to protect heritage trees within the Policy Area pursuant to the City's tree preservation ordinance.

The land plan should provide for easy public access to open space east of the development, and provide linkages between the development and the open space areas. Future planning shall provide linkages and a pedestrian/bicycle/~~equestrian~~ trail to the extent possible, between the development and adjacent open space area.

Policy LU-1.12: Implement the **Preston Reuse Policy Area Land Use Vision and Policy**, which is as follows:

The Preston Reuse Policy Area is located north of the intersection of State Route 104 and Waterman Road. The Policy Area is approximately 17 acres in size. To the north of the Policy Area is the Preston ~~Castle~~ ~~Youth Correctional Facility~~ and the CAL FIRE Academy. To the southeast of the Policy Area is future high-density housing and to the southwest is existing low-density residential. The property is owned by the State of California and has some existing ~~residences~~ historically used by staff of the Preston Youth Correctional Facility. The Policy Area has a slight slope up toward the north. The Policy Area is located within the City limits.



The land use policy and vision for the Preston Reuse Policy Area is to maintain low density residential units within the Policy Area while adding office development with a maximum residential capacity of 25 units and a maximum office capacity of 760,000 square feet. Residential uses within the Policy Area shall be consistent with the Low Density Residential ~~(RL)~~ General Plan designation, which has a density range of 2.1 to 7.0 units per net acre. Office development in this area shall be consistent with the Office-Commercial ~~(OC)~~ General Plan designation, with floor area ratios in the range of 0.35 to a maximum of 1.5. Future land planning, either as a Specific Plan or Planned Development Master Plan, is necessary in order to develop the Policy Area.

Policy LU-1.13: Implement the **Q Ranch Policy Area Land Use Vision and Policy**, which is as follows (*Cross Reference: CO 2.1.2, CO 2.4, CO 5.2, CO 8.3, CO 9.1, CO 9.2, LU 1.4, LU 1.5, LU 2.4.2, NS 3.2, NS 3.3*)

The Q Ranch Policy Area is located north along State Route 104. The Policy Area is approximately 439 acres in size. Collins Road forms most of its eastern boundary. Irish Hill Road crosses the northwest corner of the Policy Area. Immediately east of Q Ranch is Mule Creek State Prison. To the west of the Policy Area are historic mining operations, and to the north is Future Growth Area. The Policy Area is located outside the City limits but within the Sphere of Influence.

The Q Ranch Policy Area is designated Special Planning Area ~~(SPA)~~. The Policy Area has slopes, although almost all of the Policy Area is sloped less than 30 percent. Dry Creek runs through the Policy Area, generally in the north-south direction. Several ponds are located on the site, north of the end of Collins Road. A significant portion of the site falls within a 100-year floodplain, extending out on both sides of Dry Creek. There are many oak trees within the Policy Area. Portions of the site have been used for grazing and agricultural operations, with one area of the site having undergone voluntary clean-up of contaminated soil.

Because of Q Ranch's location along State Route 104 northwest of Downtown Ione, the Policy Area serves as a gateway to the City and is one of the first areas that residents and visitors see as they enter the City from the north and west. The area across State Route 104 from Q Ranch is agricultural and is designated for continued agricultural uses in the General Plan update, much of it being Prime Farmland and Farmland of Statewide Importance. Combined, this stretch of State Route 104 serves as a visual corridor and gateway to Ione.

The land use policy and vision for the Q Ranch Policy Area is to allow for clustered residential development, create public open space and maintain agriculture within the floodplain areas and usable agricultural sites, and to provide parkland and other public amenities on site. The residential development pattern shall be consistent with the Conceptual Land Use Plan in Figure 3-9 and maximum unit count established in this policy, with flexibility in the density to allow for clustering of units as clustering may be necessary to avoid site constraints. A maximum residential capacity of 850 units is permitted on the site.



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Future land planning, either as a Specific Plan or Planned Development Master Plan, is necessary in order to develop the Policy Area, and annexation is required. Any Specific Plan or Planned Development Master Plan for this site shall be substantially consistent with the Conceptual Land Use Plan for the Q Ranch Policy Area, as contained in **Figure 3-16**. Such a land plan shall recognize the impact of development proximate to Dry Creek through the use of an open space preserve and/or additional development setbacks. The land plan shall provide for easy public access to open space around Dry Creek and around ponds within the Policy Area, and accommodate a trail along the creek area for pedestrians, bicycles, and equestrian use. Future planning should provide linkages, to the extent possible, between the Dry Creek trail and open space and the Mule Creek trail and open space in the vicinity of the Ringer Ranch Policy Area.

The land plan shall be designed to protect heritage trees within the Policy Area pursuant to the City's tree preservation ordinance.

The land plan shall recognize the proximity to existing agricultural operations on Q Ranch, historic mining operations to the west, and Mule Creek State prison to the east, that are identified in the General Plan as continued operations in perpetuity, through decreases in development density and intensity, special setbacks, and/or notifications in subsequent property deeds about the proximity of these uses and operations and the right of these operations to continue. The land plan shall recognize the proximity to future General Commercial uses along State Route 104 at Collins Road to the east of Q Ranch.

The land plan will be subject to a visual analysis and shall protect the scenic views offered by Q Ranch from State Route 104 by situating development in a manner that least impacts the viewshed wherever possible, and providing a visual buffer setback from State Route 104. Future study of the floodplain may change the FEMA approved boundaries of the 100-year floodplain. Such changes may be allowed through the plan review process, however while these changes may increase the developable area, they shall not, in and of themselves, increase the development capacity of the Policy Area beyond the 850 units identified herein.

Policy LU-1.14: Implement the **Ringer Ranch Policy Area Land Use Vision and Policy**, which is as follows (*Cross Reference: CIR 1.1, CO 2.1.2, CO 2.4, CO 3.1, CO 8.3, CO 9.1, CO 9.2, LU 2.4.2*)

The Ringer Ranch Policy Area is located along existing State Route 104 across from the entrance to Mule Creek State Prison. The total Policy Area is approximately 139 acres in size. On the east side is Mule Creek; on the south is the Castle Oaks golf course and subdivision and the Silva Policy Area; on the west is Five Mile Drive. The Policy Area is wooded on the west side, with few trees on the rest of the Policy Area. The Policy Area is fairly flat and has historically been used for grazing and agricultural uses. It is located within the City limits.

The land use policy and vision for the Ringer Ranch Policy Area is for a predominant development pattern of residential uses in the Low Density



Residential (~~RL~~) range of 2.1 to 7.0 units per net acre and a maximum residential capacity of 670 units; however, higher density residential uses may be allowed, provided the capacity of 670 units is not exceeded. Additional commercial retail and office opportunities along Highway 104 exist, consistent with the General Commercial land use category with a potential development capacity of 50,000 square feet.

Future land planning, either as a Specific Plan or Planned Development Master Plan, is necessary in order to develop the Policy Area. Such a land plan shall recognize the impact of development along and proximate to Mule Creek through the use of an open space preserve and/or additional development setbacks. The land plan shall provide for easy public access to open space areas around Mule Creek, accommodate a trail along the creek for pedestrians and bicycles, and provide linkages (pedestrian and bicycle) between the development and the creek trail and open space. The land plan shall also provide such linkages to the Castle Oaks golf course to the southeast.

The land plan shall be designed to protect heritage trees within the Policy Area pursuant to the City's tree preservation ordinance.

The land plan shall also recognize the proximity to existing agricultural operations to the west that are identified in the General Plan as continued operations in perpetuity through decreases in development density and intensity, special setbacks, and/or notifications in subsequent property deeds about the proximity of agricultural operations and the right of these operations to continue.

The land plan and circulation planning shall also reflect the connection of Golf Links Drive to existing State Route 104. The City's Circulation Plan calls for this connection to be made at the intersection of Collins Road and Highway 104; however, the City may consider relocating the connection to align with the entrance to Mule Creek State Prison based upon further circulation study, consultation with Caltrans, future improvements to Five Mile Drive, and the results of land planning of adjacent policy areas.

Policy LU-1.15: Implement the **Silva Policy Area Land Use Vision and Policy**, which is as follows (*Cross Reference: CO 2.1.2, CO 2.4, CO 3.1, LU 1.4, LU 1.5, LU 2.4.2, NS 3.2, NS 3.3*)

The Silva Policy area is located south and abutting the Ringer Ranch Policy Area and west of the Castle Oaks golf course and subdivision. The total Policy Area is approximately 105 acres. Five Mile Drive forms the western and **southern boundary** of the Policy Area. Mule Creek runs through the Policy Area, running east-west across it. To the south of the Policy Area is a proposed community park site. The Policy Area is located outside the City limits but within the Sphere of Influence.

The site is nearly flat, with little slope. The Policy Area has historically been used for various agricultural activities. Much of the site has few or no trees, with the



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exception of areas along Five Mile Drive and riparian corridor along Mule Creek, which have large oak trees. Lands immediately on both sides of Mule Creek fall within the 100-year FEMA flood zone.

The land use policy and vision for the Silva Policy Area is for Residential Low-Density ~~(RL)~~, ranging from 2.1 to 7.0 units per net acre and a maximum residential capacity of 552 units. Higher density residential uses may be allowed, provided the capacity of 552 units is not exceeded. Additional neighborhood-serving retail and office opportunities exist, consistent with the General Commercial land use category with a potential development capacity of 20,000 square feet.

If the Policy Area is developed in the City at a future date, both annexation into the City and land planning will need to be completed, either as a Specific Plan or Planned Development Master Plan.

The land plan shall be designed to protect heritage trees within the Policy Area pursuant to the City's tree preservation ordinance.

The land plan shall recognize the proximity of the policy area and future development to existing and continued agricultural operations to the west that are identified in the General Plan through decreases in development density and intensity, special setbacks, and/or notifications in subsequent property deeds about the proximity of agricultural operations and the right of these operations to continue.

Policy LU-1.16: Implement the **State Route 124 Corridor Policy Area Land Use Vision** and Policy, which is as follows: (*Cross Reference: CO 2.1.2, CO 2.4, CO 3.1, CO 8.3, CO 9.2, NS 3.2, NS 3.3*)

The State Route 124 Corridor Policy Area extends northeast from the Downtown along State Route 124. Waterman Road serves as its northern and northeastern boundaries. The total Policy Area is approximately 247 acres in size. To the north of the Policy Area is the Preston Youth Correctional Facility, the Preston Reuse Policy Area, and the CAL FIRE Academy; to the east is Open Space; to the south are residential uses; and to the west is the Downtown Policy Area. The State Route 124 Corridor Policy Area generally slopes up toward the northeast. Sutter Creek runs through the southern portion of this Policy Area, with floodplains extending on both sides of Sutter Creek within this Policy Area. There are numerous trees in this Policy Area. The western part of this Policy Area falls within City limits, while the eastern portion falls outside of City limits but within the City's Sphere of Influence.

The land use policy and vision for the State Route 124 Corridor Policy Area is for a predominant development pattern of residential uses in the Low Density Residential ~~(RL)~~ range of 2.1 to 7.0 units per net acre, with some residential uses in the High Density Residential ~~(RH)~~ range of 15.1 to 25 units per net acre. The maximum residential capacity for this Policy Area is 1,176 low density residential units and 326 high-density residential units.



Future land planning, either as a Specific Plan or Planned Development Master Plan, is necessary in order to develop the Policy Area, and annexation is **required**. There is some flexibility in the configuration of residential uses in this Policy Area and future land planning will determine the configuration of residential uses. Clustering of residential units may be necessary to avoid site constraints.

Such a land plan shall recognize the impact of development along and proximate to Sutter Creek through the use of an open space preserve and/or additional development setbacks. The land plan should provide for easy public access to open space areas around Sutter Creek, accommodate a trail along the creek for pedestrians and bicycles, and provide linkages (pedestrian and bicycle) between the development and the creek trail and open space. The land plan shall also provide such linkages to the open space to the east and north of the Policy Area.

The land plan shall be designed to protect heritage trees within the Policy Area pursuant to the City's tree preservation ordinance.

Policy LU-1.17: Implement the **Triangle Policy Area Land Use Vision and Policy**, which is as follows: (*Cross Reference: CO 3.1, CO 8.3, ED 1.3.1, LU 1.4, LU 1.5*)

The Triangle Policy Area is bounded by State Route 124 to the west, State Route 104 to the east and Brickyard Road to the north. The southern boundary is generally State Route 88, with the exception of an area south of SR 88 at Buena Vista Road that is part of the Policy Area. The Policy Area is approximately 990 acres in size. To the north of the Policy Area is Howard Park and residential uses; to the west are mining operations; to the east is open space; and to the south is mining and open space. The Policy Area has rolling hills, with some steep slopes, and is heavily wooded in areas. A rail line cuts through the Policy Area's northern area, running east-west. Some of the Policy Area has been used for mining operations and as the County dump. The Policy Area is located outside of the City limits and the Sphere of Influence, within the General Plan Planning Area.

The land use policy and vision for the Triangle Policy Area is to maintain mining operations while establishing industrial, office, and commercial uses within the Policy Area, with a maximum industrial capacity of 4.17 million square feet, a maximum office capacity of 2.45 million square feet, and a maximum retail capacity of 610,000 square feet. Office development in this area shall be **consistent** with the Office-Commercial ~~(OC) General Plan~~ designation, with floor area ratios in the range of 0.35 to a maximum of 1.5. Industrial development in this area shall be consistent with the Light Industrial ~~(LI)~~ and Heavy Industrial ~~(HI) General Plan~~ designations, with Floor Area Ratios in the range of 0.25 to 0.75 for LI and 0.10 to 0.75 for HI. Commercial development in this area shall be consistent with the General Commercial ~~(GC) General Plan~~ designation, with floor area ratios in the range of 0.25 to 1.0.

Future land planning, either as a Specific Plan or Planned Development Master Plan, is necessary in order to develop the Policy Area due to the **intensive** infrastructure planning needs, and annexation is required. Future land planning



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should take into consideration the residential area to the north of the Policy Area through decreases in development density and intensity and special setbacks to avoid land use conflicts.

Land planning should provide for pedestrian and bicycle linkages between future uses on the site and Howard Park to the north, maximizing public access to the park from the Triangle Area.

Land planning should take into consideration the proposed Buena Vista Casino several miles to the south of the Triangle Policy Area. Commercial opportunities exist along the State Routes, particularly at the intersections of SR 88 and Buena Vista Drive.

The land plan shall be designed to protect heritage trees within the Policy Area pursuant to the City's tree preservation ordinance and other sensitive habitat.

GOAL LU-2: Achieve a balanced and integrated land use pattern throughout the community.

Policy LU-2.1: Use and maintain the Land Use Map to designate the location and extent of each land use designation within the Planning Area.

Action LU-2.1.1: Regularly evaluate the mix of land uses as the City grows, and update the General Plan and Zoning Ordinance as needed to ensure an appropriate balance of land uses.

Action LU-2.1.2: Regularly update the General Plan Land Use Map and other related maps in the General Plan, as warranted, with the latest parcel information from the Amador County Assessor's Office, regardless of General Plan Amendment activity. Updates to the parcel lines, when no adjustments have been made with respect to land uses, shall not constitute an amendment of the General Plan.

Action LU-2.1.3: Amend the Zoning Code text to include the appropriate findings required for General Plan land use and text amendment requests. (*Cross reference: ED 1.6*)

Action LU-2.1.4: Regularly update the General Plan Land Use Map and other related maps in the General Plan with the final approved specific land use designations for each General Plan Policy Area, replacing the **Special Planning Areas (SPA)** designations after final land plans are approved for each Policy Area.

Policy LU-2.2: Develop a fiscally sound strategy to encourage a mix of uses that meets the City's needs and provides sufficient tax base to maintain desired community service levels.

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- Action LU-2.2.1:* Designate adequate commercial, office, and industrial land uses throughout the City during project review and as part of annual review of the General Plan.
- Policy LU-2.3: Maintain a strong jobs-housing ratio with a diverse job base and corresponding housing stock within the Planning Area. Improve the relationship and proximity of jobs to housing and commercial services.
- Action LU-2.3.1:* Identify target businesses and industries that diversify the City's employment base and create incentives to locate in Ione. (*Cross reference: ED 2.1, ED 2.3*)
- Policy LU-2.4: Promote high quality, efficient, and cohesive land utilization that minimizes negative impacts (e.g., traffic congestion and visual blight) and environmental hazards (e.g. flood, soil instability) on adjacent areas and infrastructure and preserve existing and future residential areas from encroachment of incompatible activities and land uses.
- Action LU-2.4.1:* Establish development standards in the Zoning Code to address compatibility between existing and proposed development.
- Action LU-2.4.2:* Minimize impacts between urban and agricultural uses through the use of buffers, increased setbacks, roadways, decreased densities, landscaping, and/or other appropriate methods to avoid conflicts. (*Cross Reference: LU 1.11, LU 1.13, LU 1.14, LU 1.15*)
- Action LU-2.4.3:* Promote the disclosure of potential land use compatibility issues in all parts of the City, such as noise, dust, odors, etc., in order to provide potential purchasers with the information necessary to make informed decisions about the Policy Area and its future land uses. (*Cross reference NS 1.2*)
- Action LU-2.4.4:* Work with utility providers to coordinate location of transmission lines and substations during development review. (*Cross reference PF 11.1*)
- Policy LU-2.5: Maintain consistency between the land use categories of this General Plan and the City Zoning Code.
- ~~*Action LU-2.5.1:* Update the Zoning Code Text and Map to reflect new land use designations and distributions throughout the City as established in this General Plan.~~
- Action LU-2.5.1.2:* Regularly audit, and update as necessary, any provisions of the Code that may be inconsistent with the General Plan and its subsequent amendments.
- Policy LU-2.6: Development located adjacent to lands designated for Public Services shall include appropriate setbacks, fencing, and landscaping to avoid land use conflicts.



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- Policy LU-2.7: Ensure that public facilities located adjacent to areas designated for development include proper setbacks and landscape screening to avoid incompatibilities and provide shielding between uses.
- Policy LU-2.8: Require an urban/agriculture buffer between development and **existing** agricultural uses. Design each buffer area to match the specific needs of each urban/agriculture interface, and to take into account the specific urban and agricultural uses. Buffers may be established through the use of increased setbacks, roadways, barriers, landscaping or other appropriate methods to avoid conflicts. Development of this buffer must be done in consultation with Amador County and will not require the taking of existing agricultural land nor impede existing agricultural uses.
- Policy LU-2.9: Residential development projects and projects categorized as sensitive receptors shall be located an adequate distance from existing and potential sources of toxic emissions such as freeways, major arterials, industrial sites, and hazardous **material** locations. "Adequate distance" will be based on site-specific conditions, on the types and amounts of potential toxic emissions, and other factors.
- Policy LU-2.10: Require new air pollution point sources (such as, but not limited to, industrial, manufacturing, and processing facilities) to be located an adequate distance from residential areas and other sensitive receptors. "Adequate distance" will be based on site-specific conditions, the type and location of sensitive receptors, on the types and amounts of potential toxic emissions, and other factors.
- Policy LU-2.11: Provide opportunities for floodwater retention and groundwater infiltration and recharge through the Agriculture and Open Space designations, which generally have limited impervious surfaces, as well as through creeks, flood corridors, riparian habitats, stormwater facilities, open space, landscaped areas, greenways, and other improved and natural drainage systems in other land use designations.
- Policy LU-2.12: Continue to designate land to accommodate a variety of housing types and prices to ensure all economic segments of the community have access to safe, decent, and affordable housing.
- Policy LU-2.13: Continue to implement the requirements of State law to expand housing choice and increase opportunities.

GOAL LU-3: Preserve and regenerate Ione's historic Downtown.

- Policy LU-3.1: Improve the character and quality of existing Downtown development through the revitalization of blighted and underutilized properties. (*Cross reference LU 1.9*)
- Action LU-3.1.1:* Encourage the upgrading, beautification, revitalization, infill development, and appropriate reuse of existing commercial areas Downtown. (*Cross reference ED 3.1.1*)



Action LU-3.1.2: Encourage the intensification of land uses in Downtown Ione, including residential over retail and office, and new residential and commercial development Downtown.

Action LU-3.1.3: ~~Establish a~~ Continue to implement the Downtown ~~Master Plan, Area Plan, or Specific Plan~~ to ensure the long-term vibrancy of Downtown, protect its historic architecture, intensify land uses, enhance walkability, and develop bicycle and pedestrian linkages to surrounding areas. Include a Parking Plan as part of the Downtown Plan. (Cross reference CIR 1.8)

Action LU-3.1.4: Encourage parking in shared surface lots, parking structures, or in off-site facilities to create a diversity of uses that transforms the Downtown and the surrounding area into a positive, rich environment. (Cross reference CIR 1.8)

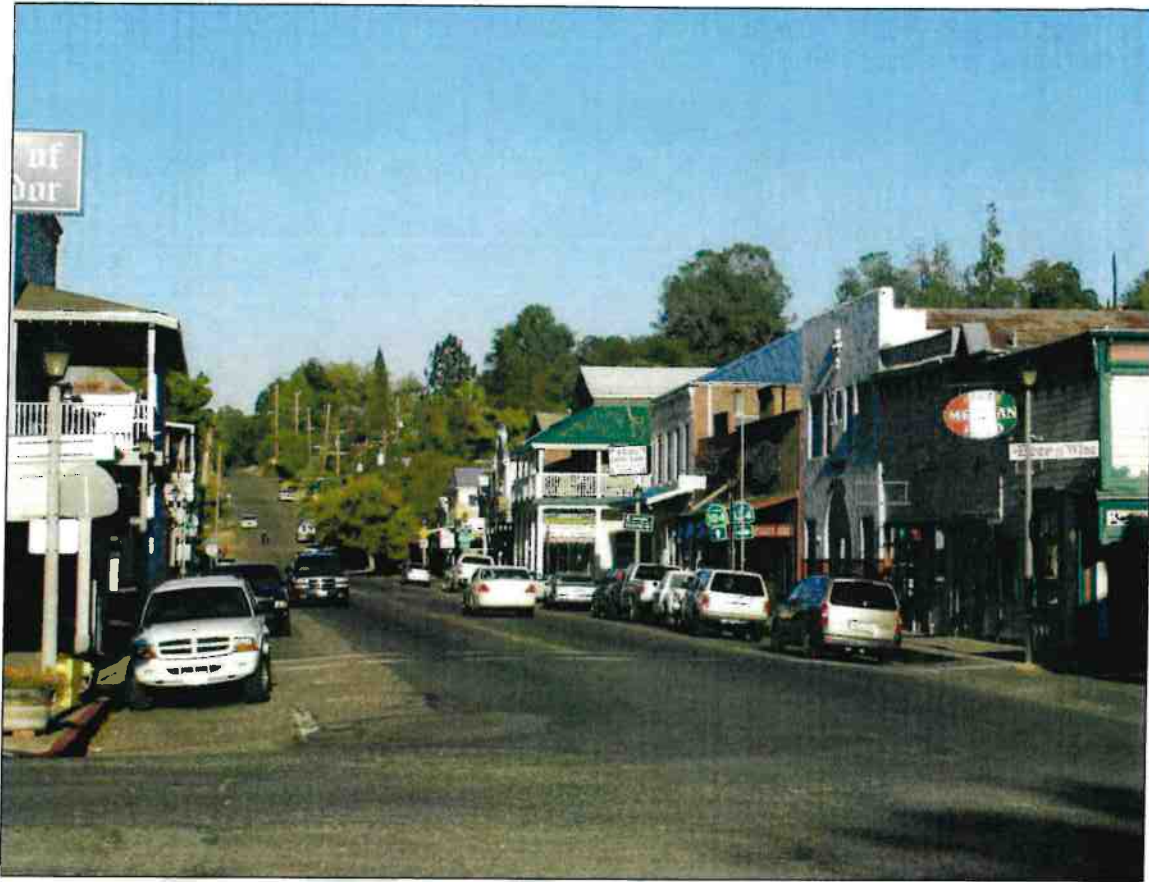
~~*Action LU 3.1.5:* As part of the Downtown Plan conduct a survey of property within the Downtown to determine where potential land assembly issues may occur and work with property owners to actively solve the problem together, with mutual benefit.~~

~~*Action LU 3.1.6:* Complete and certify Redevelopment Plans that establish the Downtown area as a Redevelopment Area. (Cross reference ED 3.3)~~

Policy LU-3.2: Continue, improve, and expand City efforts to identify sub-standard areas of the City and work with property owners to improve their properties.

Policy LU-3.3: Support the assembly of land for new development where the fragmentation of parcels or the limited size of existing parcels acts as a deterrent to new development.

4. CIRCULATION



INTRODUCTION

Circulation refers to the ability of people and goods to safely and efficiently move about the community. Mobility is essential to a community's success and quality of life for its residents. Ione faces several circulation challenges with congestion and hazards resulting from truck traffic traveling through downtown Ione on State Route (SR) 104 and SR 124, and disconnected and limited pedestrian and bicycle facilities. Since the City's General Plan was adopted in 2009, the State of California has enacted multiple pieces of legislation with implications for transportation planning. Included in this legislation are requirements to address complete streets and addressing the transition from level of service (LOS) to vehicle miles travelled (VMT) to evaluate transportation impacts pursuant to the California Environmental Quality Act (CEQA).

Please turn to Page 4-2 for a complete listing of contents covered in this Element, with page number references.

The City of Ione will build a circulation system that makes it easier and safer to move throughout the City by focusing on developing a region-serving roadway connection which does not pass through downtown, and by developing a network of pedestrian and bicycle routes throughout the community.



