TUOLUMNE COUNTY GENERAL PLAN AND REGIONAL TRANSPORTATION PLAN EVALUATION AND ANALYSIS

Prepared for:

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1.0 Introduction & Background

Since 2007, Tuolumne County has been participating in Tuolumne Tomorrow, a Regional Blueprint planning process for directing future growth and enhancing the quality of life in Tuolumne County over the next few decades. Through this coordinated effort, the City of Sonora, Tuolumne County, Tuolumne County Transportation Council, and community members developed Guiding Principles for growth and development, and studied the potential effects of the likely land use development pattern and possible alternative growth scenarios on the transportation system, housing, local economy, quality of life, natural resources, and the environment. As a result of this effort, the Distinctive Communities Growth Scenario was selected and adopted by the Board of Supervisors as the preferred growth scenario for Tuolumne County in August 2012. A description of the Distinctive Communities Growth Scenario (Growth Scenario) is provided on the following page.

In order to facilitate implementation of the Growth Scenario, this report provides an evaluation and analysis of the Tuolumne County Transportation Council’s and the County’s planning and policy documents to determine which General Plan and Regional Transportation Plan (RTP) goals, policies, and/or programs should be amended or added to align with the Distinctive Communities growth scenario.

The following documents were reviewed and evaluated in this report:

- Tuolumne County General Plan (1996, as updated)
- Tuolumne County Bikeways and Trails Plan (2004)
- Tuolumne County Recreation Master Plan (2002)
- Tuolumne Parking and Alleyway Study (2010)
- Tuolumne Community Mobility Enhancement Study (2011)
- Tuolumne County Trails, Paths to Health and Prosperity (2011)
- Transit Development Plan Update for Tuolumne County Transit (2011)
- Tuolumne County Ordinance Code [Title 8 (Health and Safety), Title 11 (Road Standards), Title 12 (Streets/Sidewalks), and Title 17 (Zoning)]
- Tuolumne County 2006/07 Regional Transportation Plan (2008)
- Tuolumne County Traffic Impact Study (TIS) Guidelines

Where amendments to existing General Plan and RTP policies or implementation programs, or new policies or implementation programs, are recommended, deleted text is shown with a strikethrough and new text is underlined.

This evaluation and analysis is funded by the Rural Regional Blueprint Planning Grant from the California Department of Transportation (Caltrans). The California Regional Blueprint Program is a vital source of planning funding for regions throughout California. Regional Blueprint Planning Grants help Metropolitan Planning Organizations and rural Regional Transportation Planning Agencies engage in public outreach to select community preferred growth scenarios for the future. Through Regional Blueprints, local transportation agencies attempt to balance transportation planning with land use planning, housing needs, resource protection and other planning issues in order to achieve regional growth patterns that improve the quality of life for Californians.
Tuolumne County General Plan and RTP
Evaluation and Analysis

As part of the evaluation and analysis a Health in All Policies (HiAP) review has also been prepared, which considers the current General Plan and other policy documents from the context of promoting smoke-free multi-unit housing, limiting access to sugar-sweetened beverages, and providing safe routes to schools. Funding for the HiAP review report was provided by a Community Transformation Grant (CTG) as part of the CA4Health initiative. CA4Health works to improve public health in 42 of California’s least populous counties by reducing exposure to tobacco smoke, encouraging physical activity and healthy eating, creating healthy and safe physical environments, and promoting quality clinical and preventive services. The five-year CA4Health initiative is part of the CTG program administered by the Centers for Disease Control and Prevention. The non-profit Public Health Institute leads CA4Health in partnership with the California Department of Public Health. Both organizations coordinate closely with local health departments to advance CA4Health’s public health priorities.

Because funding of the HiAP review is provided by CA4Health, which is separate from the Rural Regional Blueprint Planning Grant, that review and analysis is provided in a separate report.

**Distinctive Communities Growth Scenario:**

Within the Distinctive Communities Alternative Growth Scenario each community contains a well-defined, cohesive, and compact community built around an appropriately-scaled urban core and community gathering places. The size of each community is based on a locally defined urban development boundary area as well as a defined community boundary. The existing urban development boundaries may be expanded to allow dense growth to occur near existing community nodes. Infill and mixed-use are encouraged to take advantage of existing public infrastructure and services. Residential and commercial areas become more compact within new urban development boundaries promoting mixed-use and higher density residential development to supply housing demand. With compact neighborhoods, auto dependency and new roads are reduced and transportation options are increased.

This scenario will create and provide a mixture of residential, retail, entertainment, office and commercial uses near each other within the urban development boundaries creating active communities. By having compact communities, auto dependency is greatly reduced and walking, bicycling and transit use becomes an increasing form of transportation.

Urban development is centralized within the urban development boundaries with rural development radiating outward to the defined community boundaries. Surrounding rural development will serve as buffers between communities and help meet the functional needs of the natural environment and nearby agriculture production. Rural development may be primarily located on the fringe of defined communities, but clustered or grouped together to make the best use of infrastructure and avoid disruption to agricultural lands and environmentally sensitive areas. Under this scenario, no changes would be made that decrease allowable density on any parcels (i.e. down-zone) and non-urban development will continue to be allowed in the rural areas of the County.

Transportation investments are used to link communities and to support a wide range of mobility choices within individual communities. More than one downtown, community center or pedestrian-oriented center is possible in each community, providing a 5-minute walk (1/4 mile) between home and the core of a community, jobs, recreation, community facilities and transit. Local government policies and programs would work in concert to encourage more complete and economically self-sufficient communities, where residents can live, work, and shop in the same community.
Public Participation
The Draft General Plan and Regional Transportation Plan Evaluation and Analysis report was available for public review on the County’s website and at the Community Resources Agency’s office beginning April 12, 2013, and public comments were accepted through June 3, 2013. In addition, two public meetings were held to review the draft report recommendations and gather feedback. The first meeting was held in Groveland at the Groveland Library/Museum on May 6, 2013 and the second event was held at the Board of Supervisors meeting on May 7, 2013. Ten comment letters were submitted by members of the public and are included in Appendix A. These comments have been addressed and changes are reflected in this final report.

2.0 Policy Review, Analysis and Recommendations

2.1 TUOLUMNE COUNTY GENERAL PLAN

2.1.1 Land Use Element
The General Plan Land Use Element identifies areas for growth and limits new growth in areas that have constraints for development, such as steep slopes. Boundaries have been established around each of the existing defined communities in the County and similar boundaries will be identified for future communities. Sections included in the Land Use Element are addressed individually below.

Quality of Life
This section sets forth the approach for protecting and enhancing the quality of life for Tuolumne County residents while facilitating growth and development to meet the needs of the County. The policies related to Quality of Life support building attractive and viable distinct communities in the County and are generally consistent with the Growth Scenario. The following policy/implementation program changes are recommended to enhance implementation of the Distinctive Communities Growth Scenario (Growth Scenario).

Recommendations:
1. Amend Policy 1.A.1 to the read: Promote the efficient use of land and natural resources that minimizes impacts to natural resources.
2. Amend Policy 1.A.4 to read: Promote infill and clustered patterns of development that facilitate the efficient and timely provision of urban infrastructure and services.
3. Amend Policy 1.A.5 to read: Establish target growth areas to serve community needs and enhance the quality of life by providing for economic, housing and cultural opportunities within existing and new defined communities. Where possible, these target growth areas should be placed near transit stops, commercial centers, and other services.
4. Amend Policy 1.A.7 to read: Include open areas, green belts, community parks and other gathering places within and around defined communities.
5. Add a new implementation program which reads: Establish criteria for walkability for the various land uses within the community growth boundaries to encourage development of active
communities. For example, the criteria may include a maximum walking distance to transit nodes from multi-unit housing of specific densities or a requirement for the provision of pedestrian routes connecting specific land uses to transit stops. A 1/4 mile distance is identified in the Distinctive Communities Growth Scenario.

6. Add a new policy which reads: Encourage economic development and a mix of uses in unincorporated urban service areas that minimize the need for nearby residents to travel greater distances to access goods and services.

7. Amend Program 1.A.k to read: Create a mixed use land use designation to provide for a combination of compatible land uses, such as commercial and high density residential, near community centers. Designate land within defined communities for mixed use in areas that are close to major transportation routes, public transportation stops, commercial centers and community facilities, such as parks. Provide incentives within the mixed use land use designation to encourage the creation of mixed use development. Incentives could include a streamlined permitting process, density bonuses, or reduced parking requirements.

8. Add a new program which reads: Remove zoning barriers to residential development in mixed use districts, for example, by increasing by right permitted residential density.

9. Add a new program which reads: Provide incentives to applicants with existing approval for undeveloped projects, which encourage modification of planned projects that improve consistency with the Distinctive Communities Growth Scenario. Incentives would apply to proposed projects located in High Density or Medium Density zoned areas where allowable densities have been increased as part of implementation of the Distinctive Communities Growth Scenario.

Incompatible Land Uses

The goals and policies in this section aim to minimize conflicts between incompatible land uses. This section is generally consistent with the Growth Scenario. No recommendations were made for this section.

Jobs-Housing Balance

The goals and policies of this section encourage residential development to occur simultaneously with development that will create jobs, which is consistent with the Growth Scenario. It is recommended that policy wording be strengthened to encourage urban residential developments to be located in proximity to job centers, as well as be timed to occur simultaneously with development that will provide employment.

Recommendations:

1. Amend Policy 1.C.2 to read: Encourage urban residential development projects of 100 or more units, except those targeted for seniors or retirees, to be phased or timed to occur simultaneously with development that will provide primary wage-earner jobs, unless the need for housing dictates otherwise, and to be located in proximity to job centers.
2. Amend Program 1.C.a to read: Designate adequate land for commercial, recreational, industrial, business park, and mixed-use development within and adjacent to defined communities that have adequate infrastructure and services to meet the employment needs as the County grows.

**Alternative Transportation Systems**

This section encourages development and land use decisions that promote alternative transportation systems and is generally consistent with the Growth Scenario. However, the following recommendations were made to further implement the Growth Scenario.

**Recommendations:**

1. Add a new policy that reads: Incentivize urban residential development projects located within 1/4 mile of a transit stop. For example, incentives could include a streamlined permitting process or reduced on-site parking requirements. A 1/4 mile distance is identified in the Distinctive Communities Growth Scenario.

2. Add a new policy that reads: Utilize planning tools and incentives to encourage transit oriented development. Planning tools could include design guidelines, and incentives could include a streamlined permitting process or reduced on-site parking requirements.

3. Add a new policy that reads: Promote the provision of multi-modal access to activity centers such as public facilities, commercial centers and corridors, employment centers, transit stops, schools, parks, recreation areas, and tourist attractions.

4. Add a program that reads: Consider the feasibility of developing a Sidewalk Priority Plan. (A Sidewalk Priority Plan would identify all existing sidewalks as well as future sidewalks throughout the County. Typically, communities prioritize retrofitting existing and constructing new sidewalks that connect residents to schools, bus lines and other transit stops, and parks and open space. Priorities may be driven by surveys, health and collision data, and community input.) *(Note: this recommendation is also included in the HiAP report)*

5. Add a program that reads: Update the local street design standards to include universal design criteria for street infrastructure such as sidewalks, pedestrian curb ramps, crosswalks, street lighting, shade trees, and curb extensions. *(Note: this recommendation is also included in the HiAP report)*

**Residential Land Uses**

This section guides the approach to growth of residential land uses in the County, calling for a variety of housing types and setting standards for residential development. The goals and policies in this section are generally consistent with the Growth Scenario. No recommendations were made for this section.

**Commercial Land Uses**

This section aims to provide adequate commercial development to meet the needs of the County and also sets standards for commercial development in the County. The goals and policies in this section are generally consistent with the Growth Scenario. No recommendations were made for this section.
Industrial Land Uses

This section aims to provide adequate industrial development to meet the needs of the County and also sets standards for industrial development in the County. The goals and policies in this section are generally consistent with the Growth Scenario. No recommendations were made for this section.

2.1.2 Circulation Element

The purpose of the Circulation Element is to help policy makers, administrators, planners, engineers and developers understand how to design communities and projects that promote an efficiently balanced transportation system that reflects the needs of not just automobiles, but of pedestrians, transit riders and bicyclists. The goals, policies and implementation programs included in the Circulation Element are intended to guide the development of a transportation system that will maintain and improve the quality of life in Tuolumne County while accommodating new growth. Sections included in the Circulation Element are addressed individually below.

In addition, a review was conducted of the County’s Regional Transportation Plan (see Section 2.10). A number of additional policy recommendations have been made in relation to that document, some of which could be appropriate for inclusion in the Circulation Element. In order to avoid duplication these policies are not repeated here but it is recommended that the policies in Section 2.10 also be considered for inclusion in the Circulation Element.

Streets and Highways

The basic street and highway network in Tuolumne County is comprised of a combination of approximately 139 miles of State highways, 600 miles of maintained County roads and 26 miles of maintained City streets. Beyond this basic system, there are also several hundred additional miles of Federal (Bureau of Land Management, Forest Service and National Park) and privately maintained roads. When these roads are grouped by category, they form the functional system of roadways for Tuolumne County.