4. CIRCULATION

IN THIS SECTION

- Introduction (Page 4-1)
- Vision (Page 4-2)
- Purpose (Page 4-2)
- Related Plans and Programs (Page 4-2)
- Relationship to Other General Plan Elements (Page 4-4)
- Setting, Issues, and Considerations (Page 4-4)
- Issues this Element Attempts to Solve (Page 4-5)
- Goals, Policies, and Actions (Page 4-12)

VISION

An efficient and accessible transportation system in Ione will enhance commerce, increase safety, and encourage pedestrian, equestrian, bicycle, and golf cart traffic. The roadway network will be designed to accommodate the City's growth needs and to serve residents, visitors, and businesses. The transportation network will provide options to accommodate both local traffic through the City and regional truck traffic around the City to enhance circulation, decrease traffic congestion, and increase safety in and around Ione. Pedestrian, bicycle, and equestrian linkages will be integrated into the circulation system.

PURPOSE

The Circulation Element describes existing and future transportation conditions and systems. The Element establishes goals, policies, and actions that will guide the City's circulation system, including the roadway network and bicycle and pedestrian facilities. The text, maps, and diagrams in this Element are the basis for the development of the City's transportation network.

RELATED PLANS AND PROGRAMS

The Circulation Element relates closely to several other plans and programs, including the following:

AMADOR COUNTY TRANSPORTATION COMMISSION (ACTC) AND THE AMADOR COUNTY PEDESTRIAN AND BICYCLE TRANSPORTATION PLAN

ACTC serves as the Regional Transportation Planning Authority for Amador County. The primary responsibilities of the ACTC include the administration of Transportation

Development Act funds and other state and federal transportation funding within Amador County. ACTC works in partnerships with other agencies and municipalities within its jurisdiction including the County and the cities of Ione, Jackson, Amador City, Plymouth and Sutter Creek. ACTC facilitates implementation of the Countywide Regional Transportation Plan and the Amador County Pedestrian and Bicycle Transportation Plan.

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WEST IONE ROADWAY IMPROVEMENT STRATEGY (WIRIS)

The ~~West Ione Roadway Improvement Strategy~~ (WIRIS) is a planned project for creating a backbone roadway system on the west side of the City. -This new system of roadways will help alleviate congestion, improve safety, improve quality of life, and enhance economic development by improving current operations as well as accommodating future traffic volumes forecast for the area in and around the City of Ione. WIRIS improvements consist of a combination of a new roadways and improvements to existing roadways).

WIRIS is a long-term solution to roadway congestion. While WIRIS is included in ACTC's Regional Transportation Plan, it is necessary to also consider interim strategies to alleviate congestion, particularly due to heavy trucks, through Ione. A truck route bypassing Ione would improve traffic safety and reduce congestion, particularly along SR 104/Preston Avenue, Main Street, and Ione Street and SR 124.

PROPOSED BIKEWAY AND SIDEWALK PROJECTS LIST (~~CITY OF IONE, 2008~~)

The City has a list of proposed bikeway and sidewalk projects that includes 31 sidewalk improvements and 20 bike lane improvements. The majority of these facilities are proposed for the ~~downtown~~ Downtown area.

AMADOR RAPID TRANSIT SYSTEM (ARTS)

Bus service in the region is provided by the Amador Rapid Transit System (ARTS). Bus service is available between Ione, Sutter Hill, and ~~Camanche~~, with several stops in Ione, including Downtown. ARTS also provides bus service into Sacramento.

SAFE ROUTE TO SCHOOL PROGRAM (SR2S)

SR2S is a grant program that helps fund the construction of sidewalks where there are none in locations that provide routes to schools.

DIAL-A-RIDE PROGRAM

A Dial-A-Ride Program provides bus riders, residents, and visitors with vanpool transportation within the City.

CAPITAL IMPROVEMENT PLAN (CIP)

The City uses a Capital Improvement Plan (CIP) to prioritize and fund circulation improvements. Local and regional impact fees are used to fund vehicular and non-vehicular improvements.

More information about these plans and studies is provided in the Focused General Plan Update Background Report dated August 2021 and in the General Plan Update Background Report, Appendix A, dated August 2008.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element is a mandatory element of the General Plan that is closely related to several of the other elements of this General Plan. It addresses the circulation system as



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necessitated by the increase in development described in the Land Use Element. Trails, bikeways, and pedestrian paths are discussed in conjunction with the Conservation and Open Space Element. The Circulation Element also relates to the Noise and Safety Element with regard to increasing safety for pedestrians, bicyclists, and motorists and minimizing noise impacts from vehicle traffic. Issues, goals, policies, and actions related to infrastructure as required by the State General Plan Guidelines are addressed in the Public Facilities Element. Where appropriate, cross-references are provided to alert the reader to the applicable policies or actions in other elements.

SETTING, ISSUES, AND CONSIDERATIONS

ROADWAYS

Figure 4-1 displays the major roadways within the Planning Area, along with the functional classification for each roadway as a State Route (SR) or local route. State Routes 104 and 124 run through downtown Ione and serve as truck routes. Through the downtown, these routes are narrow for trucks, with on-street parking and tight turns in key locations, causing safety hazards and impairing circulation in Ione. The ~~West Ione Roadway Improvement Strategy (WIRIS)~~ identifies improvements to the City circulation system on the west side of the City that address circulation in and around the City and improve safety.

PUBLIC TRANSIT

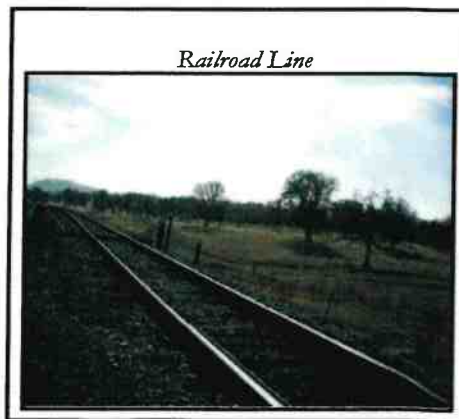
Bus service in the region is provided by the ~~Amador Rapid Transit System (ARTS)~~ and a Dial-A-Ride Program is available. Bus service is available on weekdays, with no service currently available on weekends. (Please see Related Plans and Programs section earlier in this Element for more information about these services).

PARK AND RIDE LOTS

Park and Ride Lots are parking lots (typically free) where commuters park their vehicles and transfer to public transportation or a carpool to continue their commute. The City's Park and Ride lot is located on the northwest corner of the intersection of West Main Street and South Sacramento Street.

PEDESTRIAN AND BICYCLE ROUTES

The City currently has bicycle lanes along Shakeley Lane from Fairway Drive to ~~east of Oak Street~~ Sutter Lane, along Fairway Drive from Shakeley Lane to Castle Oaks Drive, and along Foothill Boulevard from Brickyard Road to north of Dandelion Drive. The City has a list of proposed bikeway and sidewalk projects. The majority of these facilities are proposed for the downtown area and around schools to provide safe bicycle and pedestrian routes for students to walk or bike to school.



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RAILROADS

Ione has one major freight railroad line, located in the southern and western edges of the City. This main line, owned by Union Pacific, connects the City to the main line in Galt. From this freight line, there are several spur lines that connect to industrial property south of the City. Many of these lines are privately owned and maintained. Where the Union Pacific line ends near Depot Road, it becomes the Amador Central line, which continues up to Martell.

IMPLEMENTATION

The City uses a ~~Capital Improvement Plan (CIP)~~ to prioritize and fund circulation improvements. Local and regional impact fees are used to fund vehicular and non-vehicular improvements. Additional funding for the CIP comes from a variety of sources, including but not limited to State gas tax, grant funding from Caltrans, State and federal transportation funds, and in some cases, the City's General Fund.

ISSUES THIS ELEMENT ADDRESSES ~~TEMPTS TO SOLVE~~

The Circulation Element must address a wide variety of issues in order to improve the circulation conditions in Ione. The primary issues that this Element attempts to solve, which were identified during the preparation of the General Plan, are listed below:

- Improving traffic flow on existing roadways through roadway and intersection improvements.
- Reducing vehicle congestion on the City's roadways by promoting other modes of transportation.
- Making the City's streets more pedestrian-friendly by improving sidewalks and by providing pedestrian routes linking neighborhoods, schools, Downtown, parks, and open space.
- Creating bikeways that are safe for a wide range of cyclists, including children and families, and children riding to school.
- Creating safe and convenient street crossings for bicyclists and pedestrians, especially in and around the Downtown, ~~and near~~ schools, and across Mule Creek and Sutter Creek.
- Creating a complete transportation network that link all parts of the Planning Area together with a variety of interconnected and overlapping modes and travel options, including golf carts.
- Developing a road system that differentiates between local traffic needs and regional and truck traffic needs and provides efficient and safe transportation options for both, reducing truck traffic through Ione's core and downtown areas.
- Developing a road system that is easily navigated and sensible to visitors through



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intelligent project design, road naming systems, and similar features. Avoid street designs that create meandering roadways that do not have a clear and direct path and “skewed” intersections where roads come together at angles that are not perpendicular to each other.

- Providing efficient movement, in addition to employee access, for the City’s business sector so that it may remain competitive and successful.
- Balancing the needs for an efficient and reliable roadway network with existing conditions, especially in the older areas of the City where existing buildings are located close to streets and insufficient room for roadway expansion may exist.
- Ensuring that local roads through residential neighborhoods are properly designed for connectivity and slower speeds.

THE CIRCULATION PLAN

The future circulation system of Ione is comprised of both the text of this Element and the accompanying circulation maps (**Figures 4-1, 4-2, 4-3**); Circulation Plan with Roadway System, and Bikeways and Trails; which describe the major roadways and bikeways and trails within the General Plan Planning Area. While some of the development standards for these facilities are left to implementation plans and studies, the Circulation Element lays the groundwork and defines the role various modes of transportation will play in the movement of people and goods around the City. The Circulation Plan also addresses pedestrian and bicycle mobility in Ione.

ROADWAYS

Figure 4-1 illustrates the City’s primary roadway network system (both existing and planned improvements), including State Routes, Parkways, major roads, and connector roads. The roadway system has been designed in conjunction with the planned land uses and corresponding development capacity identified in the Land Use Element. **Figure 4-2** illustrates the roadway sizing that is needed to meet the **Level of Service** goals that are established in this Element.

STATE ROUTES

State Route (SR) 104 extends from SR 99 north of Galt in Sacramento County, through Ione, to SR 88 south of Ione, within the Planning Area. SR 88 extends east from San Joaquin County to Alpine County and runs through the southern portion of the Planning Area. SR 124 connects from SR 16 northeast of Ione, through the City, to SR 88.

Within the City, segments of SR 104 are identified by the local street name of Preston Avenue and SR 124 is identified as Main Street. Within the City, both SR 104 and 124 provide access to local streets as well as residential and commercial uses via driveways. The corner of Main Street and Preston Avenue is planned for improvements to remove a corner that poses a safety hazard.

Outside the City in the Planning Area, segments of SR 104 are identified by the street name

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of Foothill Boulevard.

PARKWAYS

Parkways serve both local and regional travel and provide for more expedient vehicular travel than most arterials, collectors, and local roads. Planned WIRIS roadway segments and Golf Links Drive are both Parkways. Planned Parkways will help serve future development, including the Industrial Park Policy Area, Castle Oaks development, Ringer Ranch Policy Area, Silva Policy Area, and the Triangle Policy Area (see **Figure 4-1** and the Policy Area maps in the General Plan Land Use Element).

ARTERIALS

Arterials provide for cross-town and regional travel and carry heavy volumes of traffic. Major arterials within the City include SR 104 and 124. In the Planning Area, arterials include Michigan Bar Road and Buena Vista Road.

COLLECTOR ROADS

Collector roads link different parts of the City with one another. Generally, collector roads carry light to moderate traffic volumes and have speed limits in the 25 to 35 mile-per-hour range. In the City, collector roads include West Marlette Street, Shakeley Lane, Castle Oaks Drive, Fairway Drive, Sutter Lane, and Five Mile Drive. Collector road improvements and extensions are planned to serve the State Route 124 and Triangle Policy Areas, with planned improvements to Waterman Road and into the Triangle Policy Area (see **Figure 4-1**).

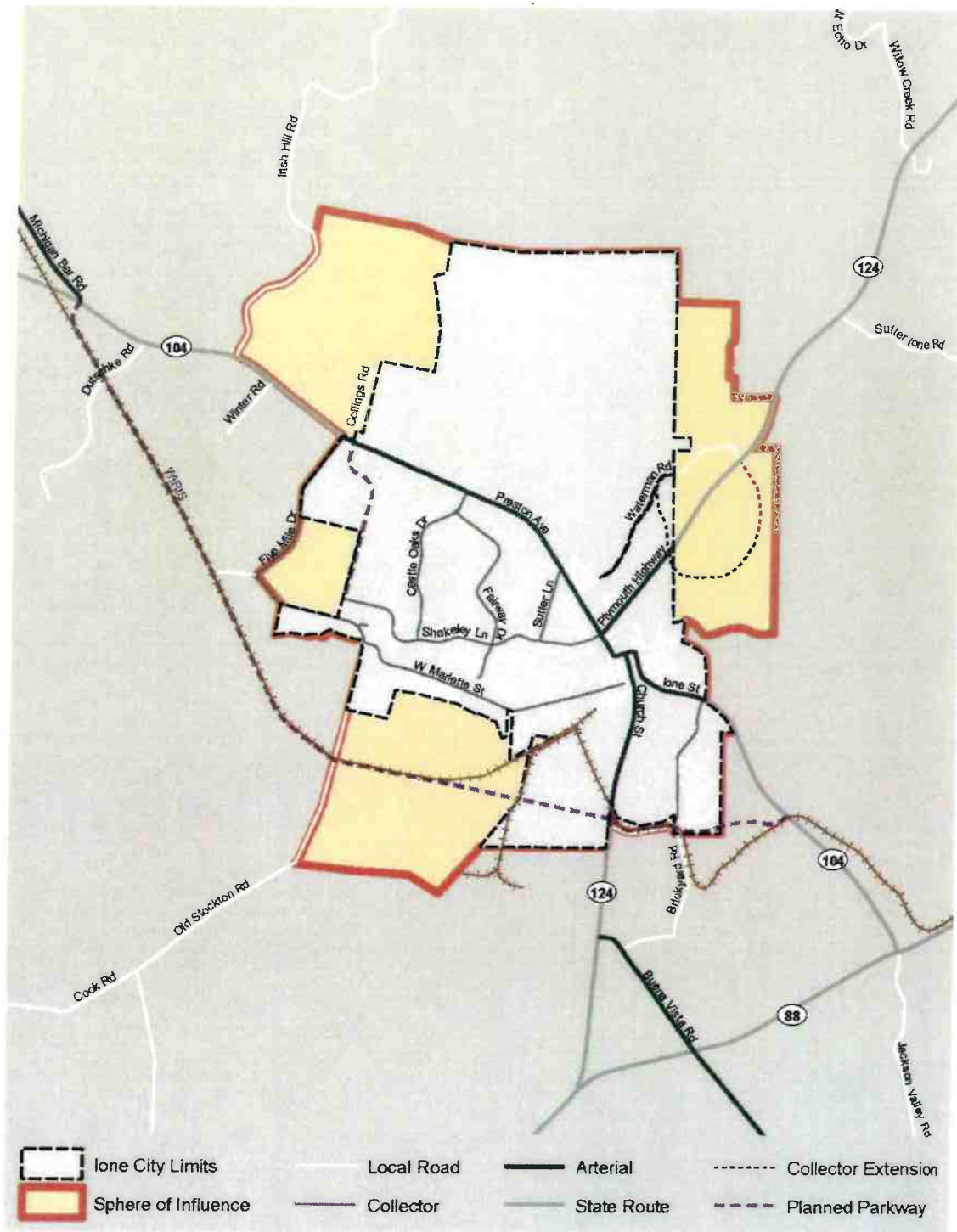
LOCAL ROADS

Local roads provide for circulation within neighborhoods. A few examples of local roads include Albatross Drive, Glenbrook Drive, West Jackson Street, and Raymond Drive. Roadway improvements and an extension is planned for Collings Road for future development in the Q Ranch Policy Area (see **Figure 4-1**). New local roads will be designed in conjunction with subsequent land plans, Specific Plans, and other plans for future development, including development within the Policy Areas.



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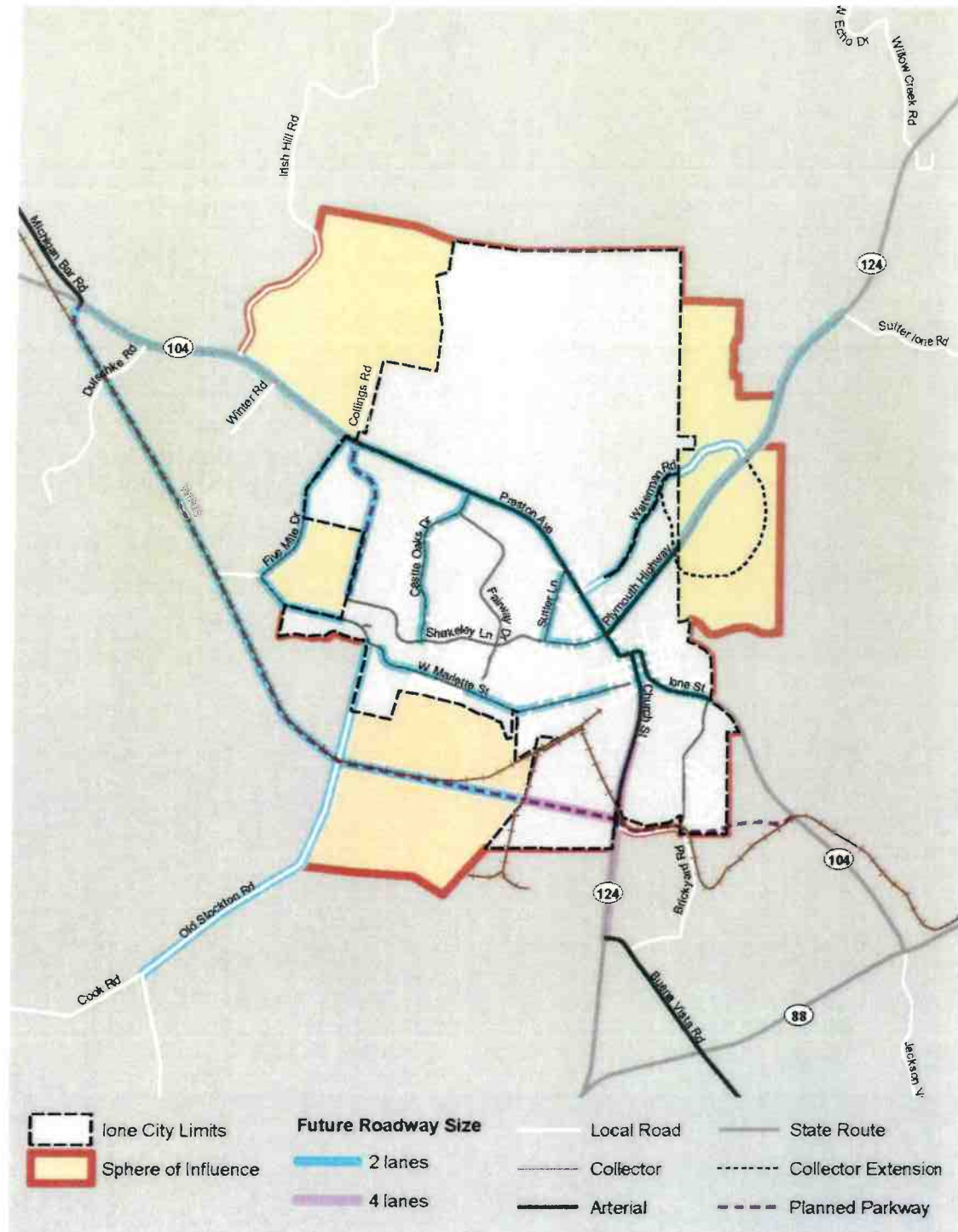
FIGURE 4-1: CIRCULATION MAP



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FIGURE 4-2: ROADWAY SIZING





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PEDESTRIAN AND BICYCLE CIRCULATION

The City's vision is to become a pedestrian and bicycle-friendly community, where children can walk and ride their bicycles safely to school and where families can easily walk and bicycle to parks, open space, and around the community. To achieve this goal, the City will provide safe and convenient sidewalks, bicycle lanes, and bike and pedestrian trails that connect residential, commercial, schools, parks, and open space.

Figure 4-3 shows the City's major, backbone bikeways and trails. The bikeways and trail identified on the map are conceptual in nature and their exact locations may vary upon construction. —Additional neighborhood-level bikeways and pedestrian trails, sidewalks, and bicycle lanes will connect to the major pedestrian and bicycle trails, but are not shown on **Figure 4-3** as they will be planned and designed as part of Specific Plans, Master Plans, other project plan reviews, and as part of improvements to the existing roadway system. The Conservations and Open Space Element addresses the use of Open Space in greater detail and provides provisions for the incorporation of public access trails into Open Space.



Bicycle Lane

Bicycle Facilities

Class I: A paved route not on a street or roadway and expressly reserved for bicycle traversing an otherwise unpaved area.

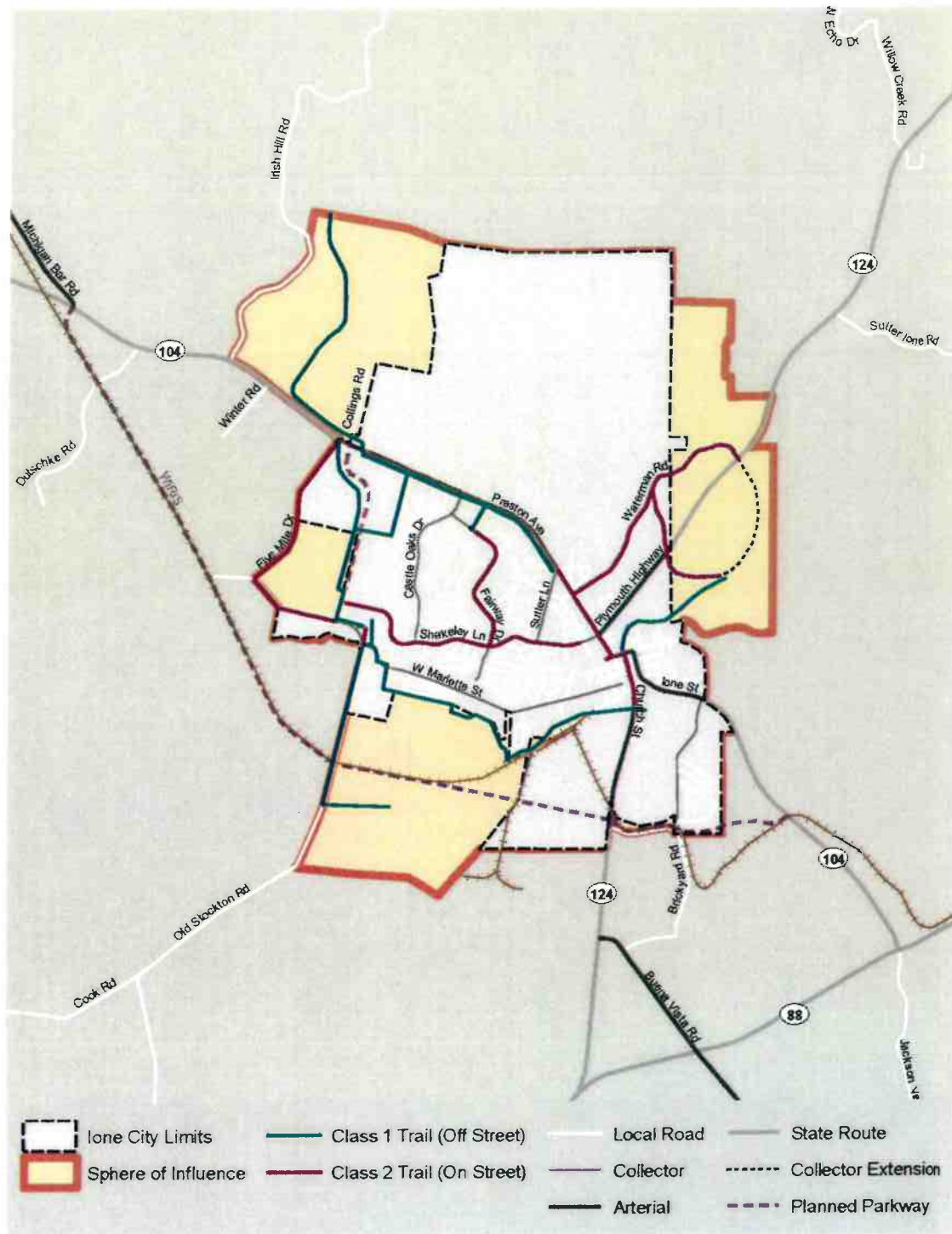
Class II: A corridor expressly reserved for bicycles on a street or roadway in addition to any lanes for use by motorized vehicles.