Tuolumne County Transportation Council (TCTC) recently undertook a modeling/forecasting exercise of vehicular trips and vehicle-miles traveled (VMT) estimates for the various Regional Blueprint alternatives that were evaluated in the Tuolumne Tomorrow: Tuolumne County Regional Blueprint Project Report, i.e. the Recent Trends, Public Services and Distinctive Communities scenarios. At that time levels of service (LOS) standards were not supportive of higher density land uses. These LOS standards for the County were as follows:

- minor collector and local roadways - minimum standard of LOS B;
- arterial and major collectors - minimum standard of LOS C;
- immediate vicinity (1/2 mile) of arterials or major collectors – minimum standard of LOS D;
- intersection of minor collectors and local roads with major collector and highways – minimum peak hour standard of LOS C; and
- intersection of major collector roads and arterial highways – minimum peak hour standard of LOS D.

Previously, all County roadways were generally considered rural; however, the County/ TCTC has recently updated the “Tuolumne County Functional System of Roadways” to add a functional classification “Urban Streets” to the list of existing functional classifications. The County/TCTC has
identified several existing roads that are located in an urban environment and classified these as “urban streets” for the purpose of LOS analysis.

The Circulation Element identifies the following definition and list of “urban streets”:

The following roadways within Tuolumne County will be analyzed as Urban Streets with Urban LOS thresholds for operations and capacity analyses. Urban Streets are categorized into the following classifications for operations analyses:

- 2-Lane Freeway
- 2-Lane Freeway plus Auxiliary Lane
- 3-Lane Freeway
- 3-Lane Freeway plus Auxiliary Lane
- 4-Lane Divided Arterial (with left-turn lane)
- 4-Lane Undivided Arterial (no left-turn lane)
- 2-Lane Divided Arterial (with left-turn lane)
- 2-Lane Undivided Arterial (no left-turn lane)

The following roadways will be analyzed with Urban LOS thresholds:

- Greenley Road (including the future Greenley Road extension)
- Jamestown Road (State Highway 49 to State Highway 108)
- Lime Kiln Road (State Highway 108 to Campo Seco Road)
- Mono Way
- Old Wards Ferry Road (Sanguinetti Road to Sullivan Creek)
- Parrotts Ferry Road (State Highway 49 to North Airport Road)
- Standard Road
- State Highway 49 (Chicken Ranch Road to Shaws Flat Road)
- State Highway 120 (Deer Flat Road to Ferretti Road)
- Tuolumne Road (Mono Way to future Peaceful Oak Road)
- Twain Harte Drive

In addition to the above roads, all streets within one mile of a traffic signal/stop control and/or having eight or more access points per mile shall be considered an Urban Street.

As part of the recent Blueprint planning effort, the County and TCTC updated their minimum LOS standards for Major/Minor Collectors, Rural Arterials and Urban Streets from those listed above to LOS D, unless a specific exception is made by the County. The minimum peak hour LOS standard for intersections was also updated to LOS D for all intersections. The updated minimum LOS standards are generally more supportive of the higher density development patterns envisioned by the Growth Scenario when compared to the previous minimum LOS standards which were in place for County roadways and intersections (listed above). The updated LOS policy is essentially intended to support or accept more development under existing transportation infrastructure conditions. The updated LOS policy/standards also appear to be reasonable given anticipated development fees and other funding sources. The updated LOS thresholds are presented in Table 1.
Table 1: Updated General Plan Level of Service Thresholds by Roadway Type

<table>
<thead>
<tr>
<th>Roadway Type</th>
<th>Maximum Two-way Average Daily Traffic (ADT) Volume-Carrying Capacity for each LOS Designation</th>
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<tbody>
<tr>
<td></td>
<td>LOS A</td>
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<tr>
<td>Major/Minor Collector (23 ft. - 32 ft.)</td>
<td>2,900</td>
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<tr>
<td>Major/Minor Collector (20 ft. - 23 ft.)</td>
<td>2,590</td>
</tr>
<tr>
<td>Major/Minor Collector (18 ft. - 20 ft.)</td>
<td>2,300</td>
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<tr>
<td>Major/Minor Collector (Less than 18 ft.)/Local Road</td>
<td>1,920</td>
</tr>
<tr>
<td>Major Collector (34 ft. - 36 ft.)</td>
<td>3,420</td>
</tr>
<tr>
<td>Rural Minor Arterial (2-lane)</td>
<td>3,120</td>
</tr>
<tr>
<td>Rural Minor Arterial (4-lane)</td>
<td>6,080</td>
</tr>
<tr>
<td>Rural Arterial (4-lane) undivided</td>
<td>4,820</td>
</tr>
<tr>
<td>Rural Arterial (4-lane) Divided</td>
<td>6,240</td>
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<tr>
<td>2-Lane Freeway</td>
<td>6,680</td>
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<td>2-Lane Freeway + Auxiliary Lane</td>
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<td>3-Lane Freeway</td>
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<td>Major/Minor Collector (23 ft. - 32 ft.)</td>
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<td>Major/Minor Collector (18 ft. - 20 ft.)</td>
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<td>Major/Minor Collector (Less than 18 ft.)/Local Road</td>
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<tr>
<td>Major Collector (34 ft. - 36 ft.)</td>
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<td>Rural Minor Arterial (4-lane)</td>
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<tr>
<td>Rural Arterial (4-lane) undivided</td>
<td>-</td>
</tr>
<tr>
<td>Rural Arterial (4-lane) Divided</td>
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</tr>
<tr>
<td>2-Lane Urban Arterial/Collector</td>
<td>9,000</td>
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<tr>
<td>4-Lane Urban Arterial/Collector</td>
<td>18,000</td>
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All volume thresholds are approximate and assume average roadway characteristics. Actual threshold volumes for each Level of Service listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks, RVs, and other heavy vehicles, travel lane widths, speed limits, signal timing characteristics, on-street parking, volume of cross traffic and pedestrians, etc.

Functional Classification numbers in 100s represent the Mountainous Terrain and all FC# below 100s represent Rolling Terrain.

No recommendations have been made with regards to the County’s LOS standards or street classification system. However, a number of policies have been identified which could be amended to better reflect the tenets of the Growth Scenario.

Recommendations:

1. Amend Program 2.A.c to read: Establish Standards for Rights-of-Way Width. Require that roadway rights-of-way be wide enough to accommodate the travel lanes needed to carry long-range forecasted traffic volumes, as well as any planned bikeways, pedestrian facilities and required drainage, utilities, landscaping and suitable separations. Minimum right-of-way criteria for each class of roadway in the County are specified in Appendix 2.A of this Element and the County Ordinance Code. However, additional right-of-way, beyond the minimum criteria may be required to provide for location specific needs.