The Bikeways and Trails plan creates trails along creeks wherever possible, including multi-use trails (pedestrian, bicycle, and equestrian) along Dry Creek in the Q Ranch Policy Area and along Mule Creek in the Ringer Ranch Policy Area. Bikeways and trails will also connect to the planned community park on Five Mile Drive and along the southern boundary of the City to Howard Park and Downtown (**Figure 4-3**). Some of the bikeways are planned as Class I facilities, to be located outside of the street right of way, while others are planned as Class II facilities, with bike lanes to be within the street right of way.

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FIGURE 4-3: Bikeway and Trails Map





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LEVEL OF SERVICE

Level of Service (LOS) is used to describe traffic operations on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, LOS A represents free flow conditions and LOS F represents forced flow or breakdown conditions.

TABLE 4-1: LEVEL OF SERVICE DESCRIPTIONS

Level of Service	Description ¹	Comments ²
A	Represents free flow. Individual users are virtually unaffected by the presence of other vehicles or users in the traffic stream.	Users don't need to pass to maintain desired speed.
B	Stable flow but the presence of others in the traffic stream begins to be noticeable.	Users need to pass to maintain desired speed.
C	Stable flow but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interaction with others in the traffic stream.	Passing becomes difficult.
D	Represents high density but stable flow.	Passing becomes difficult, left turns across traffic delayed.
E	Represents operating conditions at or near the capacity level.	Passing is virtually impossible, left turns become very difficult.
F	Represents forced or a breakdown in traffic flow.	Very low speeds, no passing, left turns are very difficult.
Source: ¹ General Plan Draft Environmental Impact Report, 2008, revised to reflect all users. ² Amador County Regional Transportation Plan, Re-adopted March 5, 2020, revised to reflect all users.		

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GOALS, POLICIES, AND ACTIONS

The goals of this element are as follows and are listed subsequently with –corresponding policies and actions.

GOAL CIR-1: Develop a roadway system that:

- 1) Accommodates future land uses at the City's desired level of service;
- 2) Coexists with other travel modes, includes biking, walking, and golf carts;
- 3) Protects residential areas from excessive traffic; ~~and~~
- 4) Contributes to the quality, safety, and connectivity of the City's residential, Downtown, commercial, office, and industrial areas; and:
- 4)5) Encourages a reduction in vehicle miles traveled (VMT).

Policy CIR-1.1: Implement the Circulation Plan, shown as **Figure 4-1** and **Figure 4-2**, by facilitating new development infrastructure improvements when possible. (Crossreference: ~~LULU-1.3~~, ~~LULU-1.4~~, ~~LULU-1.14~~)

Action CIR-1.1.1: ~~For development projects, require the dedication of right-of-way and the installation of roadway improvements of development projects as part of the review and approval of development projects.~~

Action CIR-1.1.2: Require that prior to issuance of building permits, all development projects that must perform new roadway construction or road widening complete the backbone roadways necessary for all phases of the development project such that adequate transportation infrastructure is available prior to the arrival of the first resident, unless otherwise approved by the City Engineer. Backbone roadways are defined as those collector and arterial roadways providing service within or to new development.

Action CIR-1.1.3: ~~For major roadway projects, a~~ Facilitate ~~How for~~ improvement phasing for major roadway projects such that roadway lanes are constructed based on traffic demand, with planned additional lanes being constructed once traffic demand reaches levels that require the additional lanes to be constructed in order to meet ~~Level of Service~~ OSs specified



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in Policy CIR-1.3. (Cross reference ~~CIR~~ CIR-1.3)

Action CIR-1.1.4: Include pedestrian sidewalks, including adequate crosswalks for a~~All new roadways and roadways that are being expanded must include sidewalks for pedestrians~~roadways, as required by the City Engineer, to ensure pedestrian safety. In addition, crosswalks adequate to ensure pedestrian safety must be provided as determined by the City Engineer.

Action CIR-1.1.5: Require development projects to provide funding or to construct roadway/intersection improvements to implement the City's Circulation Plan and Bikeways & Trails Plan. At the City's discretion, consider the payment of established traffic impact or similar fees to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If payment of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in or fully funded by the fee program.

Policy CIR-1.2: ~~All new projects must be~~Require projects to be consistent with the ~~West Ione Roadway Improvement Strategy (City's congestion management strategies, including any preferred truck route (or bypass) alignment and the WIRIS).~~ Implement ~~the findings and~~ preferred route alignment outlined in the WIRIS.

Action CIR-1.2.1: Adopt a preferred truck route (or bypass) alignment to expedite construction of a truck route alternative to increase traffic safety and relieve congestion in the near-term.

Action CIR-1.2.2: Work with ~~Amador Transportation Commission (ACTC).~~ Amador County, and other regional agencies to prioritize and aggressively pursue funding for the preferred truck route (or bypass) alignment~~WIRIS~~ from all available sources, recognizing the need for near-term solutions to ensure a safe circulation system through Ione and relieve congestion, and to ensure near-term and long-term traffic solutions are included and funded in the RTP.

Action CIR-1.2.3: Require development projects along the ~~F and G~~ segments of the preferred truck route (or bypass) and WIRIS segments to construct the roadway frontages within or adjacent to the development and pay their fair share of the cost of the improvements.

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Policy CIR-1.3: ~~Seek to maintain~~ Maintain operations on all roadways and intersections at ~~Level of Service (LOS)~~ E or better at all times, with the exceptions listed ~~in Policy CIR-1.4 below~~. LOS E should be maintained even during peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals or unless maintaining this LOS would not, in the City's judgment, adequately serve the City's circulation needs, ~~per Policy CIR-1.4~~. Exceptions to this policy may be permitted by the City Council where requiring a higher LOS or allowing a lower LOS would result in clear public benefits. Specific exceptions granted by the City Council shall be added to the existing list of exceptions below, depicted in Figure 4-4, and updated as needed. (Cross reference CIR-1.1.3, CIR-1.4)

- ~~Main Street, Church Street, Preston Avenue, and Ione Street-~~
LOS E;

~~—All Parkways (Golf Links Drive, WIRIS Segments, F, G, H, and I) – LOS D~~

•

Action CIR-1.3.1: ~~Coordinate with ACTC on the RTP update to~~ Revise the RTP LOS policies consistent with proposed Policies CIR-1.3 and CIR-1.4 by coordinating with ACTC on the RTP update.

Action CIR-1.3.2: Coordinate with Caltrans on ~~the updates~~ to the SR 104 and SR 124 Transportation Concept Reports to acknowledge the limitations of widening SR 104 and SR 124 through the City of Ione ~~reflected by~~ reflecting a lower LOS policy consistent with ~~proposed Policies CIR-1.3 and CIR-1.4~~.

~~Policy CIR-1.4: In addition, exceptions to Policy CIR-1.3 may be allowed by the City Council where requiring a higher LOS or allowing a lower LOS would result in clear public benefits. Specific exceptions granted by the City Council shall be added to the list of exceptions below, depicted in Figure 4-4, and updated as needed. (Cross reference CIR-1.4):~~

- ~~Main Street, Church Street, Preston Avenue, and Ione Street-~~
LOS E;

• ~~All Parkways (Golf Links Drive, WIRIS Segments, F, G, H, and I) – LOS D~~

Action CIR-1.4.1: Establish traffic volume thresholds in line with this Policy that once reached, trigger intersection and roadway improvements. Regularly monitor traffic in and adjacent to the City to determine when these traffic volume thresholds



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are reached.

Policy CIR-1.54: ~~Encourage the creation of a~~ Foster an easily navigable road system ~~that is easily navigated.~~

Action CIR-1.54.1: Require development projects to design local road intersections such that roads are perpendicular to each other (at right angles) or round-about intersections, unless there are natural features or special circumstances that prohibit perpendicular or round-about intersection design.

Action CIR-1.54.2: Require development projects to design local roads that have clear and direct paths, not meandering roadways. Prohibit the use of cul-de-sacs in development projects unless specific circumstances require the use of a cul-de-sac or make a cul-de-sac the most viable option.

Action CIR-1.54.3: Provide local street address for properties located on State Routes 104 and 124 within the City limits by working ~~Work~~ with Caltrans, Amador County, and the United States Postal Service ~~to provide local street addresses for properties located on State Routes 104 and 124 within the City limits.~~ Within the City, SR 104 is identified by the local street name of Preston Avenue and South Ione Street. SR 124 within the City is identified as Main Street and South Church Street.

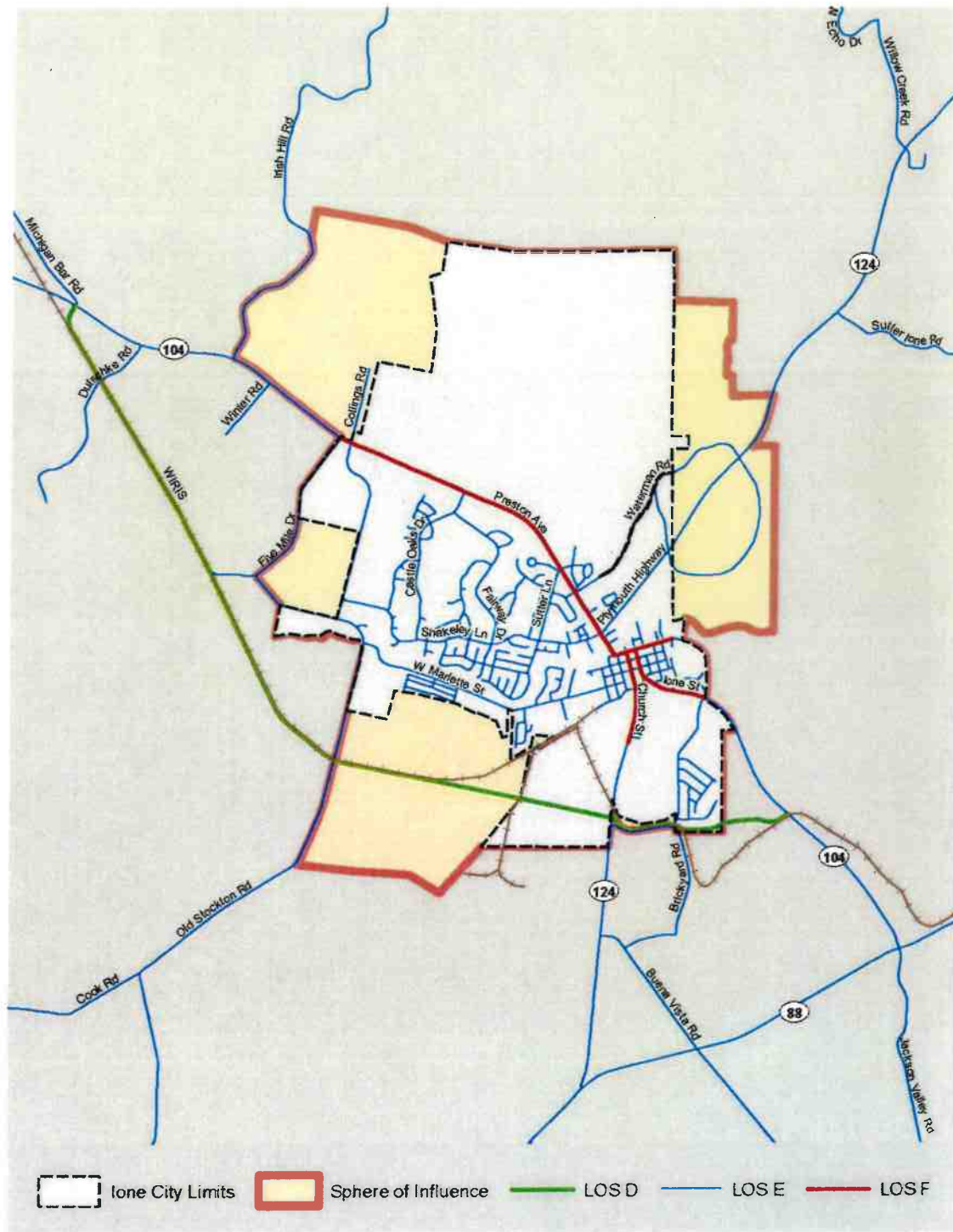
Action CIR-1.54.4: ~~Work with Caltrans to p~~ Provide adequate access for properties on State Route 124 and State Route 88, and the future realignment of State Route 104 (segments F and G of the WIRIS roadway system) by working with Caltrans to provide for additional connectivity (see Figure 4-1).

Action CIR-1.54.5: Address unmet transit needs by c ~~Coordinate~~ing with ACTC as regular updates to the Amador County Short Range Transit Plan are conducted ~~to determine whether there are unmet transit needs in the City of Ione.~~ Reasonable transit enhancements could include additional busses to existing transit routes to decrease headways and serve additional stops or new routes to serve future development.

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FIGURE 4-4: VEHICULAR LEVEL OF SERVICE MAP





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Policy CIR-1.~~65~~: Where existing intersections cause traffic flow delays, consider modifying such intersections to round-about intersections if such improvements would improve traffic flows and livability.

Policy CIR-1.~~76~~: Design the circulation system serving the City's industrial areas to safely accommodate heavy truck traffic.

Policy CIR-1.7: Implement the Downtown Specific Plan parking vision, including parking standards that allow for reduced parking requirements than in other parts of the City and allow for greater parking flexibility, such as shared parking allowances. (Cross reference ED-3.4.1)

~~Action~~Policy CIR-1.87.1: Develop a Parking Management Plan that builds on the As part of a Downtown Specific Master Plan efforts or similar Downtown Plan, develop a Parking Management Plan. (Cross reference ED-3.1.4, LU-LU-1.9, LU-LU-3.1.3, LU-LU-3.1.4)

~~Action CIR-1.87.1:~~ ~~Adopt Parking Standards for Downtown that allow for reduced parking requirements than in other parts of the City and allow for greater parking flexibility, such as shared parking allowances. (Cross reference ED-3.4.1)~~

Policy CIR-1.~~98~~: Discourage the creation of private roadways, except when ~~the roadways they~~ are constructed to public roadway standards and ~~an agreement for~~ private maintenance is assured.

Policy CIR-1.~~402~~: Encourage maximum block lengths that provide multiple vehicular paths and increase pedestrian circulation around -the City at the neighborhood level. The City's preferred block length is less than 800 feet. Block lengths between 800 and 1,000 feet may be acceptable on a case-by-case basis, and block lengths greater than 1,000 feet are generally considered unacceptable.

~~Action CIR-1.402.1:~~ Revise maximum block length standards in the City's street design and/or improvement standards.

~~Action CIR-1.402.2:~~ Include mid-block pedestrian and emergency vehicle connections When when blocks are designed at lengths greater than 1,000 feet, design shall include mid block pedestrian and emergency vehicle connections.

Policy CIR-1.~~4410~~: ~~Support~~Encourage the use of golf carts as a mode of transportation within the City by continuing to allow golf carts on specific roadways, and updating and expanding the number of roadways on which golf carts are allowed, in compliance with State and federal transportation safety laws.

Policy CIR-1.~~4211~~: Support transit programs by Work working with regional agencies and

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transit providers ~~to support transit programs.~~

Policy CIR-1.4312: Evaluate potential crossings of Sutter Creek to alleviate traffic levels on existing roadways.

Action CIR-1.4312.1: Enhance traffic flow and improve community-wide circulation by reviewing ~~Review~~ all new development projects adjacent to Sutter Creek for the potential to provide bridges or other crossings that include pedestrian and bicycle infrastructure, to enhance traffic flow and improve community-wide circulation.

Policy CIR-1.143: Address vehicles miles traveled (VMT) as required by CEQA and support land use with increased densities, consistent with the Land Use Element, to reduce vehicle miles traveled.

Policy CIR-1.14: Support land use with increased densities and mixed uses, consistent with the Land Use Element, to reduce VMT and promote the use of walking, biking, and transit.

Action CIR-1.141.1: Evaluate VMT impacts consistent with the requirements of CEQA and the recommendations of the Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) issued in December 2018, including:

Significance Criteria:

Residential Projects: A proposed project exceeding a level of 15% below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita.

Retail projects: A net increase in total VMT may indicate a significant transportation impact.

Office and Other Projects: A proposed project exceeding a level of 15% below existing regional VMT per employee may indicate a significant transportation impact.

Screening Criteria:

Projects that would result in 110 or less daily trips are screened from further VMT analysis and assumed to have a less than significant impact related to VMT.

Action CIR-1.141.2: Explore the feasibility of a VMT impact fee program to fund transportation demand management strategies that are proven to reduce VMT.



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Action CIR-1.14.3: Require proposed development projects that could have a potentially significant VMT impact to implement 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.

Action CIR-1.14.4: Require new development to implement pedestrian, bicycle, and transit improvements that would reduce VMT and are consistent with the policies and actions described herein.

GOAL CIR-2: Establish an extensive, complete, smooth, interconnected, and continuous pedestrian and bicycle network that is a safe and attractive option for local trips or recreation and that connects to the City's neighborhoods, parks and schools, employment areas, and retail centers.

Policy CIR-2.1: Create a system of sidewalks, off-street trails and multi-use paths, as generally illustrated on **Figure 4-3**, that are used for walking, bicycling, and equestrian use that are attractive, natural, and safe transportation corridors. (Cross reference LU 1.10, CO 8.3)

Policy CIR-2.2: Consider how all plans and projects affect all modes of transportation, including bicyclists and pedestrians. (Cross reference LU 1.2, LU 1.9, LU 1.10)

Action CIR-2.2.1: ~~Seek to maintain~~ Maintain sidewalk pedestrian operations and intersections at ~~LOS~~ Level of Service B or better at all times, including peak travel times, unless maintaining this ~~LOS~~ Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals, as generally illustrated on **Figure 4-5**.

Action CIR-2.2.2: ~~Seek to maintain~~ Maintain Class II bicycle facility operations and intersections at ~~LOS~~ Level of Service C or better at all times, including peak travel times, unless maintaining this ~~LOS~~ Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals, as generally illustrated on **Figure 4-6**.

Action CIR-2.2.3: ~~Seek to maintain~~ Maintain off-street trails, multi-use paths, and Class I bicycle facility operations and intersections at ~~LOS~~ Level of Service A or better at all times, including peak

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travel times, unless maintaining this ~~LOS~~ Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals, as generally illustrated on **Figure 4-67**.

Action CIR-2.2.4: Establish intersection delay thresholds for pedestrians and bicyclists in line with this Policy that once reached, trigger improvements for bicyclists and pedestrians. Regularly monitor intersection delays in and adjacent to the City to determine when these delay thresholds are reached.

Policy CIR-2.3: Require bicycle and pedestrian connections to public transit systems at stops; carpool/vanpool park-and-ride lots; and activity centers (e.g., schools, community centers, higher-density residential areas, Downtown, parks, employment centers, and commercial centers). (*Cross reference* ~~CO-8.3.1~~, ~~LU-LU-1.2~~, ~~LU-LU-1.9~~, ~~PF-PF-8.3~~)

Policy CIR-2.4: Design for the pedestrian first in ~~In designing~~ development projects; ~~design for the pedestrian first.~~ (*Cross reference* ~~LU-LU-1.2~~, ~~LU-LU-1.9~~, ~~LU-LU-1.10~~)

Action CIR-2.4.1: Require pedestrian circulation routes to be designed into all land plans and subdivisions to ensure that access for the pedestrian is provided. Pedestrian routes shall be interconnected and may include open spaces, parks, and trails as otherwise required by the City.



Action CIR-2.4.2: Require and site pedestrian crossings of major roads at key intersections and at locations that provide priority and efficiency to the pedestrian.

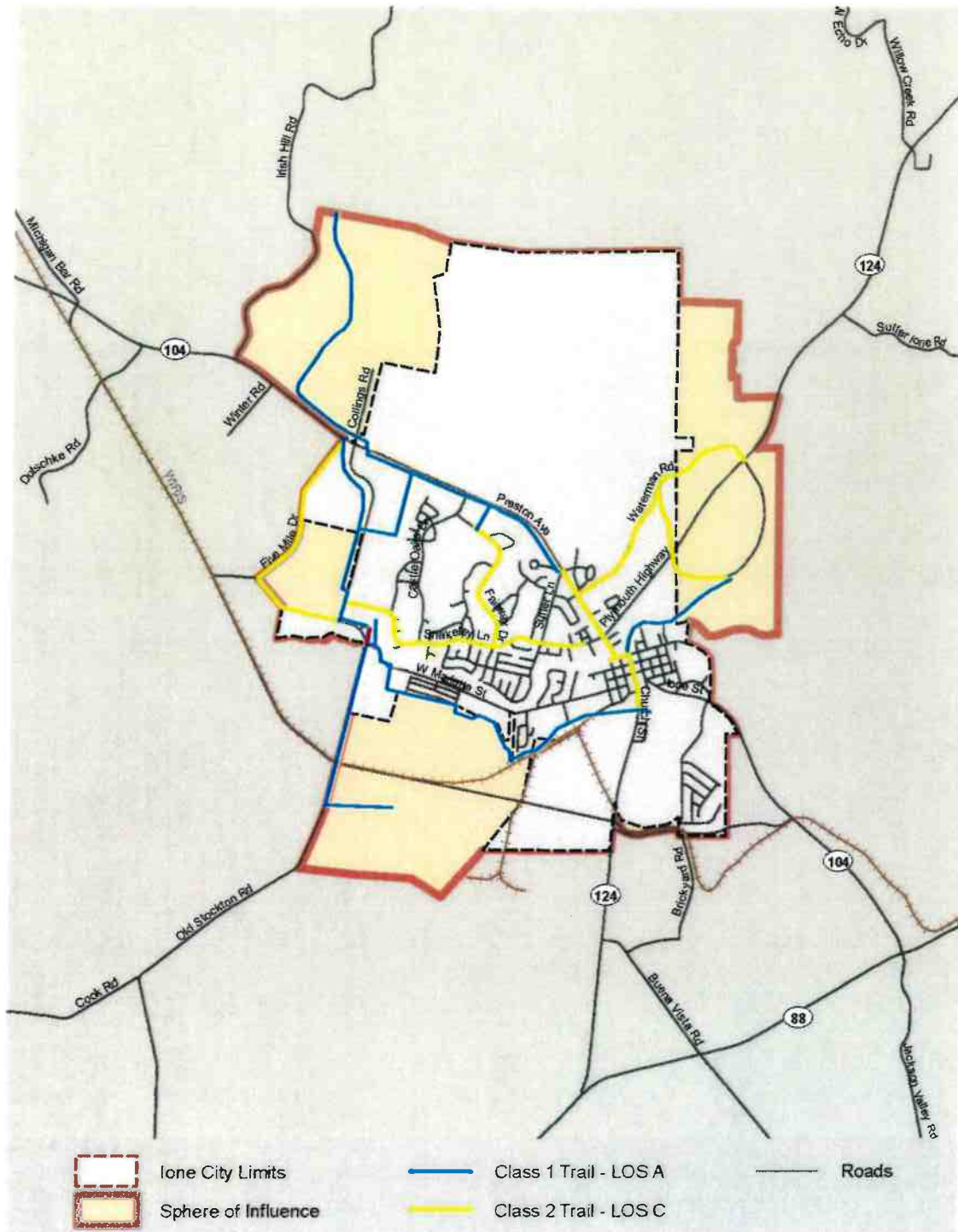
Action CIR-2.4.3: Ensure safe, efficient pedestrian connections are made between the sidewalk, parking areas, and entrances to stores, offices, and other uses as part of development design review. (*Cross reference* ~~NS-NS-6.1.1~~)

Policy CIR-2.5: Provide sidewalks throughout the City. Meandering sidewalks are discouraged, except where necessary to accommodate site-specific features such as trees or habitat. (*Cross reference* ~~LU-LU-1.2~~)

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FIGURE 4-6: BICYCLE LOS FOR CLASS II FACILITIES





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Action CIR-2.5.1: Complete the sidewalks in ~~the existing communities~~ where ROW exists, using grants or other funding sources.

Policy CIR-2.6: Provide safe and convenient bicycle access to all parts of the community. (Cross reference ~~LU-LU-1.2~~)

Action CIR-2.6.1: Pursue all available sources of funding for the development and improvement of bicycle facilities. ~~Develop~~ projects and secure funding to improve pedestrian and bicycle safety and access around schools.

Policy CIR-2.7: Provide bike lanes or other bike facilities along all arterials, connectors, and on local roadways when necessary and feasible to provide for interconnected routes. On-street bike routes may be provided on roadways as deemed necessary by the City. (Cross reference ~~LU-LU-1.2~~)

Policy CIR-2.8: Promote bicycling and walking as a safe and attractive activity. ~~Educate~~ all road users to share the road and interact safely. (Cross reference ~~LU-LU-1.2, NS-2.2.2~~)

Action CIR-2.8.1: Continue Safe Routes to Schools programs and complete associated sidewalk and, crosswalk improvements. (Cross reference ~~PF-PF-8.3~~)

Action CIR-2.8.2 Prioritize pedestrian and bicycle improvements ~~through the CIP and through working with ACTC through the Regional Transportation Plan process, including:~~

- ~~G~~Providing crossings along Sutter Creek and Mule Creek to improve connectivity between Castle Oaks and the residential areas north of the creek to ~~West Marlette Street and the Downtown.~~
- Improving pedestrian crossings and facilities at the intersection of SRs 124 and 104, at the intersection of Preston Avenue and S. Ione Street, and along Preston Avenue and South Ione Street to provide improved connectivity across Sutter Creek and through the Downtown.
- Providing a walking and bicycle trail along Sutter Creek providing connections to the Downtown and Ione Junior High School.
- Improving crosswalk facilities at the intersection of Fairway Drive and Shakely Lane.
- ~~B~~Providing bicycle lanes along SR 104 (Preston Avenue)

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from the Preston School of Industry and Castle Oaks and along Main Street, S. Ione Street, and East Market Street to improve connectivity between residential areas, the Downtown, and Ione Elementary School and Ione Junior High School.