2. Add a new policy which states: Require road planning documents to include, where feasible, details showing pedestrian and bicycle lane infrastructure and alternative transportation connectivity, e.g. bus stops and dedicated bus pullout areas.
3. Add a policy that reads: Promote flexibility in the application of parking standards to support mixed-use and transit-oriented development.

4. Amend Program 2.A.f to read: Discourage Use of Local Roads for Through-Traffic. Accommodate through-traffic in a manner that discourages the use of neighborhood roadways, particularly local streets. This through-traffic, including particularly truck traffic, shall be directed to appropriate routes in order to maintain public safety and local quality of life. Discourage the use of local roads by through-traffic by implementing design measures, such as appropriate signage and traffic calming measures.

5. Amend the bulleted list of factors included as part of Program 2.A.h to include the following:
   - Environmental impacts, including air quality, greenhouse gas emissions and noise impacts.
   - Impacts on existing bicycle, pedestrian and public transportation infrastructure.

6. At the moment, funding for alternate transportation, bicycle infrastructure, etc. is listed as the last priority in Program 2.A.o. Consider increasing the priority level for funding for this type of infrastructure.

**Non-motorized Transportation**

The number of existing bicycle, pedestrian and equestrian trails in Tuolumne County is limited. Many of these trails have been constructed by private volunteer efforts. However, bicycle/pedestrian facility projects in Sonora, Columbia, Jamestown and Groveland and bicycle/pedestrian trails in Tuolumne are all currently under design. All of these projects represent the highest priority non-motorized projects in the County's Regional Transportation Plan.

Policies in the Circulation Element related to non-motorized transportation encourage the use of biking and walking by actively seeking alternative funding sources to construct bicycle and pedestrian facilities, and giving special attention to the needs of pedestrians, bicyclists and individuals with disabilities in the project review process. A number of policies have been identified which could be amended to better integrate with the Growth Scenario.

**Recommendations:**

1. Incorporate an integrated recreational and transportation bicycle and pedestrian facilities map into the Circulation Element itself, not just into the County’s Recreation Master Plan. The integration of recreational and transportation facilities is already referenced in Program 2.B.a (Integrate Recreational and Transportation Bicycle and Pedestrian Facilities. Give consideration to designing bicycle and pedestrian transportation routes which can be integrated into the recreational routes designated in the County's Recreation Master Plan). This recommendation would formalize this integration further.

2. Amend Program 2.B.b to read: Coordinate Bike and Pedestrian Facility Design with Schools. *(Note: this recommendation is also included in the HiAP report)*

3. Amend Program 2.B.f to read: Require Bicycle and Pedestrian Route Plans. Require all new community plans to include, as part of their respective Circulation Elements, a bicycle and
pedestrian routes plan. These bicycle and pedestrian route plans should illustrate an integrated
to the existing bicycle, roadway and pedestrian network outside of the community, either
to urban centers and workplace locations or through connection to the County Master Plan for bicycle and pedestrian infrastructure.

Encourage the construction of pedestrian facilities and Class I and Class II bicycle facilities, such as widened and striped shoulders or completely separate facilities. In high traffic/high speed motorized transportation areas which receive high use by school children, require the construction, where feasible, of barriers between motorized and non-motorized traffic as well as provision of other safety features, such as special signal types, traffic calming features, and increased signage warning drivers of the presence of children walking and using bicycles. Such Possible barriers can include, but are not limited to, construction of an asphalt or concrete curb or berm between motorized and non-motorized traffic ways.

5. Add a new program that reads: Require local roads serving new development to include, where feasible, bicycle and pedestrian infrastructure that links to existing bicycle and pedestrian facilities.

6. Add a new program, similar to Program 2.A.1, that reads: Master Plan an Active Transportation Network. Maintain, periodically update and implement the Tuolumne County Bikeways and Trails Plan, which addresses a complete bicycle and pedestrian network to serve the needs of the community. This active transportation network should include roadways parallel to regional facilities so that the regional roadway system can function effectively and efficiently. Funding for this network should be provided from a combination of sources, such as new development and federal and State funding programs.

7. Add a new program that reads: Allow subdivisions to construct portion(s) of adopted bicycle/pedestrian routes as recreation facilities required pursuant to the Tuolumne County Ordinance Code, Section 16.26.120.

8. Update the Circulation Element as required by Assembly Bill 1358 to incorporate robust Complete Streets language. (Note: this recommendation is also included in the HIAP report. Model Complete Streets general plan language can be found in Appendix 2 of the HIAP report).

9. Add a new program that reads: Identify all hazardous conditions on commonly used routes to and from school and establish a timeline for implementing improvements based on the severity of the hazard and financial feasibility. As part of this identification, the County should gather data regarding rates of injuries at intersections/routes commonly used for active transportation to and from school to help prioritize infrastructure improvements. (Note: this recommendation is also included in the HIAP report)

10. Add a new program that reads: Develop recommended routes to school for neighborhoods within walking/bicycling distance to school – generally considered to be one mile – including maps showing preferred routes. As part of this development of recommended routes, the County should gather data regarding student and caretaker residences and related distances to school. (Note: this recommendation is also included in the HIAP report)
11. Add a new policy that reads: Maintain and expand, where possible and appropriate, the system of non-motorized connections that link neighborhoods to larger roadways, activity centers and nodes, businesses, community services, parks and recreational facilities, and transit stops and stations.

12. Add a new policy that reads: Require safe and adequate crossing facilities that minimize pedestrian exposure to vehicular traffic, such as curb extensions or refuge islands, wherever feasible.

13. Add a new program that reads: Develop new or revised street and street crossing design standards to improve pedestrian safety, convenience, and comfort, both as a part of routine public works projects and as a part of ongoing development.

14. Add a new program that reads: Consider pursuing a grant for a non-motorized transportation and Complete Streets implementation plan.

Public Transportation

The policies related to public transportation are supportive of having transit facilities in the highest residential and employment density areas. The transit policies are designed primarily to meet the needs of transit dependent senior citizens and residents living within the County and are aimed at maximizing the coordination of transportation options and increasing public knowledge of the funding options available. A number of policies have been identified which could be amended to better reflect the tenets of the Growth Scenario.

Recommendations:

1. Add a program that reads: Provide outreach activities to make people aware of the available public transportation options and encourage use of public transportation.

2. Add a program that reads: Create and maintain a comprehensive timetable, map and route planner that shows all public transit options in the County. Make this information available on the County website and through other easily accessible outlets.

   Alternately, this could be included as part of Program 2.C.h (Adopt a Transit Marketing Plan).