- Providing bicycle lanes along West and East Marlette Street.
- Providing a sidewalk on SR 124 from Main Street to Howard Park.

Action CIR-2.8.23: Maintain roadways and bicycle-related facilities so they provide safe and comfortable conditions for the bike rider, including maintaining lane striping for bike lanes and routes.

Action CIR-2.8.34: Minimize road construction impacts by coordinating bike, and pedestrian facilities with roadway construction whenever feasible.

Action CIR-2.8.45: Ensure traffic-calming projects are appropriate for bicycle and pedestrian users (e.g., address roundabout or bulb-out designs that push cyclists into traffic).

Action CIR-2.8.56: Provide signage, alternative routes, etc. during construction activities affecting bikeways to ensure the safety of cyclists.

Action CIR-2.8.62: Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.

Action CIR-2.8.78: Identify a funding source that will provide at least one crossing guard for each elementary and middle school in the City.

Action CIR-2.8.9: Work with school districts to identify joint funding solutions and other partnership opportunities that facilitate pedestrian safety around schools.

Policy CIR-2.9: Consult with ACTC to ensure that local bikeways and trails connect to regional bikeways and trails to provide for a regional bikeway and trail system in support of the Amador County Bicycle and Pedestrian Master Plan.



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GOAL CIR-3: Fund the vehicular and the bicycle and pedestrian circulation systems adequately to provide all desired services and meet required level of service standards.

Policy CIR-3.1: Assess fees sufficient to cover the fair share portion of all new development impacts on the local and regional transportation system and bicycle and pedestrian circulation system, including both development and maintenance of vehicular and non-vehicular circulation facilities.

Action CIR-3.1.1: Periodically undertake a detailed analysis of the transportation improvements needed as growth occurs and the costs associated with those improvements by reviewing and updating the City's Capital Improvement Plan (CIP). Update development impact fees as necessary to ensure full funding of all required improvements, including the preferred truck route (or bypass) and WIRIS segments.

Action CIR-3.1.2: Work with ACTC to update development impact fees for regional transportation improvements.

Action CIR-3.1.3: Require proposed new development projects to analyze their contribution to increased traffic and to implement improvements necessary to address their impact on facilities, including pedestrian, bicycle, and transit, not covered by a fee program.

Action CIR-3.1.4: Require~~For~~ new development, as a condition of approval, to establish a road maintenance assessment district, or other permanent funding source, or require the new development to annex into an existing maintenance district to provide a funding source to maintain roadway and circulation improvements, including new and existing roads, pedestrian, and bicycle, and transit/pedestrian facilities impacted by the as a result of new development.

~~*Action CIR-3.1.3:* The City's Capital Improvement Plan (CIP) shall be updated to include costs to widen SR 124 between Washington Street and WIRIS, and SR 124 between WIRIS and Buena Vista Road, to four lanes to provide LOS E or better operations.~~

~~Policy CIR-3.2: Assess fees sufficient to cover maintenance costs of the existing circulation system and other circulation projects in areas already constructed, including roadways, pedestrian and bicycle facilities.~~

Action CIR-3.1.2.5: Establish a road maintenance assessment district to provide a permanent funding source to maintain road

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improvements ~~and fund vehicular, pedestrian, and bicycle improvements.~~

~~Policy CIR-3.3: When a Redevelopment Area is adopted by the City, set aside a portion of tax increment financing to be allocated toward circulation improvements (vehicular and non-vehicular), in the Redevelopment Area. (Cross reference ED 3.3)~~

~~Policy Action CIR-3.1.64:~~ Continue to work with ACTC to update development impact fees for regional transportation improvements.

~~Action CIR-3.1.7: Participate in the Safe Routes to School Program to help fund pedestrian and bicycle improvements that provide routes to schools.~~

~~Policy CIR-3.5: Require proposed new development projects to analyze their contribution to increased traffic and to implement improvements necessary to address their impact on facilities not covered by a fee program.~~

Policy CIR-3.62: Aggressively pursue State and federal funding to implement all aspects of the City's Circulation Plan.

~~Policy CIR-3.7: Continue participation in the Safe Routes To School Program to help fund pedestrian and bicycle improvements that provide routes to schools.~~

~~Policy CIR-3.83: Consider all transportation improvements as opportunities to improve safety, access, and mobility for all roadway users, including children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.~~

GOAL CIR-3: ~~Fund the vehicular and the bicycle and pedestrian circulation systems adequately to provide all desired services and meet required level of service standards~~

GOAL CIR-4:

Provide a circulation system that is properly maintained and maximizes safety for all users.

-Policy CIR-4.1: Maintain and repair streets, trails, and other circulation components according to priorities established on an annual basis.

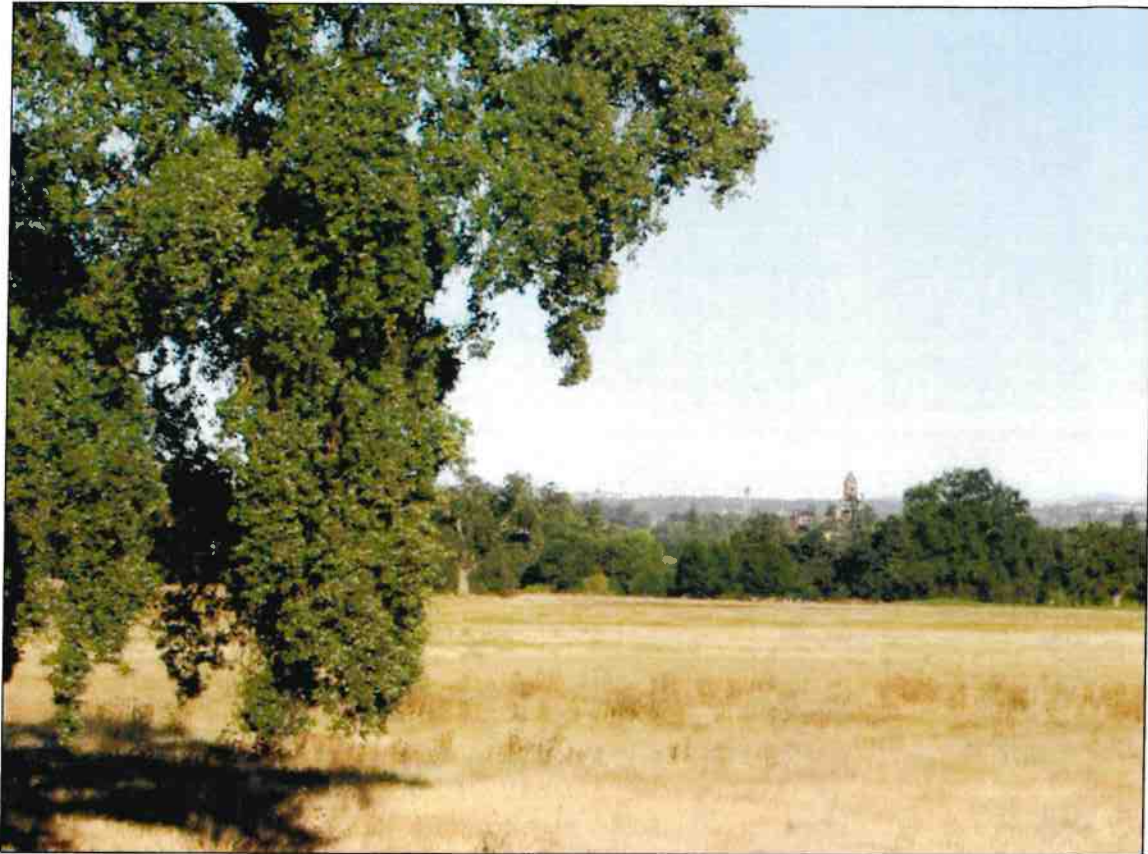
Action CIR-4.1.1: Develop and implement a comprehensive system to monitor and evaluate the conditions and maintenance needs of the existing transportation network. Inventory and categorize the



4. CIRCULATION

City-maintained roads by road type and management system.

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INTRODUCTION

Conservation of natural resources, open space, parks, and trails provides lands and facilities that offer enjoyment and beauty to the residents of the community. Incorporating each of these elements throughout the City provides a place for active and passive recreation, help to preserve natural resources, and improve air quality. Planning within the City of Ione aims to preserve natural resources and open spaces including waterways, air quality, agricultural areas, wildlife and plant species and habitats, as well as areas used for recreation.

Topics included in this Element include agriculture, air quality, flooding, land reclamation, land use, minerals, recreation, scenic resources, soil conservation, trails system, water supply, and wildlife. Refer to page 5-2 for a listing of contents covered in this Element.

Natural resources support urban life by providing necessary biological, mineral, and water resources and high-quality lands for agricultural and recreational uses. Ensuring quality management and protection of the City's numerous natural resources will contribute to Ione's environmental health as well as to quality of life for residents. The City wishes to ensure long-term sustainability while evaluating new **opportunities** and techniques in conservation and the preservation of open space.



5. CONSERVATION AND OPEN SPACE

IN THIS SECTION

- Introduction (Page 5-1)
- Vision (Page 5-2)
- Purpose (Page 5-2)
- Related Plans and Programs (Page 5-3)
- Relationship to Other General Plan Elements (Page 5-5)
- Setting, Issues, and Considerations (Page 5-6)
- Issues this Element Attempts to Solve (Page 5-10)
- Goals, Policies, and Actions (Page 5-10)

VISION

Conservation of air and water quality, wildlife and plant habitat, natural resources, recreational areas, and agricultural lands is a priority in planning within and around Ione. The City is surrounded by natural areas and exists on the boundary between the Central Valley of California and the foothills of the Sierra Nevada Mountains. Planning and development in Ione will be well-coordinated to preserve and protect the highest level of environmental and natural resource quality and quantity for current and future generations. Human use and enjoyment of natural resources is incorporated through the preservation of agricultural lands, the development of parks, trails and other active and passive recreational opportunities, and the preservation of resources such as water.

Ione maintains a rural atmosphere through visual corridors that include rangeland, farmland, and recreational open space. Open space serves multiple purposes, including visual enhancement, water protection and flood control, recreation, non-motorized vehicle trails, wildlife through ways, and neighborhood definition. Planning and design for open space is done in conjunction with planning for development and with an eye to cohesive land use in City and the region. Since much of the open space within the area is outside of the City limits, coordination with Amador County, property owners, and residents is essential in preserving these lands. Open space is retained and, in select, appropriate locations, developed with amenities (such as trails and water access) to increase value for the community. In some areas commercial uses such as rangeland and farmland operations allow the land to remain economically productive while serving open space needs.

PURPOSE

This Element identifies the need for and ways to protect, maintain, and enhance existing natural resources, open space and natural recreational areas, as well as to create additional areas for the enjoyment of residents and the protection of the environment. This Element fulfills the conservation and open space element requirements for the General Plan. The goals, policies, and actions provided are intended to achieve the City's vision to provide open space areas that are accessible to all members of the community, while fostering the preservation of Ione's many valuable natural resources, including wildlife habitat, water resources, soils, and mineral resources. It also attempts to balance the present needs of resource users with the need for resource

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conservation for the common good. This Element establishes a policy framework and action program for the improvement, expansion, and maintenance of the City's open space, recreation, and natural resources.

RELATED PLANS AND PROGRAMS

The Conservation Element relates to several other plans and programs, including the following:

NATIONAL ENVIRONMENTAL POLICY ACT

The National Environmental Policy Act (NEPA) is a federal environmental review process for projects that have a federal nexus (e.g., impact federal resources or lands, receive federal funding, or require federal approval or permits). NEPA requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.

FEDERAL ENDANGERED SPECIES ACT

The Federal Endangered Species Act (FESA) is a federal law that protects species that are endangered or threatened with extinction. FESA prohibits the "take" of endangered or threatened wildlife species. "Take" is defined as harassing, harming (including significantly modifying or degrading habitat), pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species or any attempt to engage in such conduct (16 USC 1532, 50 CFR 17.3).

SECTION 404 OF THE CLEAN WATER ACT (404 PERMITS)

Section 404 of the Clean Water Act regulates the discharge of dredged or fill material into waters of the United States (waters of the U.S.), including wetlands and vernal pools. Activities in waters of the U.S. that are regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects.

SECTION 401 OF THE CLEAN WATER ACT (WATER QUALITY CERTIFICATION)

Section 401 of the Clean Water Act requires a State Water Quality Certification for all federal permit or license applications for any activity that may result in a discharge into a water body in order to ensure compliance with state water quality standards. Most Certifications are issued in connection with section 404 permits for dredge and fill discharges. The Central Valley Regional Water Quality Board issues Section 401 water quality certifications for projects in Ione.

SECTION 402 OF THE CLEAN WATER ACT (NPDES PERMITS)

Section 402 of the Clean Water Act establishes permit programs to authorize discharge of storm water and treated wastewater to surface water(s) of the United States, referred to as the National Pollution Discharge Elimination System (NPDES). The Regional Water Quality Control Board, Central Valley Region, issues and administers NPDES permits.

CITY OF IONE WASTEWATER MASTER PLAN

The City is pursuing a Wastewater Master Plan, which will include proposals for wastewater service provision in the City. The Master Plan will address wastewater treatment, disposal, and



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reuse facility needs. The Plan will include steps to meet treatment requirements, determine repair and replacement needs, and improve reliability and performance of wastewater facilities.

AMADOR WATER AGENCY URBAN WATER MANAGEMENT PLAN

The Amador Water Agency was formed for the purpose of providing water and wastewater services to the residents of Amador County. While the Agency provides both services, only water service is provided to residents of Ione. Surface water from the Mokelumne River, located in the California Sierra Nevada Mountains, is the primary source of water for Ione. The Urban Water Management Plan addresses the Agency's water supplies and water demands over a range of normal and emergency conditions.

MOKELUMNE/AMADOR/CALAVERAS INTEGRATED REGIONAL WATER MANAGEMENT PLAN (IRWMP)

The IRWMP reflects the Mokelumne, Amador, and Calaveras region's goals for ensuring a reliable water supply, reduction in flood-related impacts, and preservation of water quality and the environment. Updated [comprehensively in 20132019](#), it takes a regional approach to resource management and spans several watersheds.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) is the State's environmental review process that requires public agencies to identify the significant environmental effects of a project and either avoid or mitigate the significant environmental effects, where feasible.

CALIFORNIA ENDANGERED SPECIES ACT

The California Endangered Species Act is the State's listing of endangered and threatened species. It requires state agencies to consult with the California Department of Fish and ~~Game-Wildlife~~ [\(CDFG CDFW\)](#) when preparing CEQA documents to ensure that the state lead agency actions do not jeopardize the existence of listed species.

CALIFORNIA FISH AND GAME CODE

The California Fish and Game Code contains laws and regulations relating to California's fish, wildlife and plants and their habitats. The Code is administered by the ~~California Department of Fish and Game~~ [CDFW](#).

SURFACE MINING AND RECLAMATION ACT

The Surface Mining and Reclamation Act (SMARA) addresses the need for a continuing supply of mineral resources and to prevent or minimize the negative impacts of surface mining to public health, property and the environment. SMARA's requirements apply to all surface mining operations in California that disturb more than one acre or remove more than 1,000 cubic yards of material including prospecting and exploratory activities, dredging and quarrying, streambed skimming, borrow pitting, and the stockpiling of mined materials.

QUIMBY ACT

State legislation allows local jurisdictions to require the dedication of land for park and recreation

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purposes. This Element establishes the City's parkland dedication requirement.

AMADOR COUNTY PARK AND RECREATION MASTER PLAN

The Amador County Recreation Agency (ACRA) is a joint powers authority consisting of Amador County; the Amador County Unified School District; the cities of Amador, Ione, Jackson, Plymouth, and Sutter Creek; and the Community Services Districts for Volcano and Camanche. ACRA provides park and recreation services in the County. The Master Plan helps identify parks and recreation opportunities and create an overall vision for meeting recreation needs.

CITY OF IONE PARKS AND RECREATION COMMISSION

The City has a Parks and Recreation Commission that oversees matters regarding park and recreation facilities in the City. The Commission is responsible for planning, establishing parks standards, review and creation of recreational programs, and other aspects of management of parks and recreation services in the City.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Conservation and Open Space Element of the Ione General Plan is related to several other elements. The Circulation Element identifies routes for all modes of circulation including pedestrians and bicyclists. These routes will connect to recreational trails discussed in this Element. The Land Use Element aims to identify the appropriate mix and dispersion of land uses, including agricultural and recreational uses. Where possible, facilities such as schools will provide recreational uses for the entire community. Preservation of Ione's historical resources is addressed in the Economic Development Element.

SETTING, ISSUES, AND CONSIDERATIONS

PARKS AND RECREATION

Recreational opportunities are provided throughout Ione; planned trailways will serve equestrians, bicyclists, walkers, runners and others. Greenbelts among developed areas will contain connecting trails and paths. Small parks provide play areas and gathering spaces for neighborhoods, while larger parks provide opportunities for swimming, tennis, sports fields and activities. Additional year-round recreation options are available through organized activities, indoor recreation facilities and community centers.

Additional recreational opportunities for residents and visitors include the Castle Oaks Golf Course. The course is a public, 18-hole championship golf course. The course is situated on the historic Preston Farmlands, and overlooked by Preston Castle.



Park Facilities



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**TABLE 5-1:
SUMMARY OF PARKS AND FACILITIES IN THE
CITY OF IONE**

Park Site	Acres	Park Type
Grover Park (Pioneer Park)	2.0	Neighborhood Park
Heath Knoll	0.2	Landscape Area
Perry Earl Park	1.0	Neighborhood Park
Howard Park	89.7	Community Park
Train Park	0.3	Neighborhood Park
Oakridge Park	0.3	Neighborhood Park

Source: ACRA, 2006.

AGRICULTURE AND SOILS

The City of Ione does not contain a substantial amount of agricultural resources, or lands used for agriculture, within the City limits. Agriculture in the City's Sphere of Influence and Planning Area is typically limited to native pasture (dry), irrigated pasture, small grains (wheat and barley) and field crops (such as sugar beets, alfalfa, safflower, beans, and corn). Additional vineyards and orchards are located nearby as well. However, large areas throughout the planning area contain Prime Farmland and other valuable farmlands, as designated by the Farmland Mapping and Monitoring Program. Refer to **Figure 5-1** for the locations of agricultural lands within the planning area.

A total of 55 different soils types occurs within the Planning Area. In general, soils in the City and surrounding Planning Area do not possess characteristics that are favorable to agricultural purposes, however; there are areas of valuable farmlands and high quality soils in some portions of the Planning Area. Generally, the majority of soils in the Planning Area are classified as severe (limited capability) relative to septic tank and leach field capability. Qualities which limit soils for agricultural uses and development purposes include steep slopes, nearness of bedrock to the surface, high erosion potential, poor drainage, stones and rocks in the soil, low water holding capacity, low fertility, poor soil structure, and damage caused by flooding.

NATURAL RESOURCES AND WATERWAYS

Natural resources within the planning area include waterways and wetlands, forested and wooded areas, and can also include croplands or agricultural areas that support wildlife. Vegetation types within the Planning Area include cropland, forests and woodlands, shrublands and grasslands. The predominant woodland within the Planning Area is blue oak series.

According to the California Natural Diversity Database (CNDDDB) and the U.S. Fish and Wildlife Service, several dozen special-status plant and animal species have the potential to occur within Amador County. This includes species listed as Endangered, Threatened, and Species of Concern. Some special-status species which may occur in the Planning Area are vernal pool fairy shrimp, Central Valley steelhead and Chinook salmon, California tiger salamander, California red-legged frog, northwestern pond turtle, Swainson's hawk, golden and bald eagles, western burrowing owl,

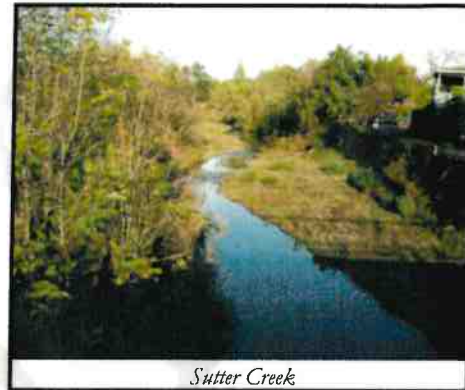
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and other species.

Special habitats, including vernal pools and other seasonal wetlands also have the potential to occur in annual grassland habitat, found in the Planning Area. Wetlands are present within the City and greater Planning Area and provide a variety of functions to the community. Wetlands in the Planning Area have important ecological functions in that they support unique assemblages of specially adapted plant and animal species. In addition to their ecological functions, wetlands provide important water filtration, storage and recreational functions.

Major streams and flood corridors in the Ione area offering riparian habitat include Sutter Creek and Mule Creek, which flow into Dry Creek west of the City (see **Figure 5-2**). Creeks provide important ecosystem functions including habitat for diverse and abundant plant and animal life and are considered movement corridors for animals. Additionally, creeks and streams invite hiking, exploring and even gold panning.



Sutter Creek

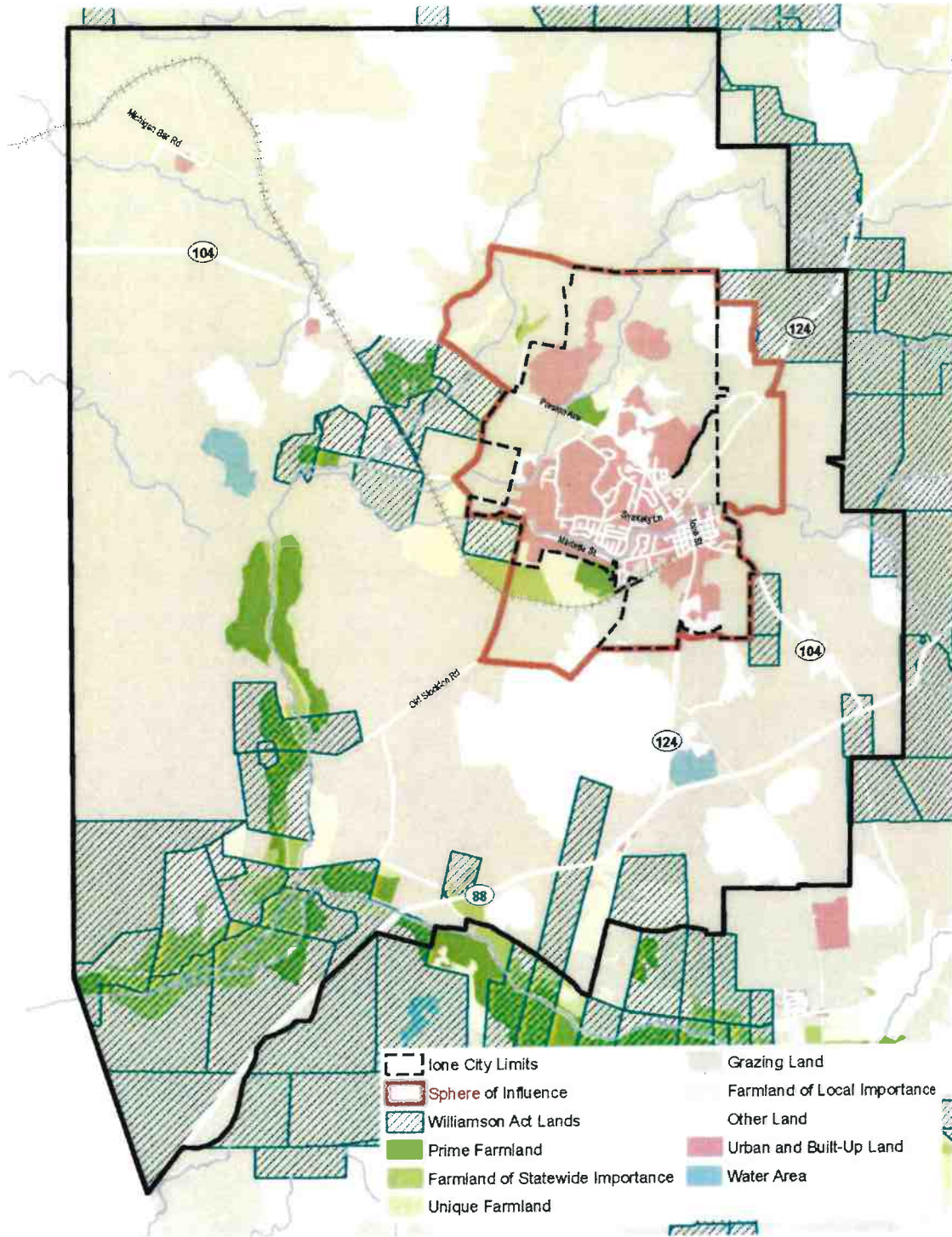
Surface water from the Mokelumne River, located in the Sierra Nevada Mountains, is the primary source of water for Amador County. The Amador Water Agency (AWA) provides wholesale, retail, raw, and treated domestic water to the area. For Ione, water is stored at the Ione Reservoir before being piped to the Ione Water Treatment Plant.

Ione includes a number of areas that directly facilitate or indirectly accommodate groundwater recharge. Groundwater recharge can occur from infiltration of precipitation and applied water (e.g., irrigation), surface water infiltration, subsurface inflows from outside the groundwater subbasin, and unintentional recharge (e.g., leaky pipes). Areas considered as moderately good for recharge include lands designated Agriculture within and adjacent to the City and lands designated Open Space Surface Mining in the Planning Area. Groundwater recharge can also occur through green areas, including open space, previous drainage facilities, greenbelts, and recreation areas with limited impervious surfaces, such as golf courses, fields, grass, and landscaped areas, that are included in development in any of the land use designations. Areas supporting groundwater recharge included the open space and conservation areas shown in Figure 5-3.



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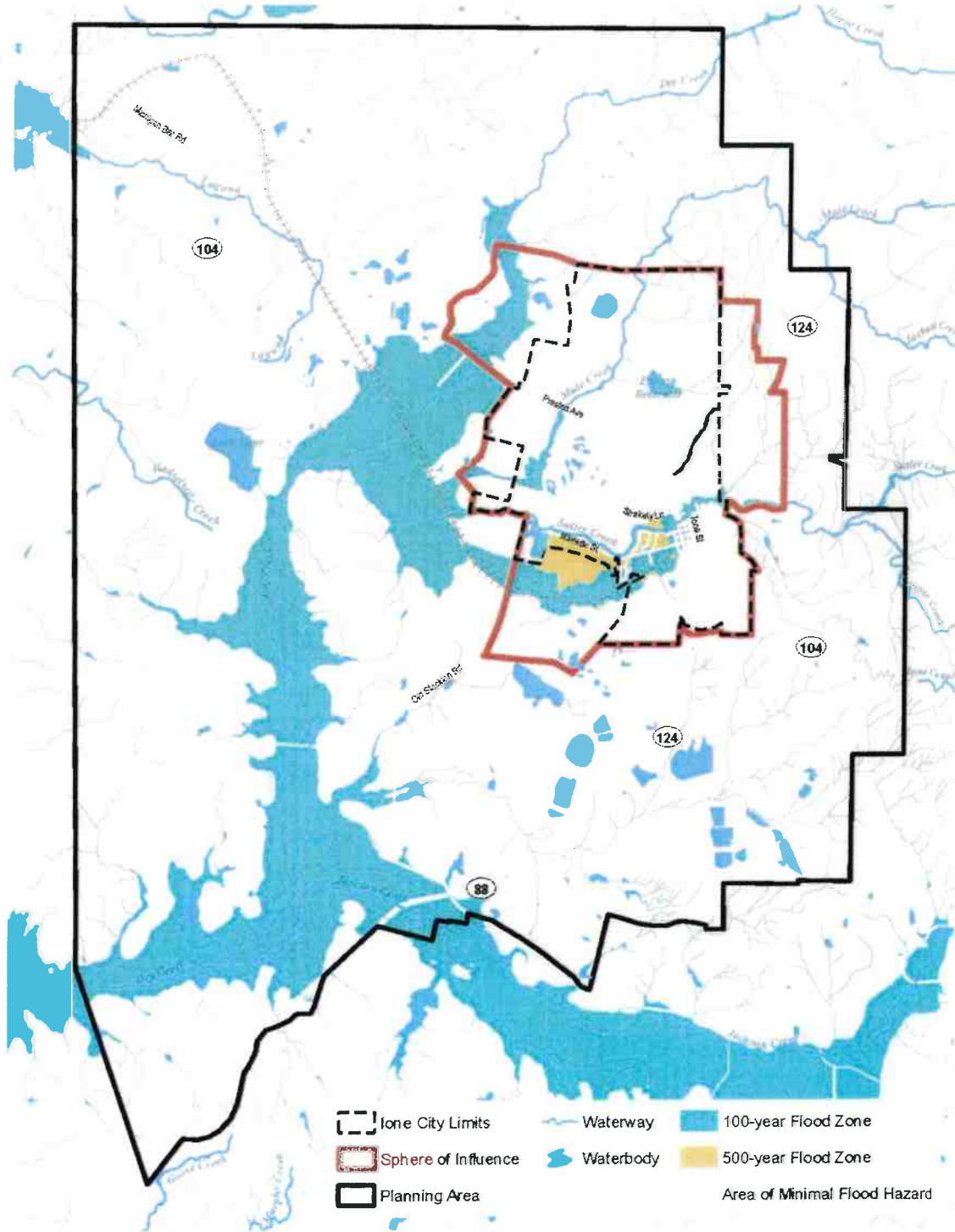
FIGURE 5-1: AGRICULTURAL LANDS



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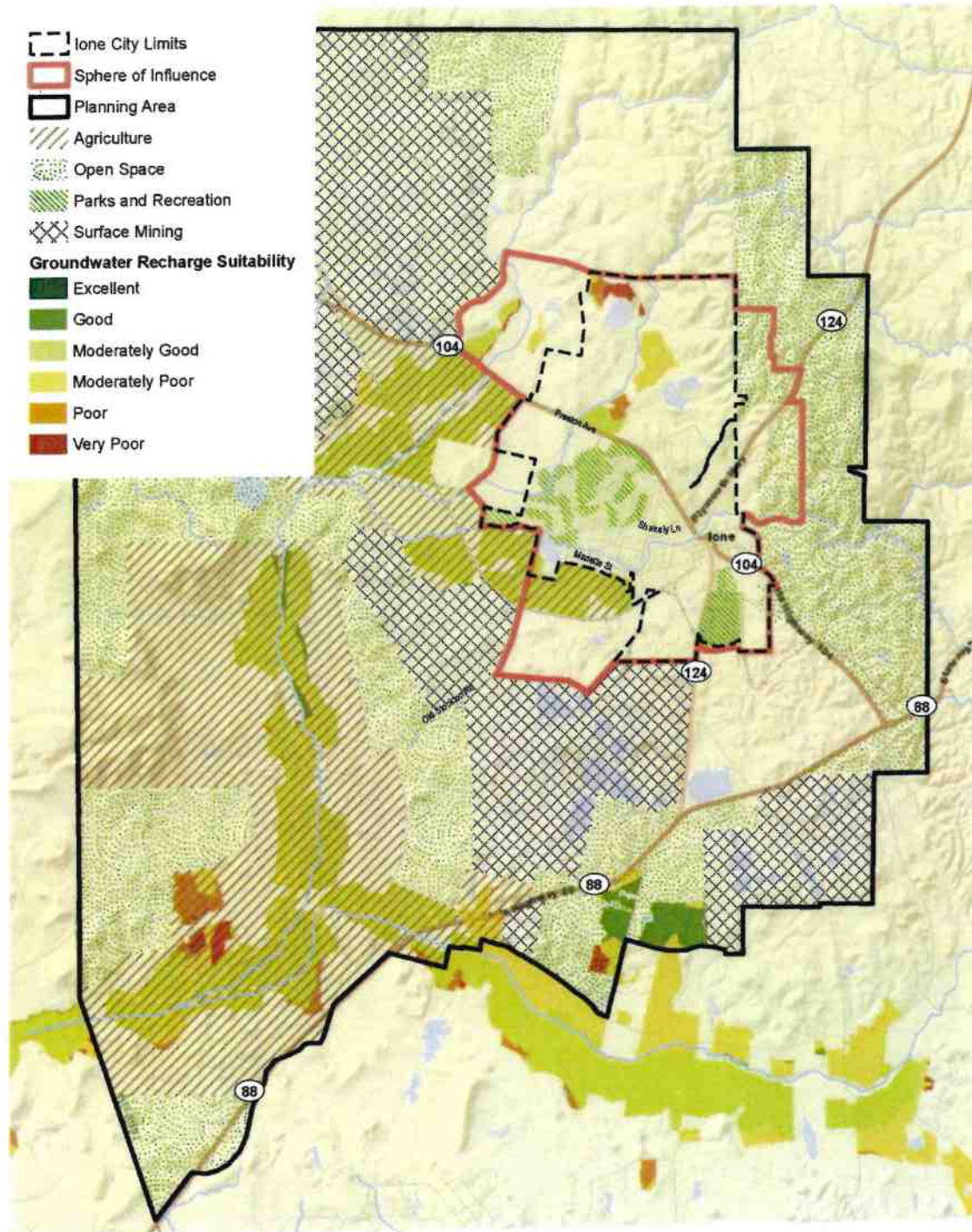
FIGURE 5-2: WATERWAYS AND FLOOD PLAINS





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FIGURE 5-3: GROUNDWATER RECHARGE SUITABILITY



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ISSUES THIS ELEMENT ~~ADDRESSES~~ ~~TEMPTS TO SOLVE~~

This Element identifies several issues related to achieving the City's conservation, agriculture, open space, parks, and trails vision. The following issues are addressed by the objectives, goals, and policies found in this element of the General Plan:

- Protecting wildlife and wetlands areas, including waterways and reservoirs intended for human use.
- Encouraging the City and various public agencies to work together to establish natural resource protection areas both inside and outside of the City.
- Reducing the impacts of new development on the use of water and aggregate resources.
- Maintaining continuous and uninterrupted habitat areas where possible in order to allow species migration and minimize habitat and species isolation.
- Establishing additional open space for outdoor recreation, especially in currently undeveloped areas.
- Enhancing existing parks and trails to provide a premier park system with a variety of facilities, landscaping types, natural resource areas and recreational uses dispersed throughout the community.
- Preserving agricultural lands for agricultural uses within the Planning Area.
- Maintaining high air quality within the City and reducing Ione's contribution to greenhouse gas emissions.
- Promoting groundwater infiltration and recharge.

GOALS, POLICIES, AND ACTIONS

The goals of this Element are as follows and are listed subsequently with corresponding policies.

GOAL CO-1: **Protect and preserve diverse wildlife, ~~and plant,~~ and fisheries habitats, including habitat for special-status species.**

Policy CO-1.1: Protect rare, threatened, and endangered species and their habitats in accordance with State and federal law.

Action CO-1.1.1: Incorporate significant habitat preserves and interconnected wildlife corridors as appropriate to the characteristics of the proposed development, project location, and environmental conditions, in new development areas to provide ample space



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for animal movement.

- Action CO-1.1.2:* Review projects through the entitlement process and CEQA analysis to ensure that they comply with State and federal policy for biological resources.
- Action CO-1.1.3:* Require that preserved habitats have interconnections with other habitat areas, to the extent feasible, for areas planned to be preserved, in order to maintain the viability of the preserved habitat to support the special-status species identified. The determination of the design and size of the “interconnections” shall be made by the City, as recommended by a qualified professional, and will include consultation with the California Department of Fish and ~~Game~~ Wildlife and U.S. Fish and Wildlife Service (USFWS).
- Action CO-1.1.4:* Require ~~feasible~~ mitigation of impacts, where feasible, for proposed private and public projects in which special-status species are found, likely to occur, or where the presence of species can be reasonably inferred, to ensure that the project does not contribute to the decline or viability of the species. Such mitigation measures may include providing and permanently maintaining similar quality and quantity of replacement habitat, enhancing existing habitat areas, or paying in-lieu fees towards to an approved habitat mitigation bank. Replacement habitat may occur either on-site or at approved off-site locations. Feasible mitigation shall be determined by the City after the ~~U.S. Fish and Wildlife Service (USFWS)~~ and the ~~California Department of Fish and Game (CDFWG)~~ are provided an opportunity to comment. Mitigation shall emphasize a multi-species approach to the maximum extent feasible. This may include development or participation in a habitat conservation plan (HCP).
- Action CO-1.1.5:* Require a biological resources evaluation for private and public development projects in areas identified to contain or possibly contain listed wildlife, plant, and/or ~~wildlife~~ fisheries species based upon the City's biological resource mapping provided in the General Plan EIR or other technical materials. This evaluation shall be conducted prior to the authorization of any ground disturbance.
- Action CO-1.1.6:* Coordinate with Amador County and adjoining jurisdictions, as well as with federal and state agencies such as Caltrans, to assure regional connectivity of open space and wildlife corridors.

Policy CO-1.2: Promote educational programs that inform the public about natural resources.

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- Action CO-1.2.1:* Consult with non-profit groups, educational institutions, and other agencies as available to provide environmental education programs that inform the public about the City's natural resources.
- Action CO-1.2.2:* Establish a network of interactive signs and other permanent educational features in preserved natural areas and open space areas, where feasible and public access is provided. Educational features should include pertinent natural history information and development of these features may be conducted with input from non-profit groups, educational institutions, and other agencies.

GOAL CO-2: **Preserve and maintain creek corridors and wetland preserves with useable buffer zones throughout ~~new development~~ areasIone.**

- Policy CO-2.1: Consult with relevant State and local agencies, property owners, and local interest groups to restore, enhance, and ~~preserve~~ creeks in and around ~~the City of Ione~~. Public and private projects shall be required to avoid impacts to wetlands if feasible. If avoidance is not feasible, projects shall achieve no net loss of wetlands, consistent with State and federal regulations.
- Action CO-2.1.1:* Restrict or modify as part of the project approval and environmental review process proposed development in areas that contain wetlands, as defined by U.S. Army Corps of Engineers approved delineations as necessary to ensure the continued health and survival of special-status species and sensitive areas.
- Action CO-2.1.2:* Require setbacks and buffers for all development within areas containing wetlands or for development which will occur adjacent to wetlands or waterways. (*Cross reference LU 1.8, 1.13, 1.14, 1.15, 1.16*)
- Action CO-2.1.3:* Consult with non-profit groups, educational institutions, and other agencies as available to provide environmental education programs that inform the public about the City's creeks, wetlands and other special habitat areas.
- Policy CO-2.2: Require that drainage improvements discharging into areas of wetlands to be preserved are, to the maximum extent feasible, designed to mimic the undeveloped surface water flow conditions of the area in terms of seasonality, volume, flow velocity, and water quality. (*Cross reference PF 3.1.4*)



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Policy CO-2.3: Coordinate applications for new development projects with local, state, and federal agencies in order to determine when natural creek corridors can handle projected storm flows and when separate stormwater facilities should be constructed. Applicants shall demonstrate that agency consultations have been undertaken that projects will take into account issues including flow velocity, sediment load, and volume.

Policy CO-2.4: Require the preservation of existing creek locations, topography, and meandering alignment. Minor adjustments to creek alignments may be approved on a case-by-case basis, provided the quality and integrity of the habitat are maintained. (*Cross reference LU 1.8, LU 1.9, LU 1.13, LU 1.14, LU 1.15, LU 1.16*)

Action CO-2.4.1: Encourage projects that contain creeks, or are located adjacent to creeks, to be designed for visibility and, as appropriate, access. Utilize low- impact trails, such as raised walkways, wherever access to wetlands, creeks and waterways is planned.

Action CO-2.4.2: Ensure that direct and indirect adverse impacts to wetland habitats are minimized by environmentally sensitive project siting and design.

Action CO-2.4.3: Establish standards for private projects allowing public access in the floodplain and buffers along creek corridors and preserves, where not precluded by habitat preservation requirements. Require open-view fencing for all residential development adjacent to creeks and wetlands.

GOAL CO-3: Preserve high-quality trees throughout the City.

Policy CO-3.1: Conserve existing native and non-invasive trees for their historic, economic, aesthetic, educational, and environmental value. (*Cross reference LU 1.10, LU 1.11, LU 1.13, LU 1.14, LU 1.15, LU 1.16, LU 1.17*)

Policy CO-3.2: Require preservation of all trees of 36" diameter at breast height (dbh) or greater on development sites, unless health, safety, or access requirements do not allow for preservation of such trees. All development is required to fully mitigate the removal of any native trees that are 6" dbh or



Oak Tree in Howard Park

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larger by replanting.

Policy CO-3.3: Promote trees as economic and environmental resources for the use, education, and enjoyment of current and future generations. Encourage property owners to plant and maintain healthy stands of trees.

Policy CO-3.4: Improve overall landscaping quality and sustainability in all areas visible to the public through the creation of development guidelines and/or standards that establish minimum planting provisions for landscaped areas within new developments.

Action CO-3.4.1: Create landscaping guidelines which address the appropriate species to be utilized, spacing and location of plantings and reduction of water required for irrigation and to ensure the long-term viability of planted areas.

Action CO-3.4.2: Work with local agencies, non-profits, and interest groups to develop a local tree list, identifying species which should be used for replacements and other landscaping to be used as a guideline for all tree plantings within the City.

GOAL CO-4: Protect the quantity and quality of the City's water resources

Policy CO-4.1: Promote water conservation within existing and future urban uses.

Action CO-4.1.1: Implement standards that require water conserving appliances and fixtures in all new development.

Action CO-4.1.2: Work with the local water provider to encourage the preservation of water for local residences and businesses (e.g., educational materials). (*Cross reference PF 4.1.4*)

Action CO-4.1.3: Require planting of drought-tolerant and native vegetation as part of new development projects.

Policy CO-4.2 Recognize that the Agriculture, Open Space, and Surface Mining land use designations promote groundwater infiltration through limiting the intensity of development and providing large permeable surface areas.

Action CO-4.2.1: Continue to plan for extensive Agriculture, Open Space, and other public/quasi-public uses that promote groundwater recharge, including parks and storm drainage basins, throughout the Planning Area.

Policy CO-4.3 Promote direct and indirect groundwater recharge in open space, drainage,



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parks, agricultural, and other green areas that provide opportunities for groundwater infiltration.

Action CO-4.3.1: Encourage development and infrastructure projects to use pervious surfaces, landscaping, and open space areas designed to maximize groundwater infiltration and recharge, to the extent feasible.

Policy CO-4.24: Encourage the use of treated wastewater to irrigate parks, golf courses, and landscaping. In new development areas, the use of tertiary treated wastewater for irrigation may be applied as a condition of approval subject to State permitting. (Cross reference PF 3.1.2)

Policy CO-4.35: Protect surface and ground water from major sources of pollution, including hazardous materials contamination and urban runoff.

Action CO-4.35.1: Restrict hazardous materials storage in the 100-year floodplain to prevent surface water and groundwater contamination. (Cross reference NS 5.3)

Action CO-4.35.2: Educate the community on laws governing the proper handling of hazardous materials, especially those laws that pertain to discharging materials into creeks.

Action CO-4.35.3: Install appropriate signage to deter the discharge of hazardous materials into storm drains.

Action CO-4.35.4: Provide adequate containment facilities for future land uses anticipated to utilize hazardous materials or waste to ensure that surface water and groundwater resources are protected from accidental releases. (Cross reference NS 5.3.1)

Policy CO-4.64: Minimize erosion into stream channels resulting from new development in urban areas, consistent with State law. (Cross reference PF 3.1.4)

Action CO-4.64.1: Require development projects to contain urban runoff control strategies and requirements that are consistent with Drainage Master Plans and the City's urban runoff management program.

Action CO-4.64.2: Require development within newly urbanizing areas to incorporate runoff control measures into their site design or to participate in an area-wide runoff control management effort, consistent with standards developed by the City.

Action CO-4.64.3: Encourage new development to incorporate features such as

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grassy swales, multi-use retention or detention basins, and integrated drainage systems to enhance water quality and groundwater recharge. (Cross reference PF 3.1.5)

Action CO-4.64.4: Require new development projects to incorporate the use of best management practices (BMPs) in order to protect receiving waters and groundwater from the adverse effects of construction activities, sediment and urban runoff. BMPs shall be developed and incorporated in the project prior to approval by the City.

Policy CO-4.57: ~~The City shall incorporate~~Require Storm Water, Urban Runoff, and Wetland Mosquito Management Guidelines and Best Management Practices to be incorporated into the design of water retention structures, drainage ditches, swales, and the construction of mitigated wetlands in order to reduce the potential for mosquito-borne disease transmission.

Policy CO-4.68: ~~The City shall c~~ontinue to cooperate and participate with the County, other cities in the region, and the Regional Water Quality Control Board regarding compliance with the joint National Pollutant Discharge Elimination System Permit or any subsequent permit and support water quality improvement projects in order to maintain compliance with regional, state and federal water quality requirements.

Policy CO-4.9: Encourage and support regional and statewide efforts to improve water infrastructure and storage to address drought conditions, including construction of additional reservoirs, groundwater injection wells, and increased groundwater recharge.

GOAL CO-5: Support the environmentally sensitive extraction of minerals and the subsequent reclamation of mined areas.



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Policy CO-5.1: Ensure that the environmental effects of mining and reclamation on aquifers, streams, scenic views, and surrounding residential uses are prevented or minimized.

Action CO-5.1.1: Regulate surface mining operations within the City limits as required by California's Surface Mining and Reclamation Act of 1975 (SMARA), Public Resources Code Section 2207 (relating to annual reporting requirements), and State Mining and Geology Board regulations for surface mining and reclamation practice.



Action CO-5.1.2: Coordinate mining operations and urban development to minimize conflicts between residents and mining, particularly where mining is conducted before urbanization. (Cross reference LU 1.10, LU 1.11)

Policy CO-5.2: Eliminate residual hazards to the public health and safety. (Cross reference LU 1.10, LU 1.11, LU 1.13, NS 8.1)

Action CO-5.2.1: Establish and require minimum setbacks of future and reauthorized surface mining from adjoining residential land uses.

Action CO-5.2.2: Review proposed residential and sensitive land uses adjacent to existing or proposed mining operations for adequate buffering and establish setbacks where necessary to ensure public safety from such uses.

GOAL CO-6: Conserve the natural resources and quality of life within the community by reducing local and global air quality and greenhouse gas impacts.

Policy CO-6.1: Promote infill development as a means to limit vehicle trips and reduce the environmental impacts of new development and land use patterns.

Policy CO-6.2: ~~Increase energy conservation Citywide.~~ Support the conservation of energy through comprehensive and sustainable land use, transportation, and energy planning, implementation of greenhouse gas reduction measures and inclusive

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public education and outreach.

~~RC-5.2~~ Policy CO-6.3: Support and actively participate with the state, regional, and local agencies and stakeholders toward State greenhouse gas emission reduction goals. (Cross reference H 7.1)

Action CO-6.~~23~~.1: Develop educational programs to increase energy conservation and reduce greenhouse gas emissions at the household and business levels.

Action CO-6.~~23~~.2: Develop programs to conserve energy resources at City-operated facilities.

Action CO-6.~~23~~.3: Encourage the development of energy efficient buildings and subdivisions.

Action CO-6.~~23~~.4: Work with local utility providers to make the public aware of energy rebate programs.

Action CO-6.~~23~~.5: Work with community organizations to encourage the inclusion of energy efficient systems in remodels and retrofits of existing development.

Policy CO-6.~~34~~: Promote the development and use of advanced energy technology and building materials in Ione. (Cross reference H 7.1.2, PF 11.3)

Policy CO-6.~~45~~: Promote energy rebate programs offered by local energy providers as a way to bring energy efficiency into older neighborhoods and developments. (Cross reference H 7.1.3)

Policy CO-6.~~56~~: ~~The City S~~upports local, regional, and statewide efforts to reduce the emission of greenhouse gases linked to climate change.

Action CO-6.~~56~~.1: ~~The City will C~~omplete a Greenhouse Gas Inventory that provides an inventory of greenhouse gas emissions from manmade sources in the City.

Action CO-6.~~56~~.2: ~~The City will P~~prepare a Climate Action Plan (CAP) that identifies desired goals for reducing manmade greenhouse gas (GHG) emissions, ~~establishes resiliency and adaptation programs to prepare for potential impacts of climate change,~~ and provides a phased implementation plan to achieve these goals. The CAP will establish a greenhouse gas GHG emissions reduction target of 40% below 1990 levels in 2030, and 80% below 1990 levels by 2050 ~~15% percent below 2007 levels by 2020, consistent with California Assembly Bill 32, the Global Warming Solutions Act of 2006 (AB32) and the guidance provided in the associated California Air Resources Board Climate Change Scoping Plan approved in December 2008.~~



5. CONSERVATION AND OPEN SPACE

~~The CAP will also outline a strategy to achieve 1990 GHG levels by 2020 and an 80% reduction from 1990 GHG levels by 2050 in accordance with California State Executive Order S-3-05.~~

~~Action CO-6.56.3: Continue to require development to address green design principles for planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality as specified by the California Green Building Standards Code (CalGreen).~~

Policy CO-6.67: ~~The City shall actively collaborate with and consult with regional and local organizations and local agencies and organizations jurisdictions within the City to reduce the City's contribution to greenhouse gas emissions.~~

GOAL CO-7: Promote waste reduction, reuse, recycling, and composting

Policy CO-7.1: Support recycling efforts by developing a set of programs to educate residents on recycling and provide recycling services. (*Cross reference PF 7.1*)

- Action CO-7.1.1:* Work with local waste service providers to ensure that all residents receiving services are aware of waste disposal programs, recycling programs and green waste services.
- Action CO-7.1.2:* Continue to provide curbside recycling and green waste service to all residential properties in Ione. Where this service is not provided, ensure franchise agreements with local providers (ACES Waste Inc. and Amador Disposal Service) include these services to all areas within the City boundaries.
- Action CO-7.1.3:* Encourage all office, commercial, and multi-family complexes to provide recycling bins and collection service for paper, plastic, glass, and metal.
- Action CO-7.1.4:* Provide recycling centers at City facilities (e.g., City Hall, libraries) that are available to the public free-of-charge.
- Action CO-7.1.5:* Provide locations for household hazardous wastes to be recycled.
- Action CO-7.1.6:* Ensure that all construction projects include plans for the disposal of unused materials, the maximum amounts of source reduction, and encourage the utilization of recycled materials to the maximum extent feasible.
- Action CO-7.1.7:* Work with the Amador County Unified School District to support recycling at school sites by placing easily accessible

5. CONSERVATION & OPEN SPACE



recycling bins, providing educational programs on recycling, and using recycled products.