3. Add a new policy that reads: Market the trolley service to tourists to reduce daily internal County trips.

4. Amend Policy 2.C.8 to read: Encourage a continuous and interconnected pedestrian friendly system of paths that lead to transit stops, by encouraging all new residential and commercial development to include a pedestrian circulation system that is connected to existing (and where possible, planned) transit stops.

5. Amend Policy 2.C.9 to read: Utilize planning tools, such as design guidelines, encourage building site designs that cater to transit riders, pedestrians and cyclists, as well as those arriving by car. Examples of transit, pedestrian and cycle friendly building site design features include, but are not limited to, segregated entrances, pavement markings and warning and directional signage.
6. Add a new policy that reads: Encourage integration of different alternate transportation modes to facilitate multi-modal trips. Examples of methods to integrate transportation modes include, but are not limited to, provision of bicycle parking at transit and park and ride facilities and buses that provide bicycle storage.

7. Add a new program, similar to Program 2.A.m, that reads: Analyze Increased Use of Public Transit Systems Generated by New Development. Where appropriate, require proposed new development projects to analyze their contribution to increased use of public transit and to implement or contribute to improvements necessary to address the increase.

8. Add a new policy that reads: Support a major transit route transfer facility at the County Law & Justice Center (located on the southeast corner of SR 108 and Old Wards Ferry Road).

9. Add a new policy that reads: Support an inter-county bus transfer stop in Columbia near SR 49.

10. Add a new policy that reads: Support development of electric charging stations for passenger vehicles, in particular at transit stop locations and high use parking areas.

Rail
Current Railroad related policies in the Circulation Element support and encourage the revitalization of the Sierra Railroad. No recommendations were made for this section.

Aviation
The Circulation Element aviation policies support development of the two airports in the County (Columbia Airport and Pine Mountain Lake Airport) in alignment with the Tuolumne County Airport Land Use Compatibility Plan and existing and future Master Plans. No recommendations were made for this section.

2.1.3 Housing Element
The Housing Element identifies sites for housing for all economic segments of the County. The Element includes identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing.

Adequate Sites
This section has the goal of maintaining a variety of adequate housing sites to accommodate households of all types and income levels. Policies and programs initiate inventories, reviews of housing sites and encourage infill development and are generally consistent with the Growth Scenario. However, consideration should be given to modifying the policies in this section to redirect new growth in, or immediately adjacent to, the community growth boundaries.

Recommendations:
1. Add a new policy which reads: Consider walkability and distance to transportation nodes and public facilities, such as schools, when determining whether land is suitable for multi-family housing development.
2. Add a new implementation program which reads: Encourage consolidation of infill parcels for provision of multi-family residential development.

**Affordable Housing**

This section promotes and encourages the development of low income housing to meet the needs of Tuolumne County. The goals and policies in this section are consistent with the Growth Scenario. No recommendations were made for this section.

**Governmental Constraints**

This section includes policies and programs to minimize governmental constraints that increase the cost of housing or slow affordable housing development, which are generally consistent with the Growth Scenario. An incentive program that encourages infill development would complement the policies in this section.

**Recommendation:**

Add a new policy which reads: Encourage developers holding existing planning approvals for as yet undeveloped projects to modify project designs to improve consistency with the Distinctive Communities Growth Scenario. Encourage this type of revision for projects located in High Density or Medium Density zoned areas where allowable densities have been increased as per the Growth Scenario. Incentives should be provided, such as a streamlined permitting process or reduced parking requirements, for these revised projects to encourage development.

**Housing Conservation**

The goal of this section is to conserve and improve existing affordable owner occupied and rental housing. Policies and programs include: supporting rehabilitation efforts and developing programs to address remediation of hazard and health issues in older homes. The goals and policies in this section are consistent with the Growth Scenario. Consider adding an Implementation Program that encourages energy efficiency and conservation in these residences similar to Program 3.D.i.

**Recommendation:**

Add a new implementation program which reads: Encourage and support local agencies' individual and collaborative efforts to improve in-home energy conservation and efficiency. Promote the widespread distribution of information on methods and alternatives for improving in-home energy conservation and efficiency.

**Equal Opportunity Housing**

This section lays out the community goal of providing decent housing in a suitable environment to all County residents. Policies and programs in this section include: supporting programs for housing assistance, allowing emergency shelters, and funding multi-family housing projects. The goals and policies in this section are consistent with the Growth Scenario. No recommendations were made for this section.

**Energy Conservation**

This section has a goal of increasing energy efficiency in existing homes and new development. The policies promote land use patterns that encourage energy efficiency and provide incentives for the use
of green building standards. The goals and policies in this section are consistent with the Growth Scenario.

### 2.1.4 Conservation and Open Space Element

The Conservation and Open Space Element includes goals, policies and programs related to: open space for the preservation of natural resources; open space for the managed production of resources; social-use open spaces; and open space for public health and safety. Sections within the Conservation and Open Space Element are generally consistent with the Growth Scenario. No recommendations were made for this Element.

### 2.1.5 Noise Element

The Noise Element provides a policy framework for addressing potential noise conflicts encountered during the development process with a focus on minimizing such conflicts. This Element does not say that development cannot occur in areas with noise levels above standards, but rather, if sensitive uses are developed in areas with noise levels above standards, appropriate noise reduction techniques should be implemented. This is generally consistent with the Growth Scenario. No recommendations were made for this Element.

### 2.1.6 Safety Element

The Safety Element is the primary vehicle relating local safety planning to County land use decisions. The Safety Element aims at reducing death, injuries, property damage, and the economic and social dislocation resulting from natural hazards, thereby improving the quality of life within the County. The goals and policies in this Element are generally consistent with the Growth Scenario. No recommendations were made for this Element.

### 2.1.7 Public Facilities and Services Element

The Public Facilities and Services Element addresses the facilities or services provided by the various local public agencies serving the citizens of Tuolumne County. The focus is on the need for those services related to future growth. Sections within the Public Facilities and Services Element are listed below.

**Education**

The twelve school districts within Tuolumne County consist of two high school districts, nine elementary school districts, and one unified school district, which includes both elementary and high schools. The goals and policies in this section promote quality education and encourage support of the County school districts through coordination, support, and funding opportunities. The goals and policies in this section are generally consistent with the Growth Scenario. However, inclusion of policies referencing Safe Routes to Schools is recommended for this section of the General Plan. Suggested policy language is recommended below.

**Recommendations:**

1. Add a new policy that reads: **Encourage the School Districts to draft and adopt Safe Routes to Schools policies and administrative regulations to implement the policies. (Note: this recommendation is also included in the HiAP report)**
2. Add a new policy that reads: Encourage the School Districts to provide traffic safety education and bicycle skills-training workshops to County residents, and students in particular. *(Note: this recommendation is also included in the HiAP report)*

3. Add a new policy that reads: Encourage the School Districts to provide school buses that are equipped with bicycle racks, and that bus stops are located along routes that encourage active transportation to and from school, and that crossing guards are provided for all County schools. *(Note: this recommendation is also included in the HiAP report)*

**Library Services**

The Tuolumne County Library system provides a diverse array of library services to the residents of Tuolumne County. This section provides policy guidance for continuation of library services at an acceptable level for the public's use and edification, and identifies funding sources to enable growth or expansion of library facilities. The goals and policies in this section are generally consistent with the Growth Scenario. No recommendations were made for this section.

**Public Water Supplies**

The public water system providing service to the most residents of Tuolumne County is operated by the Tuolumne Utilities District (TUD). Since the County is not directly responsible for meeting the water supply needs of its residents, the General Plan cannot dictate the means or conditions of improving and adding water supply infrastructure. Therefore, this section provides general direction for establishing and maintaining safe water supplies during further development of the County, and defines the relationship between land use development patterns described on the General Plan land use diagrams and water distribution facilities. The goals and policies in this section are generally consistent with the Growth Scenario.

**Recommendations:**

1. Add a new policy which states: Encourage the siting of new urban development either within or adjacent to the community growth boundaries to maximize the use of existing infrastructure and reduce the need for expansion of the water supply system.

2. Add a new policy which states: Where new urban development is proposed to be located outside but adjacent to the community growth boundaries, it should be preferentially located in proximity to existing water supply infrastructure where there is excess capacity.

**Sewer Systems**

Since the County is not directly responsible for providing sewage disposal for businesses and residents, the General Plan cannot dictate the means or conditions of improving or creating sewage disposal systems. Therefore, this section provides general direction for establishing and maintaining adequate systems for sewage disposal during further development of the County. The goals and policies in this section are generally consistent with the Growth Scenario; however, consideration should be given to adding language that encourages new development outside the community growth boundaries to be located near existing public sewer systems with additional capacity.
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Recommendations:

1. Add a new policy which states: **Encourage the siting of new urban development either within or adjacent to the community growth boundaries to maximize the use of existing infrastructure and reduce the need for expansion of the public sewer system.**

2. Add a new policy which states: **Where new urban development is proposed to be located outside but adjacent to the community growth boundaries, it should be preferentially located in proximity to existing public sewer infrastructure where there is excess capacity.**

*Other Public Services*

This section addresses the level of services of the various functions of County government to meet future needs. The goals and policies in this section are generally consistent with the Growth Scenario. No recommendations were made for this section.

### 2.1.8 Recreation Element

The Recreation Element provides goals and policies to provide an adequate supply and equitable distribution of recreation facilities for all residents. The Recreation Element sets goals for recreational services provided to residents and requires pedestrian and bike trails. These goals and policies are consistent with the Growth Scenario, but could be enhanced through the following recommendations.

**Recommendations:**

1. Add a new policy that reads: **Encourage provision of bicycle facilities, such as bike parking and/or storage lockers, at work places, transit nodes, recreational facilities and public spaces.**

2. Add a new policy that reads: **Encourage the preservation of open areas for recreational activities, including provision of an appropriate balance of facilities suitable for intensive use (e.g. playgrounds, sports fields) and low intensity use (e.g. hiking, camping) that meet the needs of residents and visitors. Preservation of open areas that provide cultural, historical and educational opportunities for residents and visitors should also be encouraged.**

3. Add a new policy that reads: **Provide parks and recreational opportunities in proximity to neighborhoods to promote physical activity and increase access to facilities.**

4. Add a new policy that reads: **Encourage and, where appropriate, require the inclusion of recreation facilities, dedicated open space, and/or trails within new commercial and industrial developments.**

### 2.1.9 Cultural Resources Management Element

The Cultural Resources Management Element provides goals and policies that help protect and enhance the historic character and distinct charm of Tuolumne County. The presence of the past endows a community with a sense of place and a feeling of belonging to all its citizens. The tangible presence of buildings and sites that speak of other people and other times is a form of history that enables people to chart some of the paths from the present to the future. By tracing its history, a community gains a clear sense of how it achieved its present form and character and also aids a community in determining how
it will continue to evolve. The goals and policies in this section are generally consistent with the Growth Scenario. No recommendations were made for this section.

2.1.10 Economic Development Element

The Economic Development Element optimizes the human, financial, capital, physical and natural resources available to produce marketable goods and services, while preserving the balance of environmental and cultural features that make the region attractive in order to:

- improve the employment and business opportunities for local citizens;
- stimulate business activity, recognizing and supporting the region's natural resources and the employment opportunities afforded by them;
- increase revenues for local public services through an expansion of the tax base;
- encourage private investment in the local economy;
- improve overall quality of life in the region;
- stabilize the local economy, including efforts to promote business and employment opportunities in areas which expand and complement existing types of businesses; and
- take advantage of domestic and international markets.

The goals and policies in this section are generally consistent with the Growth Scenario. Consideration should be given to incorporating language which encourages growth within the General Plan and community growth boundaries. In addition, improving the broadband/telecommunications infrastructure in the County would allow for increased levels of telecommuting.

Recommendations:

1. Amend Program 10.A.b to read: Continue to prioritize land development applications for the expansion of existing or construction of new facilities for commercial, industrial or recreational enterprises, particularly within the community growth boundaries as defined by the Distinctive Communities Growth Scenario.

2. Amend Program 10.A.k to read: Review and evaluate on a periodic basis, any County fees related to land development projects for comparability with similar fees in neighboring foothill counties and base recommendations for fee adjustments on the policy of keeping development fees favorable to employment-generating land uses and for development within the community growth boundaries as defined by the Distinctive Communities Growth Scenario.

3. Amend Goal 10.B to read: Promote the improvement of the infrastructure, such as water and sewer lines, roads, communication and power, throughout the County to increase the marketability of the County for the retention, expansion, and attraction of business and industry.

4. Add a new policy in Section 10.B that reads: Actively work to improve the telecommunications infrastructure in the County in order to increase opportunities for telecommuting and facilitate economic development.

5. Amend the text of Goal 10.E to read: Facilitate the development of adequate amounts of commercial, industrial, and recreational facilities and tourism uses to provide jobs for County residents and diversify the local economy.
6. Amend Policy 10.E.3 to read: Promote a balance between commercial, industrial, recreational and residential land uses, as well as provision of mixed-use land uses, in each community in the County so as to minimize the travel distance required for shopping trips and the journey to work.

7. Add a new policy that reads: Support the County’s economic development strategies by providing an appropriate mix of land uses and appealing urban settings in community cores to attract and retain quality businesses and institutions.