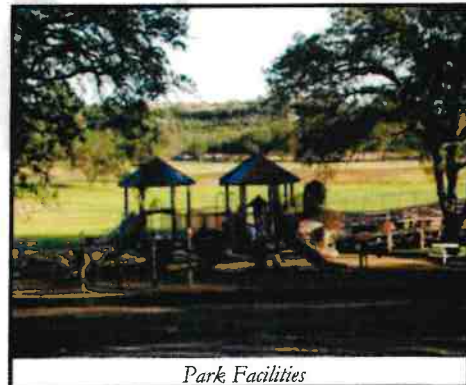
Action CO-7.1.8: Ensure that as much of the City's office supply purchases are comprised of recycled or reusable products as possible. Encourage public agencies and local businesses to recycle as much as possible.

Policy CO-7.2: Meet state mandates for solid waste reduction and recycling.

Action CO-7.2.1: Implement the State's source reduction and recycling element (required by the California Integrated Waste Management Act) and the household hazardous waste element (required by PRC 41500-41510).

GOAL CO-8: Create a system of public parks and recreation facilities and programs including a network of trails that meets the needs of all residents

Policy CO-8.1: Review all proposals for new residential development to ensure each project complies with the City's standards for parkland dedication. All park lands designated for parks or recreational use shall be reviewed by the City to determine adequacy for parks use.



Park Facilities

Action CO-8.1.1: Require developers of all new residential development to dedicate parkland at a rate of at least five acres of land per 1,000 population. When necessary, provide an in-lieu payment option, which allows the developer to fund the acquisition of acceptable land equal to the dedication requirement. Calculate required parkland dedication exclusive of required open space.

Action CO-8.1.2: Encourage the development of parks adjacent to school sites and other quasi-public and public facilities. (*Cross reference PF 2.2, PF 8.3*)

Action CO-8.1.3: Establish a procedure for determining an appropriate in lieu fee amount that ensures adequate funds to purchase required parkland for which in lieu fees are paid.

Action CO-8.1.4: Adopt and maintain a Noxious Weed Ordinance. The Noxious



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Weed Ordinance shall include regulatory standards for construction activities that occur adjacent to natural areas to inhibit the establishment of noxious weeds through accidental seed import.

Policy CO-8.2: Ensure that adequate and reliable funding sources are established for the long-term maintenance of parks and trails.

Action CO-8.2.1: Ensure that sufficient funding for maintenance of parks is assured prior to approval of any Final Subdivision Map that includes public parks and/or related facilities.

Action CO-8.2.2: Create a fee and assessment program, if required, to meet necessary parks and recreation funding needs. This could include local or regional bond measures or assessment districts, public or private grants or partnerships, homeowners' associations, or other methods deemed appropriate by the City.

Policy CO-8.3: Work towards the creation of a complete network of trails and pathways connecting major areas of the city, which is accessible for all residents. (*Cross reference CIR 2.1, LU 1.8, LU 1.9, LU 1.10, LU 1.11, LU 1.13, LU 1.14, LU 1.16*)

LU 1.17

Action CO-8.3.1: Provide pedestrian and bicycle linkages, wherever feasible, between existing and future park facilities. (*Cross reference CIR 2.3*)

Action CO-8.3.2: Support the development of trails in open space areas, and natural areas used for passive recreation.

Action CO-8.3.3: Work with property owners of open space and agricultural areas in the Planning Area to establish a mechanism to allow for public access to such open space areas, in coordination with planned trails systems in the area.

GOAL CO-9: Protect open space areas, including preservation of scenic views.

Policy CO-9.1: Create a City-wide standard for the dedication of open space for all development projects and maintaining open space.

Action CO-9.1.1: Review all proposals for new development to ensure compliance with the City's standards for open space. (*Cross reference LU 1.10, LU 1.11, LU 1.13, LU 1.14, LU 1.16*)

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Action CO-9.1.2: Consider that parkland dedication requirements are separate from and in addition to open space dedication requirements, even though some recreational uses are allowed in open space areas.

Action CO-9.1.3: Implement turf areas, agricultural uses, greens, dog parks, drainage areas, community gardens and other uses as open space, as considered on a case-by-case basis authorized by the City on a case-by-case basis.

Policy CO-9.2: Maximize the potential benefits of natural resource mitigation lands within urban development. (*Cross reference LU 1.8, LU 1.10, LU 1.11, LU 1.13, LU 1.14, LU 1.16*)

Action CO-9.2.1: Encourage projects as part of the tentative subdivision map, Planned Development, or Specific Plan process in newly developing areas, to accomplish the following:

- i. Align roads, trails, and public spaces to take advantage of vistas over open space; and locate trails through open spaces where possible, to maximize these areas as passive recreational uses, and to minimize the destruction of open space areas.
- ii. Locate public parks adjacent to open space lands to create a greater sense of open space and to take advantage of opportunities for scenic vistas and trail connections.

Action CO-9.2.2: Incorporate design features through the development review process that increase visual access to natural resources. (*Cross reference LU 1.13*)

Policy CO-9.3: Consult with ~~the~~ Native American tribes where land designated or proposed to be designated for parks or open space contains Native American, historical, cultural, and sacred sites, as to the level of confidentiality required to protect the site and as to appropriate dignity to afford the site in any management plan.

Policy CO-9.4: Consult with Native American tribes pursuant to Gov. Code Sections 65352.3 and 65562.5 and Public Resources Code Section 2180.3.1 to identify potential impacts to Native American tribal cultural resources and determine feasible methods to reduce or avoid adverse impacts.



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GOAL CO-10: Conserve agricultural resources within and around the City and promote development which does not interfere with ongoing agricultural operations.

- Policy CO-10.1: Ensure minimal loss of agricultural lands within the Ione Planning Area through preservation of existing lands and through mitigation measures where necessary.
- Policy CO-10.2: Develop projects on prime agricultural lands only when the City can make findings that the benefits of the project outweigh the impacts associated with the loss of such agricultural lands.
- Policy CO-10.3: Support infill development, wherever possible, in order to minimize the conversion of agricultural lands when there are usable lands within already urbanizing areas.
- Policy CO-10.4: Limit leapfrog development and support development in areas where a logical extension of public facilities is possible.
- Policy CO-10.5: Require termination of a Williamson Act contract through the nonrenewal method pursuant to Government Code [Section 51245](#) prior to the support of development or conversion of any parcel subject to a contract.

6. NOISE & SAFETY



INTRODUCTION

In order to promote a safe and high-quality community, the City must ensure that risks associated with noise and natural hazards are minimized. This element of the Ione General Plan addresses issues related to noise and safety in the community. The setting and known issues related to these topics is described, and frames the goals and policies set forth to address such issues. Additional information related to the setting can be found in the General Plan Background Report, bound under a separate cover. Goals, policies and actions are identified which minimize the exposure to excess noise and reduce foreseeable hazards within the City of Ione.

Please turn to Page 7-2 for a complete listing of contents covered in this Element, with page number references.

Noise, for the purposes of this General Plan, is considered any unwanted sound that interferes with an individual's ability to perform a task or enjoy an activity. While there are sounds that are considered desirable, this element is intended to address unwanted sounds that impact the health, safety, and welfare of the community. Removing or reducing significant sources of noise will improve quality of life for Ione's residents, employees, and visitors.



6. NOISE & SAFETY

IN THIS SECTION

- Introduction (Page 6-1)
- Vision (Page 6-2)
- Purpose (Page 6-2)
- Related Plans and Programs (Page 6-2)
- Relationship to Other General Plan Elements (Page 6-8)
- Setting, Issues, and Considerations (Page 6-8)
- Issues this Element Attempts to Solve (Page 6-13)
- Goals, Policies, and Actions (Page 6-14)

Safety is an important aspect in ensuring the general well-being of City residents, and it encompasses the prevention of and response to damages caused by manmade and naturally occurring hazards. Ione currently faces a range of safety issues including flooding, wildfires, hazardous materials, geologic and traffic hazards, and crime. The City's prevention of and response to these issues will determine its success in maintaining and attracting residents, businesses and tourists.

VISION

Ione will retain the character and quality of a small town. Residents will continue to benefit from quiet, safe neighborhoods. The quality of life, and the comfort and safety enjoyed by residents, visitors, and business owners and operators within the City will remain without the exposure to unnecessary risks associated with natural and manmade hazards or intrusion of harmful levels of noise.

PURPOSE

The purpose of this Noise and Safety Element is to identify and remedy both present and anticipated concerns regarding major sources of noise and safety issues within and surrounding the City. The goals, policies, and actions provided will, when implemented, ensure the comfort and safety of residents in the Planning Area. This element will identify viable solutions to minimize annoyance, potential risk of death, injuries, property damage, economic hardship, and social displacement resulting from noise and safety hazards.

RELATED PLANS AND PROGRAMS

The Noise and Safety Element relates to several other plans and programs, including the following:

CALIFORNIA NOISE CONTROL ACT AND GUIDELINES

The California legislature enacted the Noise Control Act to address unwanted and hazardous noise as a public health and welfare issue through noise control, prevention, and abatement. The State Office of Noise Control in the Department of Health Services established criteria and guidelines for use in setting standards for human exposure to noise. This Element is consistent

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with those provisions.

CALIFORNIA BUILDING CODE (CBC)

The California Building Standards Code is comprised of twelve parts that incorporate public health and safety standards used in the design and construction of buildings in California. The CBC is administered by the California Building Standards Commission. The codes also include standards for energy efficiency and access compliance for persons with disabilities. Seismic design standards provide regulations for earthquake safety in the construction of all buildings in California. Specific wildland-urban interface fire protection standards provide for protection of structures located in areas prone to wildfires. In addition, changes to building standards for persons with disabilities were adopted to introduce federal Department of Justice (DOJ) certification requirements. California continues to strive for barrier-free design in buildings to ensure they are accessible to, and usable by, everyone.

CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

In accordance with the California Code of Regulations, Title 8 Sections 1270 “Fire Prevention” and 6773 “Fire Protection and Fire Fighting Equipment” the California Occupational Safety and Health Administration (Cal OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire housing sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance and use of all firefighting and emergency medical equipment.

CALIFORNIA FIRE CODE AND INTERNATIONAL FIRE CODE

The California Fire Code and International Fire Code contain regulations relating to construction, maintenance, and use of buildings. Topics addressed in the codes include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The codes also contain specialized technical regulations related to fire and life safety.

CALIFORNIA HEALTH AND SAFETY CODE

State fire regulations are set forth in Sections 13000 et seq of the California Health and Safety Code, which includes regulations for building standards, fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building, childcare facility standards, and fire suppression training.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARDS

Caltrans standards establish construction specifications associated with Caltrans facilities and rights-of-way related to transportation noise and safety. The following are the Caltrans rights-of-way in Ione: State Routes 104 and 124 intersect within the center of downtown Ione. State Route 88 is also within the Planning Area of this General Plan. These three state highways are under the



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jurisdiction of Caltrans and any changes associated with these roadways, or their right-of-ways, must be approved by Caltrans.

CENTRAL SIERRA PLANNING COUNCIL (CSPC)

CSPC is an association of local governments in the four-county Region. Its members include the counties of Alpine, Amador, Calaveras, and Tuolumne as well as the cities of Amador City, Angels, Ione, Jackson, Plymouth, Sonora, and Sutter Creek. The CSPC serves as a forum for the study and resolution of regional issues.

AMADOR COUNTY TRANSPORTATION COMMISSION (ACTC)

ACTC serves as the Regional Transportation Planning Authority for Amador County. The primary responsibilities of the ACTC include the administration of Transportation Development Act funds and other state and federal transportation funding within Amador County. ACTC works in partnerships with other agencies and municipalities within its jurisdiction including the County and the cities of Ione, Jackson, Amador City, Plymouth and Sutter Creek. ACTC facilitates implementation of the Countywide Regional Transportation Plan and the Amador County Pedestrian and Bicycle Transportation Plan.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

CEQA is the State's environmental review process that requires public agencies to identify the significant environmental effects of a project, including potential noise and safety hazards and either avoid the significant environmental effects, where feasible, or mitigate the significant environmental effects, where feasible. This General Plan and all qualifying projects within the Ione General Plan Planning Area will be subject to environmental analysis consistent with CEQA.

PLANS AND ACTIVITIES OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)

FEMA is the federal agency charged with preparing the nation for all hazards and effectively managing federal responses and recovery efforts following any national incident (e.g., major flood, earthquake, tornado, or hurricane). FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration. FEMA will coordinate with the City's designated emergency responders. [FEMA maps flood hazard zones, including areas with a 1% chance of flooding annually \(100-year flood\) and a 0.2% chance of flooding annually \(500-year flood\).](#)

CALIFORNIA EMERGENCY MANAGEMENT AGENCY (CEMA)

CEMA coordinates overall state agency response to major disasters in support of local government. The office is responsible for assuring the state's readiness to respond to and recover from natural, manmade, and war-caused emergencies, and for assisting local governments in their emergency preparedness, response and recovery efforts. CEMA will review the City's local Emergency Management Plan.

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LOCAL FLOODPLAIN MANAGEMENT REGULATIONS

Title 18.04 of the City's Municipal Code includes regulations to protect the public health, safety, and welfare of the community through the establishment of floodplain management regulations. These regulations were adopted in order to protect human life and health, minimize the need for expensive flood control projects, minimize flood damages including business interruption, damage to public facilities or other potential losses due to flooding. These regulations pertain to any area subject to flood hazards. Any development that is proposed in flood hazard areas must first obtain a development permit as required by the City's Floodplain Management regulations.

LOCAL EMERGENCY MANAGEMENT PLAN

As provided for in State law, local jurisdictions are required to establish plans and ordinances addressing emergency management operations. This includes identifying hazards that may pose a major threat to the City and how to address these potential threats should an emergency occur. CEMA provides requirements and guidelines for such plans. The City of Ione utilizes the Countywide Multi-Hazard Mitigation Plan as its local emergency management plan. This plan is described below.

FIRE SAFE REGULATIONS

The State's Fire Safe Regulations are set forth in Public Resources Code Section 4290, which include the establishment of State Responsibility Areas (SRA). An SRA is an area of the state where the State of California is financially responsible for the prevention and suppression of wildfires. SRA does not include lands within city boundaries or in federal ownership. Areas in federal ownership are under Federal Responsibility Areas (FRA), and areas within city boundaries are included in Local Responsibility Areas (LRA).

CAL FIRE FIRE HAZARD SEVERITY ZONES

The state has charged CAL FIRE with the identification of Fire Hazard Severity Zones (FHSZ) within State Responsibility Areas. In addition, CalFire must recommend Very High Fire Hazard Severity Zones (VHFHSZ) identified within any Local Responsibility Areas. The FHSZ maps are used by the State Fire Marshall as a basis for the adoption of applicable building code standards.

AMADOR COUNTY ~~MULTI-2020~~ LOCAL HAZARD MITIGATION PLAN

The Amador County ~~Local Multi-Hazard~~ Mitigation Plan is a multi-jurisdictional plan that includes the County and the communities of Amador City, Ione, Jackson, Plymouth, and Sutter Creek. The purpose of hazard mitigation and this Plan is to reduce or eliminate long-term risk to people and property from natural hazards and their effects in Amador County. The plan acknowledges that Amador County is vulnerable to several natural hazards including wildfires, floods, and drought and climate-related impacts. Each hazard is identified, profiled, and analyzed in the plan. The plan and planning process lay out the strategy that will enable Amador County to become less vulnerable to future disaster losses. This plan has been formally adopted by each participating entity and is required to be updated a minimum of every five years.



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ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT (1972)

This legislation establishes a series of earthquake fault zones along and around surface traces of active fault lines. Local agencies are required to regulate development within these zones to prevent the construction of buildings used for human occupancy on surface traces of active faults. While there are no active faults within the Planning Area, the General Plan must evaluate the potential. There are faults located east of the Planning Area, as shown in **Figure 6-1**.

MEASURE M (2008)

Measure M established a one-half cent sales tax in Amador County for fire protection and emergency medical response services, with the proceeds allocated to local fire districts in the County. The Amador Fire Protection Authority (AFPA), a Joint Powers Authority, provides oversight of the program.

SEISMIC HAZARDS MAPPING ACT (1990)

This legislation addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically-induced landslides. It includes specific criteria for approving development projects that occur within a seismic hazard zone. While there are no seismic hazards identified within the Planning Area, the General Plan must evaluate the potential, as Amador County lies between two active seismic regions.

SURFACE MINING AND RECLAMATION ACT (1975)

The California Department of Conservation Surface Mining and Reclamation Act (SMARA), provides a comprehensive surface mining and reclamation policy that permits the continued mining of minerals, as well as the protection and subsequent beneficial use of the mined and reclaimed land. The purpose of SMARA is to ensure that adverse environmental effects are prevented or minimized and that mined lands are reclaimed to a useable condition and readily adaptable for alternative land uses.

PLANS AND ACTIONS OF THE FEDERAL ENVIRONMENTAL PROTECTION AGENCY (EPA)

The EPA regulates cleanup of groundwater contamination and other pollutants that may be unsafe to humans and the natural environment. There are two cleanup sites within the City and Planning Area, which must comply with the regulations of the EPA. These are the Q Ranch and the MP Associates, Inc. site. These sites are discussed further, below.

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RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Noise and Safety Element works in conjunction with the other elements of this General Plan. Most specifically, it relates to the Public Facilities Element with the mutual goal of timely public service and infrastructure provision, and to the Land Use Element, which promotes development policies to ensure land use compatibilities including potential noise and safety issues through appropriate land use planning and site design. Portions of this element also relate to the Circulation Element when projecting transportation noise sources and addressing safety at interfaces between different modes of travel.

SETTING, ISSUES, AND CONSIDERATIONS

NOISE

Noise can come from two types of sources: **mobile** and **stationary**.

- **Mobile source** noises are generally associated with transportation, such as roadway traffic, trains, and aircraft. The most significant mobile sources of noise in Ione are State Routes 104, 124 and 88 and other major roadways. Typical noises from railways include the locomotive engine noise, track noises, and warning horn sounds. Each of these noise sources is discussed in greater detail later in this element and policies have been incorporated into this General Plan to address these and other noise sources.
- **Stationary sounds** can be pin-pointed and do not move. Examples of stationary sources in Ione include general service commercial areas (such as automobile repair), outdoor machinery (such as heating/air conditioning systems, which may be found in both residential and commercial areas), outdoor recreational facilities (such as Howard Park, Castle Oaks Golf Club, and outdoor play areas at schools), agricultural operations and machinery, and industrial operations such as blasting, mining, drilling, and use of heavy equipment that may occur in industrial or mining areas. Noise generated at construction sites also falls within the category of stationary sound. Each of these noise sources is discussed in greater detail later in this element and policies and actions have been incorporated



Noise at stock car races can reach 130 decibels.

How Loud Is It? Sound Levels for Common Noise Sources

Activity	Noise Level in Decibels
Limit of Hearing	0 dB
Normal Breathing	10 dB
Soft Whisper	30 dB
Library	40 dB
Refrigerator	50 dB
Rainfall	50 dB
Washing Machine	50-75 dB
Normal Conversation	60 dB
Hair Dryer	60-95 dB
Alarm Clock	65-80 dB
Power Mower	65-95 dB
Dumpster Pickup (@ 50')	80 dB
Garbage Disposal	80-95 dB
Noisy Restaurant	85 dB
Train Approaching (Engines)	85-90 dB
Tractor	90 dB
Shouting in Ear	110 dB
Loud Rock Concert	120 dB
Stock Car Race	130 dB
Jet Engine at Takeoff	150 dB

These are typical noise levels. Distance from the source will reduce the noise level. A 10 dB increase doubles perceived loudness. Continued exposure to noise above 85 dB can cause hearing loss; the maximum exposure to 85 dB noise in the workplace is eight hours. A single exposure to 140 dB noise can cause some hearing loss. *Source: National Institute for Occupational Safety and Health.*



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into this General Plan to address these and other noise sources.

Generally speaking, any land use where activities of people can be disrupted or annoyed by loud noises is considered noise-sensitive. For example, a residential land use, where people live, sleep, and study, is considered sensitive to noise because noise can disrupt these activities (the passing train, for instance, whose engine noise or warning horn can disrupt sleep).

GENERAL SERVICE COMMERCIAL AND LIGHT INDUSTRIAL USES

Noise sources associated with service commercial uses such as automotive repair facilities, car washes, loading docks, lumber yards, etc., are found at various locations within the City. The noise emissions of these types of uses are dependent on many factors, and are therefore difficult to quantify precisely. Nonetheless, noise generated by these uses contributes to the ambient noise environment in the immediate vicinity of these uses and should be considered where either new noise sensitive uses are proposed nearby or where similar uses are proposed in existing residential areas.

A number of uses throughout Ione, from dry cleaners to gas stations, maintain stocks of hazardous substances on site, leading to the potential for the accidental release of these substances. Vehicles and rail cars carrying hazardous materials on the railroad lines within the Planning Area and on SR 104, 124 and 88 can bring the risk of an accident involving hazardous substances to large areas of Ione, including downtown.

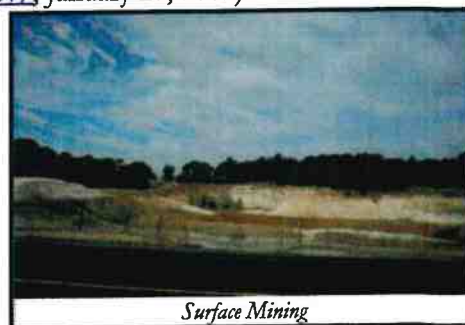
HAZARDOUS MATERIALS

Areas in and around the City have historically been used for agricultural and mining activities, as well as uses such as gas stations that have the potential for contamination. Agricultural production of crops may cause contamination from fertilizers and pesticides, and mineral extraction may lead to contamination of arsenic and other hazardous materials.

There are several sites listed in the State of California Department of Toxic Substances Control database within the Planning Area. In particular, there are several Leaking Underground Fuel Tank (LUF) cleanup sites in Ione, and one Spills, Leaks, Investigation, and Cleanups (SLIC) site. The California State Waterboard regulates LUF and SLIC sites, investigating and regulating non-permitted discharges. In addition to LUF and SLIC sites, the Q Ranch, located at 3391 State Route 104 is performing voluntary clean-up of contaminated soil in a localized area of the property, and MP Associates at 6555 Jackson Valley Road is undergoing cleanup, according to the State database (<http://www.geotracker.waterboards.ca.gov/>, January 27, 2009).

SURFACE MINING FACILITIES

Clay, coal, sand, and gravel mines are located in the Ione Planning Area, as the area is rich in both metallic and non-metallic mineral resources. There are various mining and processing facilities within the Planning Area, including the Uniman Mines, the largest mining operation near the City, located south of Ione. Operations at mining facilities typically consist of the



Surface Mining

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excavation of material using front-loaders and/or self-elevating scrapers, the transfer of that material via truck or conveyor to the processing plant, where it is crushed and screened into various sized products, and the load-out of the material via heavy trucks or trains.

The noise generation of such facilities varies by size, type of equipment, and hours of operation, but noise from processing plant equipment is sufficient to create nuisance to sensitive land uses. Issues associated with these types of uses include early startup hours and the high noise generation of the mining and processing equipment.

Potential safety hazards related to surface mining include the release of gases, dust in suspension, and airborne particles. In addition, mining operations can cause ground-borne vibrations from the machines and explosions. Mining operations can also leave behind large empty pits if not backfilled.

ROADWAY TRAFFIC

Major roadways within the Planning Area include State Routes 104, 124, and 88, and other major local roadways. State Routes 104 and 124 bisect the downtown area of Ione. This results in noise generated by heavy trucks and other state highway traffic within the City. Arterials and collector streets generally have higher volumes of traffic than neighborhood streets and produce greater noise disturbances within the City. Some arterials and collector streets within Ione are Preston Avenue, Church Street, Main Street, West Marlette Street, Shakeley Lane, Waterman Road and Market Street. State Route 88 is also a major roadway serving the greater Ione area.

Several businesses and industrial land uses in the Planning Area use and transport hazardous materials as a part of their operations, including transportation of loads on the highways, which run through downtown Ione. These roadways require trucks to make tight turns, in close proximity to downtown buildings. As traffic and population increase, the potential for accidents involving hazardous materials and trucks also increases. Noise and safety issues are associated with the routing of state highways through the downtown area.

RAIL SYSTEM AND RAILROAD CROSSINGS

A Union Pacific rail line runs along the southern boundary of the City connecting Ione with Galt. Historically this rail line has served mining and industrial properties, but it is no longer active.

Policies in this Element address noise and safety issues associates with use of the rail line should this line become active.

Several at-grade railroad crossings exist within the Planning Area. South Church Street is crossed by Amador Central Line and Old Stockton Road is crossed by the Union Pacific line. All rail crossings are signalized to alert drivers and pedestrians to oncoming rail traffic, although only some have crossing arms.

PARKS AND RECREATIONAL FACILITIES

Recreational areas within the community are often generators of noise. The City's recreational facilities include small parks with benches and historical



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exhibits and one major recreation facility, Howard Park. Howard Park includes soccer fields, softball, baseball and little league diamonds, half-court basketball, tennis courts, a Bocci ball court, a playground, and roller hockey area. In addition, a variety of equestrian facilities are located at the park including stables, corrals, an arena, and historic racetrack. Noise generated by these uses depends on the age and number of people using the respective facility at a given time, and the types of activities in which they are engaged. School playing field activities tend to generate more noise than those of neighborhood parks, as the intensity of school playground usage tends to be higher. At organized events such as ball games with large crowds and public address systems, the noise generation is often significantly higher. As with service commercial uses, the noise generation of parks, school playing fields, and the golf course is variable.



Howard Park

MULE CREEK STATE PRISON

The Mule Creek State Prison (MCSP) is a prison housing adult male inmates. The prison is located in the northern portion of the City, away from the general community, and houses almost 4,000 inmates. Safety issues include the escape of potentially violent inmates. Noise issues include recreation noise and noise from a public address system. Related noise and safety issues include worker shift changes where at certain times there is a large number of personnel going in and out of the facility.

~~PRESTON YOUTH CORRECTIONAL FACILITY~~

~~The Preston Youth Correctional Facility is a juvenile prison housing male wards. The prison is located at 201 Waterman Road, within the City limits just north of downtown. Safety issues include the escape of potentially violent inmates. Noise issues include recreation noise and noise from a public address system.~~

CAL FIRE ACADEMY

The CAL FIRE Academy, located at 4501 Preston Road, provides training in fire protection, fire prevention, law enforcement, administration, resource management, and fire crew management. Potential noise and safety issues include the use of helicopters, flammable liquids, flammable structures, off-road vehicles, live-fire weapons range, and other activities during training.

CONSTRUCTION ACTIVITIES

During construction and demolition associated with projects within the Planning Area, noise from

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construction activities would add to the noise environment in the immediate project vicinity. Activities involved in construction would generate maximum noise levels typically ranging from 85 to 90 dB at a distance of 50 feet. Although construction activities can vary in duration, they are generally temporary in nature and typically occur during normal daytime working hours. Increased noise from truck traffic also typically results from construction activities.

FLOODING AND DRAINAGE

The 2020 LHMP Ione Annex concluded that while the likelihood of a 100- or 500-year flood is occasional or unlikely, the City's vulnerability to a flood event is high. Flood hazards zones are shown in Figure 6-2, with the General Plan land use designations and community facilities also shown.

Flooding has been a documented hazard in the Planning Area since the 1860s. The City is located in the Sacramento-San Joaquin Drainage Basin. Major streams in the area include Sutter Creek, which flows through the center of town, and Mule Creek, which is located at the western city limits. To the west of the City both of these creeks flow into Dry Creek, which flows north of the City, and through the Q Ranch. The City of Ione's flood concerns occur mostly where portions of Sutter Creek flow through the City. Storm water runoff can also pose flooding problems during heavy rains.

The 2020 LHMP Ione Annex indicates that the area bounded by Main Street, Highway 104, Washington Street, Highway 124, and El Dorado Street has historically experienced on-site flooding. The winter of 1984 to 1985 brought high water to Sutter Creek (see Figure B-9). Flows were generally contained within the river channel. During these times, the creek was being dredged, allowing for higher flows. In 1997, as a result of not dredging the creek bed, Sutter Creek overflowed its banks, causing evacuations in flooded areas.

WILDFIRES

The City is located in an area susceptible to risk of wildland fires. The entire County is classified as moderate to very high fire hazard severity based on CAL FIRE analysis of fuels, terrain and weather. The rural setting coupled with hot, dry summers, dense clusters of trees as well as dry grasses present the potential for wildland fire. Fire season typically occurs from early spring to late fall when the rainy season ends and moisture content diminishes causing vegetation to dry. Wildland fires are primarily associated with the wildland-urban interface (i.e. areas where development is placed next to wildlands). As Ione grows, greater potential for exposure to wildland fires could occur. Additionally, several of the proposed developments in the Planning Area are abundant in natural vegetation, which have the potential to ignite and pose safety risks to adjacent and surrounding developments. The California Building Code contains specific regulations for construction in areas of urban-wildland interface, in order to prevent damages related to wildfires.

CalFire has estimated that the risk varies across the City and has created maps showing risk variance. The 2020 LHMP Ione Annex identifies FHSZs in and adjacent to the City and concluded that wildfires are a likely event with a high vulnerability. To provide a broader perspective and focus on high risk areas, Figure 6-3 identifies lands within and adjacent to the Planning Area that are designated High and Very High FHSZs along with the General Plan land use designation and location of essential public facilities in the City. The northernmost portion of



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the City, north of Preston Castle and the CalFire Academy, includes wildlands that are designated in the Very High FHSZ. Additionally, the northwest portion of the Planning Area has lands designated Very High FHSZ and the southeast portion of the Planning Area includes lands designated High and Very High FHSZs. The Very High FHSZ within the City is within a Local Responsibility Area, while the High and Very High FHSZs outside the City are within a SRA.

Fire protection is provided by the City of Ione Fire Department, the Amador Fire Protection District, the Mule Creek State Prison Fire Department, and CAL FIRE. The services provided by these agencies are addressed in the Public Facilities Element of this General Plan.

SEISMIC

Amador County lies between two seismically active regions. There is a potential for the generation of damaging earthquakes along faults to the west of the County. The eastern Amador County area contains active faults that are responsible for and form the boundary between each basin or valley and the neighboring mountain range. The nearest fault to the planning area is the Foothill Fault System, which is approximately 7 miles to the east (see **Figure 6-1**). The Foothill Fault System is considered a potentially active fault capable of an earthquake with a magnitude of 6.5 on the Richter scale. The 2020 LHMP Ione Annex has indicated that the likelihood of a large damaging earthquake is unlikely or occasional, with the City having low vulnerability.

EROSION

At least half of the soil types found in the planning area are moderately to very severely prone to erosion. Erosion may result in hazards including mudslides, soil instability or other issues which could result in dangerous conditions for residents, and/or damage to structures.

The Ione Police Department (IPD) provides law enforcement services within the City, including traffic enforcement, patrol, and investigation. IPD relies on Amador County Sheriff for specialized team services. Law Enforcement and Police Protection are addressed in the Public Facilities Element of this General Plan.

CLIMATE CHANGE, ADAPTATION, AND RESILIENCY

Climate change contributes to ongoing, escalating impacts on people, the economy, and the environment on both the local and global level. Addressing and preparing for these impacts requires collaboration and transformative action among economic, governmental, social, environmental, and other elements. In recent years, California has been at the forefront of developing approaches to promote resiliency to the effects of climate change and reduce greenhouse gas (GHG) emissions while continuing to foster economic growth, social equity, and environmental protection.

Goals, Policies, and action within the General Plan address the federal, state, and regulatory framework related to climate change and greenhouse gas emissions, the status of local climate action efforts, conditions related to climate change, including primary GHG emissions sources, and potential impacts associated with climate change, including water level rise, extreme heat changes in precipitation and drought, increased risk of wildfire and flooding, and other impacts.

The 2020 LHMP identifies seven impacts specific to the North Sierra region, which includes the

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Planning Area, based upon information from the California APG: Understanding Regional Characteristics:

- Temperature increases.
- Decreased precipitation.
- Reduced snowpack.
- Reduced tourism.
- Ecosystem change.
- Sensitive species stress, and
- Increased wildfire.

The 2020 LHMP analyzed climate change risks and their potential to impact Amador County and each of its cities. The discussion below summarizes climate change risks and vulnerabilities and describes measures to address these risks, based primarily on the 2020 LHMP, including Ione Annex. The 2020 LHMP Ione Annex determined that climate change has a high influence on drought and water shortage, extreme heat associated with severe weather, and wildfire and a medium influence on avalanche, dam failure, flooding associated with 100-year and greater events, localized flooding, landslide, mudslide, and debris flow, flooding associated with levee failure, storms, hail, and lightning associated with severe weather, and winter storms and freezes associated with severe weather. Risks that have both a climate change influence of medium and higher and a level of significance of medium or higher, include:

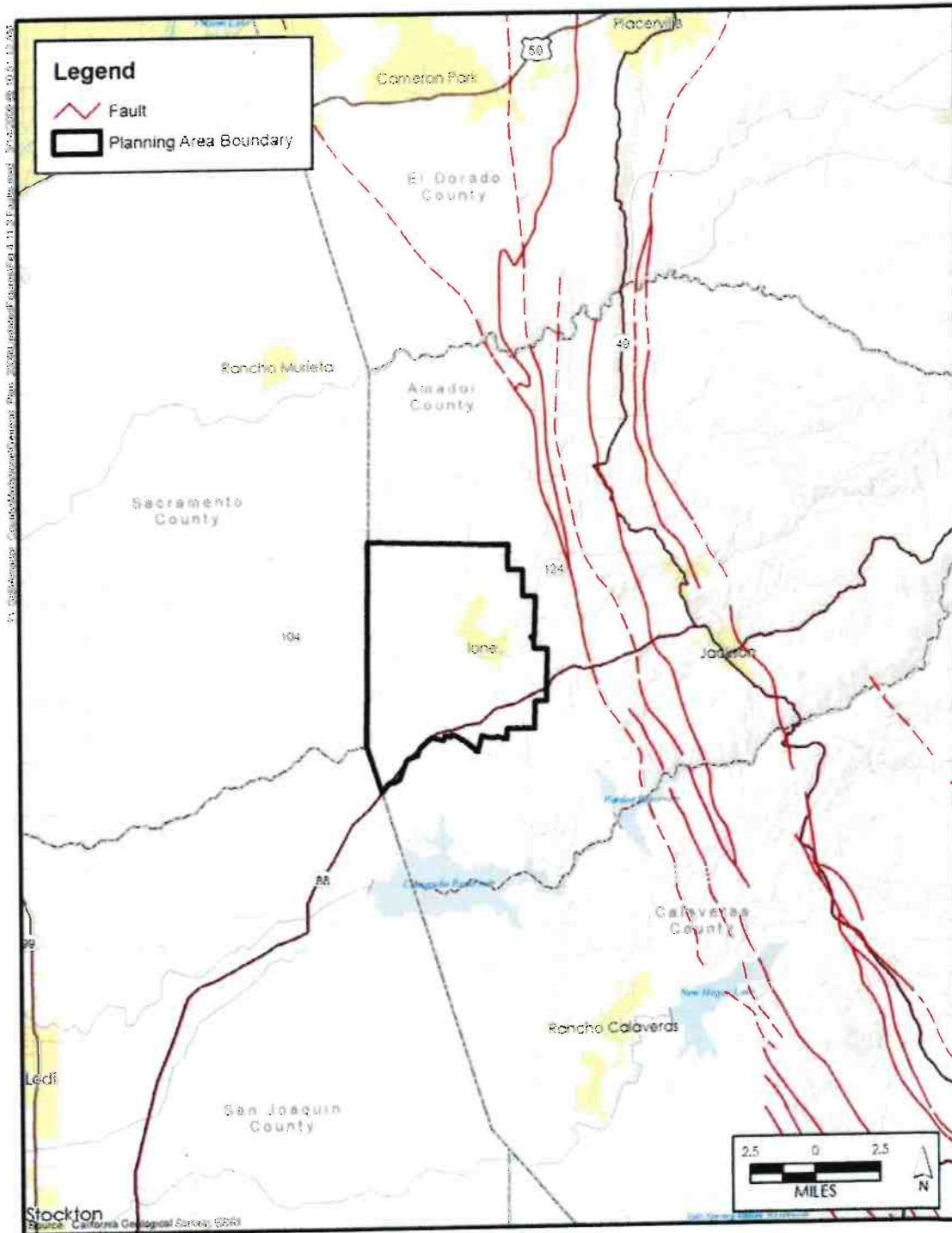
- Drought and water shortage.
- Extreme heat associated with severe weather.
- Flooding associated with 100-year and greater events, levee failure, and localized conditions, and
- Wildfire.

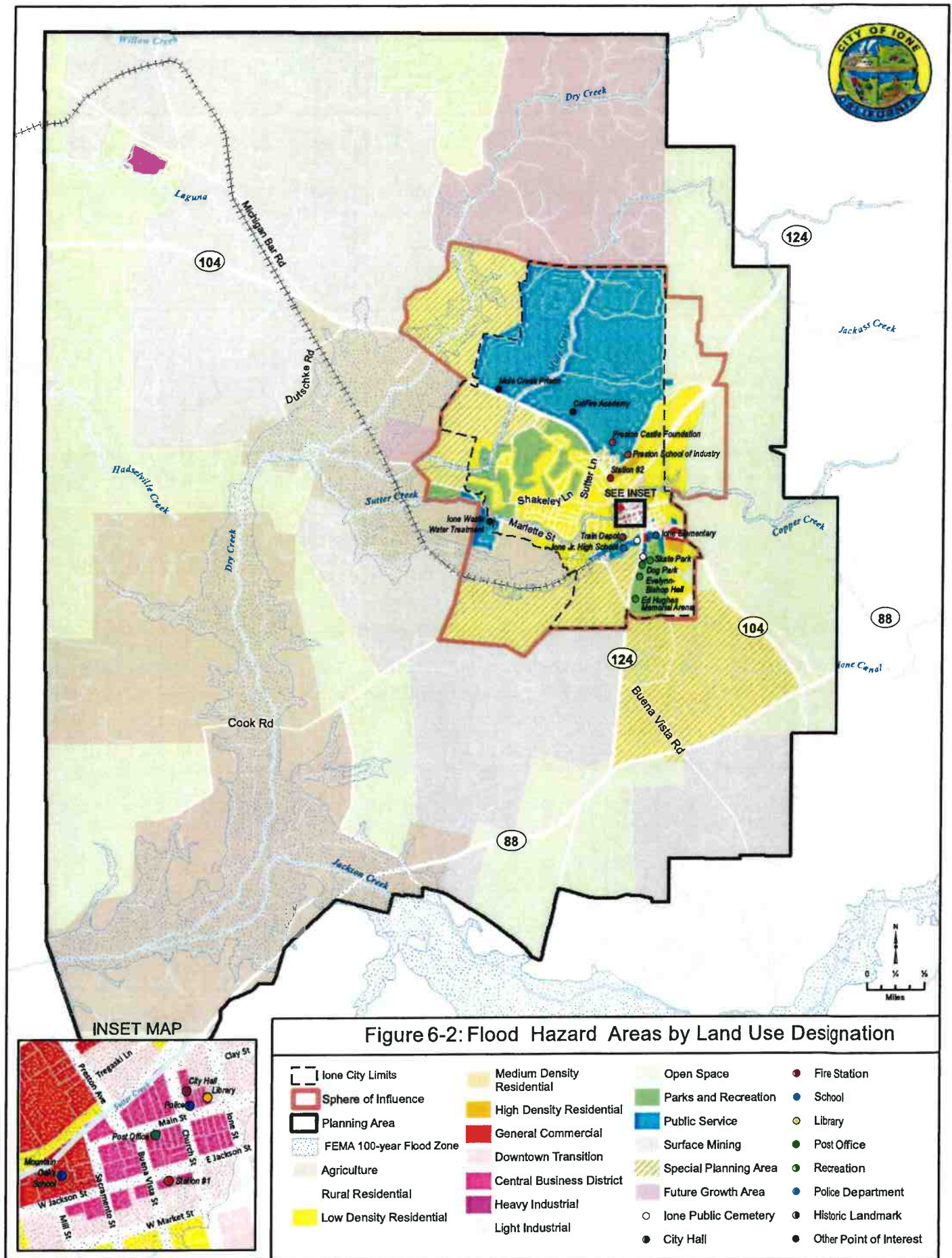
These topics are described in detail in the Background Report for the Focused General Plan Update as well as in the ~~the~~ 2020 LHMP Ione Annex.



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FIGURE 6-1: REGIONAL FAULT ZONES





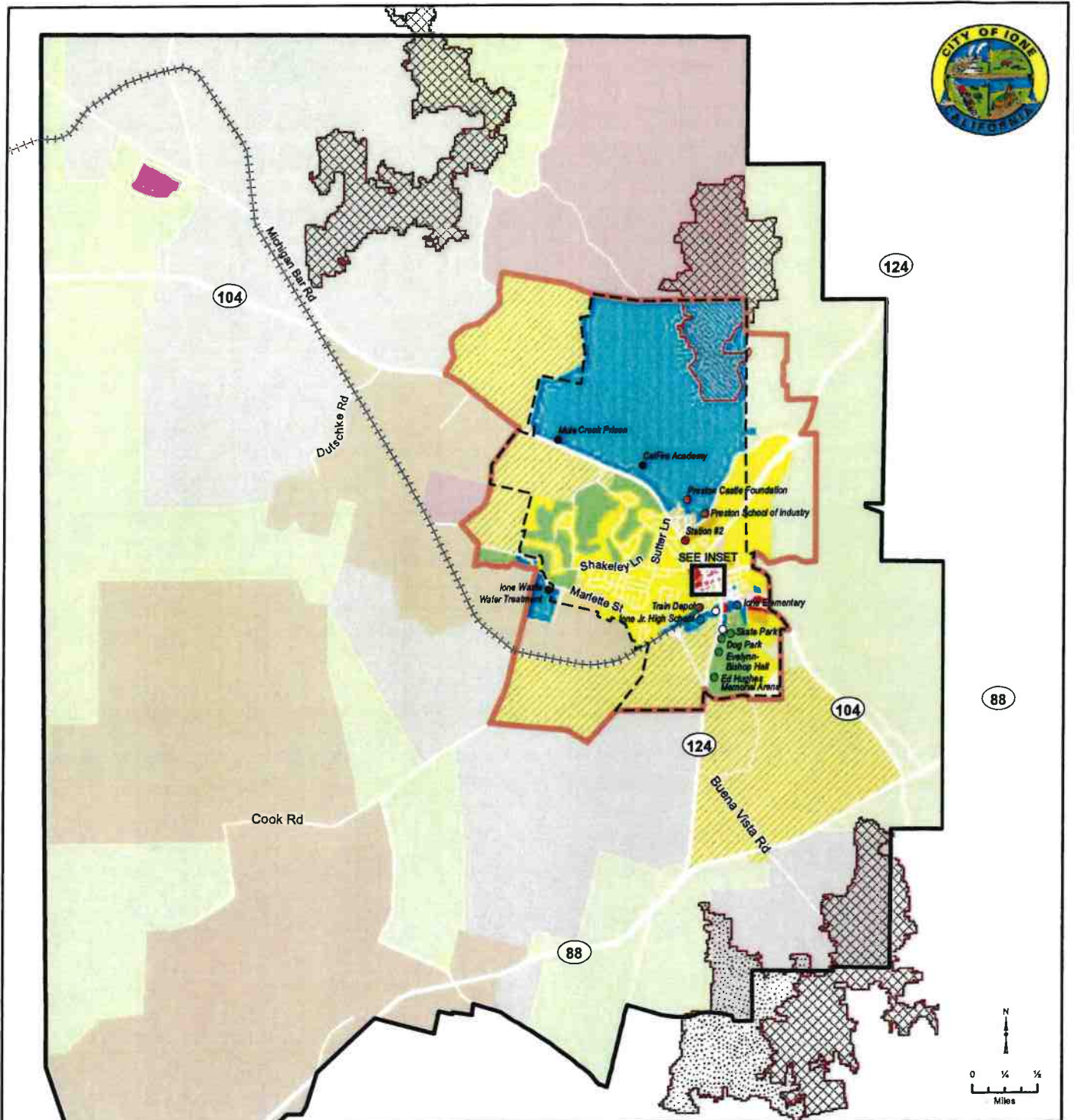


Figure 6-3: General Plan Map with Fire Hazard Areas



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ISSUES THIS ELEMENT ADDRESSES

This Element provides goals, policies, and actions that address the following issues, many of which were raised at public meetings during creation of the General Plan:

- Developing precautions to prevent flooding and drainage issues when possible, and measures to minimize damage from flooding when preventative actions are insufficient.
- Managing geologic and seismic hazards through rehabilitation and renovation of older buildings, and using inspection as a way to ensure new structures will be safe in the event of any likely geologic or seismic hazards.
- Minimizing the likelihood of traffic and pedestrian accidents by at-grade railroad crossings.
- Preparation and response to major emergencies both within the City and region wide events that could threaten the community and its residents.
- Creating procedures to decrease the likelihood of harm to humans or the ecosystem in the event of a release of toxic or hazardous materials.
- Addressing both real and perceived safety concerns within the community through design of public and private projects, as well as enhanced activities and services.
- Reducing noise from vehicle traffic, especially in residential areas.
- Controlling noise from industrial uses and aggregate operations.
- Minimize hazards and noise issues which result from state highway routes through the downtown areas of the City.

GOALS, POLICIES, AND ACTIONS

The following goals, policies, and actions identify the standards that the City of Ione will use during planning and development to ensure the safety of residents and to provide an environment free of excessive noise disturbances. Each of the goals listed is followed by specific policies and actions that will be carried out and enforced in order to meet the goals and address the issues identified above.

GOAL NS-1:

Reduce unnecessary noise disturbances for new and existing development. ~~New Existing and New development will reduce~~

- Policy NS-1.1: Establish the Noise Level Performance Standards in **Table 6-1** and **Table 6-2** to govern maximum allowable sound levels in all new and existing developments.



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**TABLE 6-1:
CITY OF IONE EXTERIOR NOISE LEVEL PERFORMANCE STANDARDS
FOR NON-TRANSPORTATION NOISE FOR NEW PROJECTS**

Land Use Type	Maximum Noise Exposure Level (dBA)	
Land Use	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
Single-Family Homes	55	45
Multi-Family Residential	60	45

Notes: The City may impose noise level standards which are more or less restrictive than those specified above based upon determination of existing low or high ambient noise levels.

**TABLE 6-2:
CITY OF IONE NOISE LEVEL PERFORMANCE STANDARDS FOR ALL NOISE
SOURCES, INCLUDING TRANSPORTATION NOISE, FOR NEW PROJECTS**

Noise-Sensitive Land Use	Maximum Noise Exposure Level (dBA)	
Land Use	Outdoor Activity Areas ¹	Interior Spaces
Residential	60 ²	45
Churches	60 ²	45
Playgrounds, Neighborhood Parks	70	--
Schools, libraries, museums	--	45
Nursing Homes/Hospitals	60 ²	45

Notes:

1- Outdoor activity areas are property locations where an individual spends the most outdoor time or where people are likely to congregate. Where the outdoor activity area is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the outdoor activity area.

2 - Where it is not possible to reduce noise in outdoor activity areas to 60 dBA or less using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dBA may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

The City may impose noise level standards which are more or less restrictive than those specified above based upon determination of existing low or high ambient noise levels.

Policy NS-1.2: Locate, construct, and/or shield indoor and outdoor areas of new projects away from noise sources to comply with the City's noise standards. ~~Ensure the outdoor and indoor areas of new projects will be located, constructed and/or shielded from noise sources in compliance with the City's noise standards.~~
(Cross reference LU 2.4.3)

Action NS-1.2.1: Require new development of noise-creating uses to conform with the City's maximum noise levels as shown in Table 6-1 and 6-2.
(See future noise contours in Figure 6-35).

Action NS-1.2.2: Require an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas

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where current or projected exterior noise levels exceed the City's standards. The acoustical analysis must be prepared by a qualified person experienced in environmental noise assessment and architectural acoustics and must estimate existing and projected cumulative noise levels and compare those levels to the policies in this element.

Policy NS-1.3: Ensure that proposed development ~~and proposed infrastructure projects likely to exceed the City's standards~~ do not create noise disturbance, including to existing noise-sensitive areas.

Action NS-1.3.1: Require an acoustical analysis as part of the environmental review process when proposed non-residential land uses are likely to produce noise levels that exceed the City's noise standards. The acoustical analysis must be prepared by a qualified ~~professional~~ person experienced in environmental noise assessment and architectural acoustics and must ~~estimate~~ analyze existing and projected cumulative noise levels, address the potential for noise levels to exceed the City's standards, and identify mitigation measures to ensure any significant increases in noise are reduced to an acceptable level ~~compare those levels to the policies in this element.~~

~~Policy NS 1.4: Mitigate noise created by proposed non-transportation noise sources to comply with the City's noise standards to the maximum extent feasible.~~

Policy NS-1.4: Minimize or prohibit obtrusive, discretionary noise generated from residences, motor vehicles, commercial establishments, and/or industrial facilities.

Action NS-1.4.1: Limit construction activity to the hours of 7:00 am to 7:00 pm weekdays and 8:00 am to 6:00 pm weekends, when construction is conducted in proximity to residential land uses.

Action NS-1.4.2: Restrict the hours of operation of loading docks, trash compactors and other noise-producing uses in commercial areas with the potential to significantly impact noise-sensitive land uses.

Action NS-1.4.3: Review and update the City's noise ordinance (Chapter 9.16 of the Municipal Code) to provide clear, implementable standards to protect residences and other sensitive uses from excessive noise.

Policy NS-1.5: Mitigate noise ~~created by the construction of new~~ transportation noise sources to the maximum extent feasible to comply with the City's standards.

Action NS-1.5.1: Require the use of temporary construction noise control measures including the use of temporary noise barriers, temporary relocation of noise-sensitive land uses, or other appropriate measures as mitigation for noise generated during construction of public and/or private projects.



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Policy NS-1.6: Maintain comfortable noise levels in high-density, mixed-use and transitional development areas. ~~Ensure that comfortable noise levels are maintained in high-density, mixed-use and transitional development areas.~~

Policy NS-1.7: Require non-sound wall noise mitigation methods. ~~Emphasize noise mitigation methods other than sound wall installation.~~

GOAL NS-2: Maintain a safe community and environment.