2.1.11 Agricultural Resources Element

The Agricultural Resources Element establishes policies and implementation programs to promote the stability and productivity of the County's agricultural lands and industries. This Element is intended to provide clear guidelines for decisions in agricultural areas. It is also intended to express policies that promote and protect the current and future needs of the agricultural industry. The goals and policies in this section are generally consistent with the Growth Scenario. No recommendations were made for this Element.

2.1.12 Air Quality Element

The Air Quality Element aims to reduce vehicular emissions through land use and transportation planning that promotes active and alternative transportation. The goals and policies in this section are generally consistent with the Growth Scenario. The policies included in the Element aimed at reducing air pollution emissions (such as encouraging alternative transportation) would also reduce greenhouse gas (GHG) emissions. Consideration should be given to referencing this additional benefit from implementation of these policies in the text of the Element.

Recommendations:

1. Reference the additional benefit regarding reduction of GHG emissions resulting from implementation of the existing Air Quality Element goals, policies and programs. Example text is provided below:

   The goals, policies and implementation programs set forth in this section are intended to preserve Tuolumne County’s good air quality and reduce the County’s contribution to global climate change. This is consistent with Assembly Bill 32, which calls for a statewide reduction in greenhouse gas emissions to 1990 levels by 2020.

2. Add a new topic area in this Element for “Greenhouse Gas Emissions”. Under this heading, add a new goal that reads: Reduce GHG emissions from community activities and County government facilities and operations within the County to support the State’s efforts under Assembly Bill 32 and other state and federal mandates to mitigate the community’s GHG emissions impacts.

3. Under the Greenhouse Gas Emissions topic area, add a new policy that reads: Implement the policy recommendations identified in the Tuolumne County Regional Blueprint Greenhouse Gas Study (January 2012), which are listed below.
• Facilitate voluntary energy efficient retrofits in existing structures by connecting home- and business-owners with technical and financial assistance (e.g., federal/state/utility rebates, tax credits, etc.) through the County's, City's, or TCTC's website. *(GHG Study Policy E-1.1)*

• Work with Pacific Gas and Electric Company (PG&E) to promote voluntary upgrades to energy-efficient technology and products through campaigns targeted at residents and local businesses, ENERGY STAR® appliance change-out programs, and incentives (e.g., give-a-ways, federal/state/utility rebates, etc.). *(GHG Study Policy E-1.2)*

• Work with PG&E to encourage local businesses and public agencies to install energy conserving technologies (e.g., occupancy sensors) and implement energy conserving policies (e.g., "lights out at night"). *(GHG Study Policy E-1.3)*

• Reduce the energy demand of public facilities and conserve electricity through the following: a) retrofitting County or City owned or operated street, traffic signal, and other outdoor lights with energy efficient light emitting diode (LED) lamps; b) retrofitting heating and cooling systems to optimize efficiency (e.g., replace HVAC system); and c) replacing old appliances and technologies with ENERGY STAR® products. *(GHG Study Policy E-1.4)*

• Work with PG&E to educate residents and businesses about Smart Meters, how to monitor electricity use, and the potential benefits associated with Smart Meters. *(GHG Study Policy E-1.5)*

• Work with PG&E to promote the use of financial incentives (e.g., federal/state/utility rebates, tax credits, etc.) for the voluntary installation of "cool roofs" on existing structures, such as ENERGY STAR® roof products, that have a high solar and thermal reflectance. *(GHG Study Policy E-1.6)*

• Develop and implement a wood burning stove and fireplace change-out program to install non-wood burning stoves and fireplaces. *(GHG Study Policy E-2.1)*

• Promote federal/state/utility incentives (e.g., rebates, vouchers, tax credits, etc.) and participate in a Property Assessed Clean Energy (PACE) program under AB 811 to provide property owners financing for solar photovoltaic systems. *(GHG Study Policy E-2.2)*

• Promote federal/state/utility financial incentives (e.g., rebates, vouchers, tax credits, etc.) to facilitate the installation of solar water heaters on homes. *(GHG Study Policy E-2.3)*

• Obtain funding for and install renewable energy technologies on public property. *(GHG Study Policy E-2.4)*

• Continue to expand and improve transit service (e.g., increased frequency of more popular routes, longer operating hours, and more stops in key locations) and its
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- Improve rider information and consider implementing real-time information technology on transit vehicle arrival. *(GHG Study Policy T-1.2)*

- Encourage transit ridership through marketing and outreach campaigns. *(GHG Study Policy T-1.3)*

- Provide transit shelters that are comfortable, attractive, and accommodate transit riders. Ensure that shelters provide shade, route information, and benches. *(GHG Study Policy T-1.4)*

- Expand and improve the bikeways within Tuolumne County, focusing on safety, connectivity, and accessibility. *(GHG Study Policy T-2.1)*

- Promote walking and bicycling through education and outreach programs and activities such as commute campaigns, classes that teach cycling skills, and providing cycling route maps. *(GHG Study Policy T-2.2)*

- Expand and improve pedestrian sidewalks and facilities within Tuolumne County, focusing on safety, connectivity, and accessibility. *(GHG Study Policy T-2.3)*

- Create additional, or improve existing, car-sharing and ride-sharing programs and promote within the region. *(GHG Study Policy T-3.1)*

- Work cooperatively with major local employers to offer incentives and services which decrease auto commuting (e.g., telecommuting, alternative work schedules, etc.). *(GHG Study Policy T-3.2)*

- Support the expanded use of Advanced Clean Cars by connecting residents and businesses in Tuolumne County with educational information and state financial incentive programs (e.g., http://www.driveclean.ca.gov/) through the County’s website. *(GHG Study Policy T-4.1)*

- Provide incentives (e.g., reduced parking requirements, permit streamlining, etc.) and remove zoning and other barriers to mixed-use and higher intensity development at transit nodes and along transit corridors (existing and planned). *(GHG Study Policy T-5.1)*

- Target public funds toward existing communities—through strategies like transit-oriented, mixed-use development and infill projects to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes. *(GHG Study Policy T-5.2)*

- Encourage economic development and a mix of uses in unincorporated urban service areas that minimize the need for nearby residents to travel greater distances to access...
goods and services. Provide incentives and remove zoning and other barriers to such uses. (GHG Study Policy T-5.3)

- Develop an outreach program, working with the water service providers in the region, to encourage existing development to upgrade to water-efficient plumbing fixtures, landscaping, and irrigation systems, and use gray and/or recycled water for irrigation. (GHG Study Policy R-1.1)

- Utilize water-efficient plumbing fixtures and irrigation on public property. (GHG Study Policy R-1.2)

- Conserve areas, such as wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas, that provide carbon sequestration benefits. (GHG Study Policy R-2.1)