Policy NS-2.1: Strive to reduce levels of risk of injury, death, and property damage resulting from reasonably foreseeable safety hazards in the area.

Policy NS-2.2: Prepare for emergencies and disasters prior to their occurrence.

~~Cooperate and consult with other local, regional, state and federal agencies and with rail carriers in an effort to secure the safety of all residents of the City of Ione.~~

Action NS-2.2.1: Participate in State mutual aid agreements with neighboring cities and counties; State and federal emergency relief agencies; and private enterprises such as Red Cross, Salvation Army and local medical institutions to assist in shelter, relief and first aid operations. Encourage cooperation among adjacent communities to provide backup fire suppression and law enforcement assistance in emergency situations. (Cross reference CIR 2.8)

Action NS-2.2.2 Consult and coordinate with other local, regional, state and federal agencies, and with rail carriers to identify and prepare for potential emergencies and disasters, including the increased potential for climate-related risks.

Action NS-2.2.3: Collaborate with Amador County Unified School District and other public entities to offer public safety classes, including but not limited to personal safety, fire safety, and traffic and bicycle safety.

~~Policy NS-2.3: of areas Prepare for emergencies and disasters prior to their occurrence.~~

Action NS-2.2.3.1: Create, adopt, and update as needed a local Emergency Management Plan identifying leadership, representatives, coordination and action ~~for to ensure the City prepares for and responding~~ to emergencies in a timely and efficient manner.

Action NS-2.2.3.2: Participate in the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS) and comply with the State of California Emergency Services Act.

Action NS-2.2.3.3: In accordance with the federal Disaster Mitigation Act of 2000,

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~~Consult~~ ~~consult~~ with the County and other cities on the update, adoption, and implementation of the regional Amador County ~~Local~~ ~~Multi~~ Hazard Mitigation Plan (LHMP).

~~Action NS-2.2.73.4:~~ Develop and adopt a pre-disaster ordinance for post-disaster recovery and reconstruction that includes provisions for debris clearance, damage assessment, demolitions, re-occupancy and building moratorium criteria, fee waivers and deferrals and expedited permitting procedures for repair and reconstruction.

~~Policy NS-2.3:~~ Ensure that essential public facilities, critical infrastructure, and facilities serving vulnerable populations are designed and maintained to continue to be serviceable in the event of an emergency or disaster and are located outside of high risk areas, where feasible.

~~Action NS-2.3.1:~~ Harden and enhance cell service as identified in the LHMP to improve communications between agencies during emergency events to reduce the amount of property and human loss.

~~Action NS-2.3.2:~~ Install backup generators with adequate fuel storage to ensure that critical facilities and emergency services will be fully functional during power outages.

~~Action NS-2.3.3:~~ Provide shelter upgrades to Evalynn Bishop Hall (E.B. Hall) as identified in the LHMP to benefit all displaced citizens in the event of an emergency and provide for a more efficient delivery of services for displaced individuals.

~~Action NS-2.3.4.1:~~ Develop and update risk assessments and emergency management provisions to maintain or improve the safety rating of the community.

~~Action NS-2.3.5:~~ Work with facilities and housing serving vulnerable populations, including seniors, to ensure that emergency plans or back-up power are available to address power failure and that cooling centers will be made available for vulnerable populations.

~~Policy NS-2.4:~~ Ensure adequate evacuation routes for new and existing development, including a minimum of two evacuation routes for residential development located in high hazards areas, including the 100-year floodplain and high and very high fire hazard severity zones.

~~Action NS-2.4.1:~~ Coordinate with Amador County, nearby cities, Amador Transit and public protection agencies to ensure and delineate adequate evacuation routes for the region, emergency vehicle routes for disaster response and, where possible, alternative routes where congestion or road failure could occur, and public transit's role in providing evacuation assistance.

~~Action NS-2.4.2:~~ Review and revise as necessary the City's emergency response



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plans to address evacuation routes.

Action NS-2.4.3: Prepare and periodically update a public information map that identifies potential evacuation routes and shelter facilities and make available to the general public on the City's website.

Action NS-2.4.4: Review development projects to ensure residential areas, subdivisions, and comparable projects provide at least two ways in and out of the development and that new development is served by at least two evacuation routes. ~~Ensure plans are kept current to maintain the City as a safe community in the region.~~

Action NS-9.7.1: Incorporate evacuation strategies to ensure that potential shelters are identified for humans and their animals (domestic and livestock).

Policy NS-2.5: ~~The City shall r~~Require written confirmation from applicable local, regional, state and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to the City approving site development. Alternatively, the City may require applicants to provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.

Policy NS-2.6: Implement measures to address community safety and awareness in the event of the escape of potentially violent persons from the Preston Youth Correctional Facility or Mule Creek State Prison.

Policy NS-2.7: Maintain crossing safety for vehicles, pedestrians, and bicycles by requiring all new or expanding roadway construction projects to assess potential impacts and provide improvements as necessary. ~~All new roadway construction projects, or projects requiring new or expanded roadways, shall be required to assess impacts to existing railroad crossings and provide improvements as necessary to ensure such crossings remain safe for vehicles, pedestrians, and bicycles.~~

Policy NS-2.8: Enhance public education and awareness of natural hazards and public understanding of disaster preparedness.

Action NS-2.8.1: Develop and update a comprehensive multi-hazard outreach program that will ascertain both broad and targeted educational needs throughout the community. The City will work with the County and other agencies as appropriate to develop timely and consistent annual outreach messages in order to communicate the risk and vulnerability of natural hazards of concern to the community.

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GOAL NS-3: Reduce the possibility of flooding or drainage issues.

Policy NS-3.1: Support and encourage efforts to limit and reduce the potential for community flooding from local waterways.

Action NS-3.1.1: Protect residents and properties within the community by supporting the construction of flood control projects. ~~Support the construction of flood control projects to protect residents and properties within the community.~~

Action NS-3.1.2: Reduce future flood damage by updating the Local Floodplain Management Ordinance to reflect best management practices as necessary and participating in the National Flood Insurance Program by updating the Local Floodplain Management Ordinance as necessary to help reduce future flood damage. Participation in the National Flood Insurance Program makes federally backed flood insurance available to homeowners, renters, and business owners in the City of Ione. As part of the update, consider adopting more stringent standards than included in model ordinances as a way of improving flood safety and reducing insurance premiums for property owners.

Action NS-3.1.3: Establish a stream maintenance and debris/sediment removal program in order to regularly remove vegetation, debris, and sedimentation to ensure that City waterways flow freely in high water events and the chances of flooding are reduced to the greatest extent feasible.

Policy NS-3.2: Manage the risk of flooding by discouraging new development in areas which are likely to flood. (*Cross reference: LU 1.10, LU 1.11, LU 1.13, LU 1.15, PF 6.1*)

Action NS-3.2.1: ~~The City shall not approve~~ Prohibit new development projects that will result in new or increased flooding impacts on adjoining parcels or upstream and downstream areas, unless it can be shown that corresponding improvements to drainage facilities are sufficient to mitigate any potential impacts. ~~Projects~~ shall mitigate for increases in flooding potential through project-related improvements (either on-site or off-site), as approved by the City Engineer.

Action NS-3.2.2: ~~The City shall develop~~ Develop specific criteria for development in infill areas of the community at risk of flood damage. Criteria will include specific performance measures needed to protect homes and structures from flood damage, while providing property owners with options for development of properties designated for



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urban development.

Action NS-3.2.3: Preclude development within the 100-year floodplain, as determined by the most recent floodplain mapping available from the Federal Emergency Management Agency or other acceptable source, unless otherwise approved by the City floodplain administrator based on site-specific mitigation.

Action NS-3.2.4: Locate development on flood-prone parcels on portions of the site that are not subject to flooding ~~On flood-prone parcels, locate development on portions of the site that are not subject to flooding,~~ consistent with other policies of this General Plan or provide an approved grading plan showing no-net-loss of floodplain storage area.

Action NS-3.2.5: Require every residential lot to have buildable area sufficient to accommodate a residence and associated structures outside the 100-year floodplain. Discourage the use of fill to create buildable area within the 100-year floodplain, except in extreme circumstances consistent with all other applicable policies and regulations, and after review to determine potential impacts to wildlife, habitat and flooding on other parcels.

Action NS-3.2.6: Require vehicular access to the buildable area of all parcels to be at or above the ten-year floodplain elevation.

Action NS-3.2.7: Preclude the creation of lots whose access will be inundated by flows resulting from a ten-year or greater storm event. Bridges or similar structures may be used to provide access over creeks or inundated areas, subject to applicable local, state, and federal regulations.

Action NS-3.2.8: Prohibit new and modified bridge structures that will cause an increase in water surface elevations of the 100-year floodplain, unless analysis clearly indicates that the physical and/or economic use of affected properties will not be adversely affected.

Action NS-3.2.9: ~~The City shall~~ Consider including mitigation measures to reduce impacts related to significant storm events and flooding resulting from global climate change, as applicable.

Action NS-3.2.10 Pursue certification of the levee along Sutter Creek to ensure inspection and necessary improvements are made.

Policy NS-3.3: Discourage the creation of new parcels when the presence of easements, floodplain, marsh or riparian habitat and/or other features would leave insufficient land to build and operate structures. This policy shall not apply to open space lots specifically created for dedication to the City or another appropriate party for habitat protection, flood control, drainage or wetland maintenance. (Cross reference: LU 1.10, LU 1.11, LU 1.13, LU 1.15)

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Policy NS-3.4: Ensure that adequate drainage exists for both existing and new development.

Action NS-3.4.1: Require all new urban development projects to either incorporate runoff control measures to minimize peak flows of runoff or otherwise implement comprehensive drainage plans. (Cross reference: PF 3.1.4, PF 3.1.5)

Action NS-3.4.2: Maintain drainage facilities in order to ensure their proper operation during storms.

Action NS-3.4.3: Develop and implement a storm water master plan to address storm water issues in the city of Ione and also address development in the City's Sphere of Influence which identifies future areas of residential, commercial, and industrial growth.

Action NS-3.4.4: Coordinate with Amador County and all the cities within the County to develop a watershed-based flood reduction program that will implement measures to mitigate the impact of heavy rains and erosion downstream.

GOAL NS-4: Reduce the risk of adverse effects to residents or businesses as a result of geologic or seismic instability.

Policy NS-4.1: Support efforts by federal, state, and local jurisdictions to investigate local seismic and geologic hazards and support those programs that effectively mitigate seismic and safety hazards.

Action NS-4.1.1: Continue to implement the California Building Code to ensure that structures meet all applicable seismic standards.

Policy NS-4.2: Ensure that new structures are protected from damage caused by geologic and/or soil conditions to the greatest extent feasible.

Action NS-4.2.1: ~~Continue to~~ Require that all new construction projects complete a geotechnical report or conduct other appropriate analysis to determine the soils characteristics and associated development constraints and impose appropriate measures for geologically sensitive areas.

GOAL NS-5: Reduce serious harm to residents, employees, or the environment as the result of an accidental release of toxic or hazardous substances.



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Policy NS-5.1: Strive to eliminate potential hazardous releases by working with public agencies and private companies to comply with state and federal laws. ~~Work with public agencies and private companies to identify and work towards elimination of potential hazardous releases and comply with state and federal laws.~~

Policy NS-5.2: Keep the public and/or adjacent nearby properties safe by considering and addressing the potential impacts of hazardous facilities. ~~Consider the potential impact of hazardous facilities on the public and/or adjacent or nearby properties.~~

Action NS-5.2.1: Adopt and update local standards, if necessary, above state and federal requirements, for maximum acceptable exposure for the evaluation of hazardous facilities for potential to create hazardous physical effects on-site and at off-site locations that could result in death, significant injury, or significant property damage.

Policy NS-5.3: Ensure the safe storage of hazardous materials and waste. (*Cross reference: CO 4.3.1*)

Action NS-5.3.1: Require secondary containment to be provided for hazardous and toxic materials during the review and approval process for development plans and building permits. ~~During the review and approval process for development plans and building permits, ensure that secondary containment is provided for hazardous and toxic materials.~~ (*Cross reference: CO 4.3.4*)

Action NS-5.3.2: Require all sites that are suspected or known to contain hazardous materials and/or are identified in a hazardous material/waste search to be reviewed, tested, and remediated for potential hazardous materials in accordance with all local, state, and federal regulations.

Policy NS-5.4: Ensure that all industrial facilities are constructed, maintained, and operated in accordance with current safety and environmental protection standards.

Action NS-5.4.1: ~~Support the continued enforcement of permitting requirements~~ Require permitting, including compliance with Amador County Environmental Health requirements, for hazardous and radioactive materials.

Action NS-5.4.2: ~~Enforce~~ Implement public safety standards for the use of hazardous and radioactive materials, including the placarding of transport vehicles.

Policy NS-5.5: Ensure public contact with hazardous or toxic materials is limited to the greatest extent possible.

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Action NS-5.5.1: Require industries which store and process hazardous or toxic materials to provide a buffer zone between the materials and the property boundaries; the buffer zone must be sufficient to protect public safety, as determined by the City.

Action NS-5.5.2: Consider the impact of proposed industrial development projects with respect to transport of hazardous materials within the city. Locate uses requiring substantial transport of hazardous materials to direct such traffic away from the city's residential and commercial areas.

Action NS-5.5.3: Consult with the Amador County Unified School District in the siting of new school facilities, allowing for the location of such facilities at thenecessary distances from rail lines, hazardous materials sites, and highways, as determined by the California Department of Education and Government Code standards.

Action NS-5.5.4: Prepare an Asbestos Hazard Dust Mitigation Plan that address the handling and remediation for NOA sites in accordance with all local, state, and federal regulations for potential hazardous materials for Projects-projects requiring a grading permit or a building permit that would result in any earth disturbance that is located in an area likely to contain naturally-occurring asbestos (based on mapping developed by the DOC)-shall prepare an Asbestos Hazard Dust Mitigation Plan that addresses the handlingand remediation for NOA sites in accordance with all local, state, and federal regulations for potential hazardous materials. The Asbestos Hazard Dust Mitigation Plan shall include practices to eliminate, to the greatest extent possible, the emission of fugitive dust from grading, excavation, and constructionactivity in order to protect workers and area residents.

Action NS-5.5.5: Implement procedures to reduce the chance of hazardous materials transporting accidents.

~~*Policy NS-5.6:* Ensure that procedures are in place to reduce the chance of accidents in thetransport of hazardous materials.~~

Action NS-5.65.46: ~~Continue to consult~~Consult with California Emergency Management Agency, the State Department of Toxic Substances Control, the State Highway Patrol, Amador County, and other appropriate agencies in hazardous materials route planning and incident response.

Action NS-5.65.27: Request that state and federal agencies that regulate the transportation of hazardous materials review regulations and procedures, in cooperation with the City, to determine means of



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mitigating the public safety hazard in urbanized areas.

GOAL NS-6: Design neighborhoods and buildings in a manner that **prevents** minimizes crime and provides security and safety for people and property.

Policy NS-6.1: Use Crime Prevention Through Environmental Design (CPTED) principles in the design of projects and buildings. (*Cross reference: CIR 2.4.3*)

Action NS-6.1.1: Adopt, and update as necessary, development standards and design provisions consistent with current Crime Prevention Through Environmental Design (CPTED) guidelines. Specifically, incorporate provisions to address the following:

- Natural Surveillance. Intended to keep intruders easily observable, natural surveillance provisions maximize visibility of people, parking areas, and building entrances (e.g., doors and windows that look out on to streets and parking areas, pedestrian-friendly sidewalks and streets, front porches, adequate nighttime lighting).
- Territorial Reinforcement. Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. This design concept is implemented by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and fences.
- Natural Access Control. A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating a perception of risk for offenders. This design concept is achieved by designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate public routes, and also by discouraging access to private areas with structural elements.
- Target Hardening. This is accomplished by adding features that prohibit entry or access, including window locks, dead bolts for doors, and interior door hinges.

Policy NS-6.2: Implement measures to minimize future roadway conflicts within urbanized areas.

Action NS-6.2.1, 42: Implement measures to minimize future roadway conflicts with urbanized areas.

Action NS-6.1.3: Partner with Caltrans, Amador County, and ACTC to realign (or otherwise remove) state highways away from the downtown area.

6. NOISE & SAFETY



GOAL NS-7: ~~Reduce fire risks to people, structures, and property. the probability of fire damage to structures.~~

Policy NS-7.1: ~~The City shall~~ Ensure that the Ione Fire Department has sufficient resources and capabilities to reduce fire hazards, assist in fire suppression, and ensure efficient emergency medical response. (Cross reference: PF 13.1)



- Action NS-7.1.1:* ~~Continue to review~~ Review new development for adequate water supply and pressure, fire hydrants, and access to structures by ~~fire-fire~~ fighting equipment and personnel. (Cross reference: PF 13.2)
- Action NS-7.1.2:* ~~Continue to~~ Review projects for compliance with the Fire Code as part of the building permit process.
- Action NS-7.1.3:* ~~Coordinate with The~~ the Fire Department ~~shall to~~ develop high visibility fire prevention programs, including those that provide voluntary home inspections and increase awareness of home fire prevention measures.
- Action NS-7.1.4:* Require on-site fire suppression systems for new commercial and industrial development, as well as multi-family residential development with five or more units, to reduce the dependence on fire department equipment and personnel.
- Action NS-7.1.5:* ~~Continue to m~~ Maintain, periodically update, and test the effectiveness of the City's Emergency Management Plan.
- Action NS-7.1.6:* Require the installation of ~~earthquake-triggered~~ automatic gas shut-off sensors in high-occupancy facilities and in industrial and commercial structures.
- Action NS-7.1.7:* ~~Continue to enforce~~ Enforce all codes and ordinances regarding fire protection, including building inspection and vegetation management.
- Action NS-7.1.8:* Coordinate the design and installation of traffic control and calming measures to minimize impacts on emergency vehicle responses.



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Action NS-7.1.9: ~~The City shall require~~Require that future projects are not initiated without assurance from the Fire Department that sufficient service capacity exists for fire protection and emergency medical services. Service capacity considers the proximity of fire stations, availability of personnel and equipment, water flow and pressure to the site, and adherence to Fire District construction and design requirements. Mitigation as part of the CEQA process is an acceptable method of providing service capacity upgrades to meet fire department needs.

Action NS-7.1.10: Require all new development to meet fire flow requirements established by the City. (Cross reference: PF 1.3, PF 1.3.1)

Action NS-7.1.11: Develop and implement adequate and appropriate mitigation fees to fund fire protection and emergency medical response facilities. (Cross reference: PF 1.3, PF 1.3.1)

Action NS-7.1.12: Identify opportunities to increase water storage for fire protection and consumer use.

~~Policy NS 7.2: All new development shall provide adequate improvements to meet fire flow requirements established by the City. (Cross reference: PF 1.3, PF 1.3.1)~~

~~Policy NS 7.3: Ensure adequate and appropriate mitigation fees to fund fire protection and emergency medical response facilities. (Cross reference: PF 1.3, PF 1.3.1)~~

~~Policy NS-7.42:~~ Reduce the risks associated with wildfires in and around the City.

Action NS-7.42.1: Establish fire safe regulations for all ~~new housing developments~~ in Wildland Urban Interface areas and areas with high potential for wildfires, to be applied to all such development. Measures shall include best management practices for fire safety, including identification of defensible space areas, fuel reduction measures such as brush clearing and, planting guidelines, fire hardening of structures and infrastructure, use of fire-resistant materials in new developments, and other measures to reduce the risk of person or property damage in the event of wildfires.

~~*Action NS 7.42.2:* Set standards for commercial development within areas of Urban Wildland Interface in order to reduce the potential for loss, damage, or personal injury in the event of wildfires. Standards will include appropriate vegetation, brush clearing and other measures.~~

Action NS-7.42.2: Replace or rehabilitate Five Mile Bridge, to ensure that is it rated for heavy trucks.

6. NOISE & SAFETY



GOAL NS-8: Minimize risks to life, property, the economy, and the environment through climate adaptation and resiliency strategies.

Note: Adaptation and management measures for potential risks related to climatic conditions, including hazards including emergency response, planning, and evacuation for wildfire, drought, extreme heat and weather, and flooding are incorporated throughout the General Plan. Methods to reduce greenhouse gas emissions are addressed in the Conservation and Open Space Element.

Policy NS-8.1: Implement comprehensive strategies to address climate adaptation and resiliency by continuing to participate in the Countywide LHMP and by working with and engaging state, regional, and local agencies to address risks specific to Ione.

Policy NS-8.2: Ensure that future climate risks continue to be considered when implementing policies and actions throughout this element and General Plan that are related to emergency response, evacuation, and hazards, including flooding, wildfire, drought, shelter and cooling for extreme heat/weather events.

Policy NS-8.3: Identify opportunities to retrofit existing critical buildings and related infrastructure.

Action NS-8.3.1: Ensure that all existing critical buildings, facilities and related infrastructure are properly retrofitted for existing and future climate change hazards including temporary inundation due to inland flooding, increased wind/storm events, an increase in high heat days, and/or wildfire depending upon location and risk factors.

GOAL NS-8: ~~Reduce Risks~~ ~~risks~~ ~~Associated~~ associated with local surface mining.

Policy NS-9.8.1: Ensure public contact with surface mining operations is limited to the maximum extent possible. (Cross reference: CO 5.2)

~~Policy Action~~ NS-9.8.21.1: Work with State and federal agencies to ensure proper permitting of any surface mining operations and the safe closure



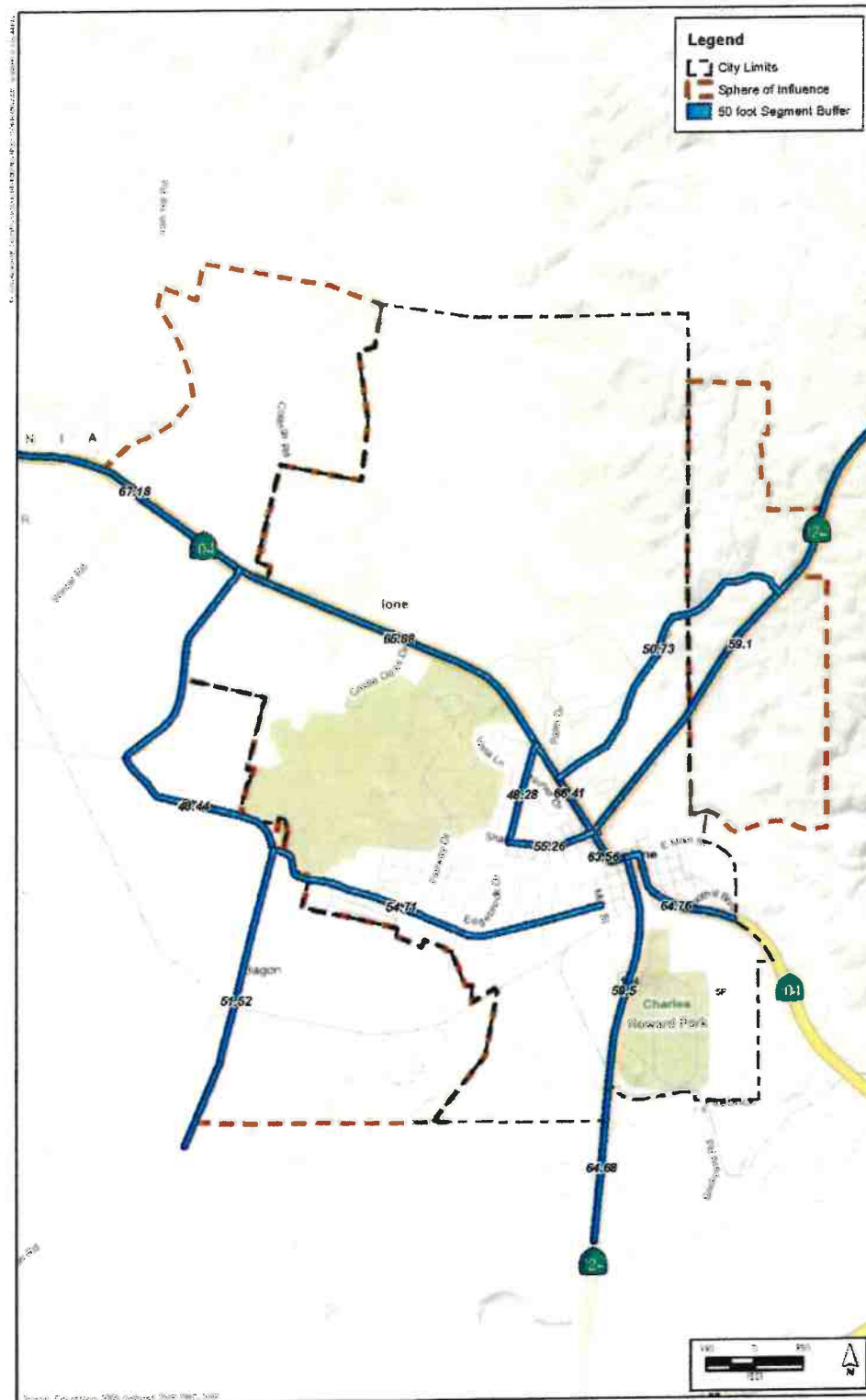
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of any mining operations that are ceasing operations.

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FIGURE 6-24: EXISTING NOISE CONTOURS





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FIGURE 6-35: FUTURE NOISE CONTOURS