- Plant trees amongst urbanized communities. (GHG Study Policy R-2.2)

- Support the development of coordinated countywide best land and forest management practices. (GHG Study Policy R-2.3)

- Develop programs that encourage enhanced carbon storage in forests, use of durable wood products, and use of wood biomass for energy, while maintaining healthy forest ecosystems. (GHG Study Policy R-2.4)

- Create and implement a countywide green waste and recycling program for residential and non-residential land uses. Implement a program to educate residents and business owners about recycling requirements and opportunities. (GHG Study Policy R-3.1)

- Discourage idling of recreational vehicles and encourage the use of cleaner burning fuels through education and outreach campaigns. Provide information to off-road vehicle operators at boat launches, trail heads, informational kiosks, visitor centers and local businesses. (GHG Study Policy OR-1.1)

- Encourage the use of electric lawnmowers and leaf blowers over those powered by gasoline. (GHG Study Policy OR-1.2)

- Encourage the following to reduce GHG emissions from construction equipment:
  - Substitute electrical equipment for diesel- and gasoline-powered equipment where practical.
  - Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.
  - Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment.
- Limit heavy-duty equipment idling time to a period of 3 minutes or less, exceeding the California Air Resources Board regulation minimum requirements of 5 minutes. *(GHG Study Policy OR-1.3)*

- Participate in inter-agency and/or inter-jurisdictional meetings and planning activities to identify and periodically reassess regional climate change vulnerabilities. *(GHG Study Policy A-1.1)*

- Prepare for potential climate change effects on water resources by working to implement measures to reduce water consumption, expand emergency water storage capacity, protect water quality, and explore and promote more diverse sources of water. *(GHG Study Policy A-1.2)*

- Seek grants and other sources of funding, including the State Integrated Regional Water Management (IRWM) Grant Program and mitigation opportunities to enhance flood control and improve water quality. *(GHG Study Policy A-1.3)*

- Protect the public from increased hazards and health risks. Through the development review process, ensure that new development located in or near areas that may pose public health and safety hazards (such as flood plains and fire hazard zones) are designed to minimize potential impacts on people and property. *(GHG Study Policy A-1.4)*

- Collaborate with community-based organizations partners (such as health care providers, mental health providers, public health advocates, etc.) to disseminate climate change health impact information, promote good health, and public preparedness and emergency response. *(GHG Study Policy A-1.5)*

- Protect biodiversity and habitats from climate change effects by cooperating with other agencies to acquire or otherwise protect open space areas that provide key habitat linkages and wildlife movement corridors on a regional level. *(GHG Study Policy A-1.6)*

- Educate residents in forested areas about wildfire hazards and the steps needed to ensure against excessive risk. *(GHG Study Policy A-1.7)*

- Implement GHG mitigation measures that address water and energy conservation and supply, open space, and forests. *(GHG Study Policy A-1.8)*

### 2.1.13 Community Identity Element

The Community Identity Element provides the framework for preserving the uniqueness and character of each community within the County. It is designed to establish a blueprint for creating more livable environments while preserving and enhancing the character and identity of each community. The goals and policies in this Element are generally consistent with the Growth Scenario as it endorses the development of mixed use towns, urban centers, and a sense of community. The policies included in this Element adequately promote distinct communities built around an urban core, but could also promote community gathering places.
Recommendations:

1. Amend Policy 13.B.5 to read: Identify and encourage mixed use areas to include community focal points to serve as gathering and/or destination points. Examples of focal points include mixed-use developments, civic centers, parks, fountains, monuments and street vistas. On-site natural features, such as wetlands and streams, can also function as focal points.

2. Add a new policy which states: Target public funds toward defined communities—through strategies like transit-oriented, mixed-use development and infill projects to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

3. Add one or both of the following new policies: Continue to preserve the County’s rural heritage and the scenic quality of the rural landscape by restricting new urban and suburban development to within, or directly adjacent to, the defined community boundaries.

   Maintain the integrity of separate, distinct communities and discourage inappropriately placed development between the identified community boundaries.

4. Add a new policy which states: Ensure that all development within and adjacent to an existing community is compatible with the pattern of development within that community and the surrounding landscape.

2.1.14 Jamestown Community Plan

Originally settled as a mining camp in 1849, Jamestown has experienced declines and booms in growth depending on the state of the mining industry. In the 1970s, Jamestown underwent a rebirth due to the growth of the County and the overall increase in tourism and mining. In order to preserve the historic Gold Rush character of Jamestown, the community adopted the following vision statement: The Jamestown Community Plan will promote the retention of our rural quality of life, allow for economic growth, promote the stewardship of our natural resources and respect our historical heritage. Goals, policies and implementation programs of the Jamestown Community Plan aim to accommodate population growth while conserving the community identity. The Jamestown Community Plan promotes neighborhood-serving commercial development within the community and near residential uses and its goals and policies are generally consistent with the Growth Scenario.

Recommendation:

Add a new policy that reads: Identify and encourage community focal points to serve as gathering and/or destination points and provide a mixture of residential and neighborhood-serving commercial uses.

2.1.15 Columbia Community Plan

Columbia is recognized as a historic resource of state and national significance for having the largest single collection of existing Gold Rush-era structures. Columbia is home of the Columbia State Historic Park as well as the Columbia Airport, the California Department of Forestry and Fire Protection’s Air Tanker Base, and Columbia College. Tourism, ranching, and viticulture form the community’s economic base. Goals, policies, and implementation measures in the Columbia Community Plan are designed to ensure the economic viability and natural beauty of the community. The Columbia Community Plan
promotes mixed-use and compact development around the Columbia townsite (Goal 15.B and subsequent), promotes active communities (Goal 15.D and subsequent), and the preservation of natural resources (Goal 15.E). The goals and policies of the Columbia Community Plan are consistent with the Growth Scenario. No recommendations have been made for this section of the General Plan.

### 2.1.16 East Sonora Community Plan

East Sonora is characterized by the intermingling of residential areas with neighboring commercial and industrial uses and is a focal point for the County’s economy. The East Sonora Community Plan includes goals, policies, and implementation actions that will create flexibility and adaptability to ensure the community remains viable and strong in its role as the economic base of Tuolumne County while conserving natural and historical resources. The East Sonora Community Plan encourages mixed-use and compact development (Policy 16.B.2), higher density residential development (Goal 16.D and subsequent) and active communities (Goal 16.E and subsequent). The goals and policies of the East Sonora Community Plan are generally consistent with the Growth Scenario, though a policy could be added which encourages identification of urban and/or pedestrian-oriented centers.

**Recommendation:**

Add a new policy that reads: Encourage development of neighborhood-serving commercial uses to be located near residential uses or other community centers.

### 2.1.17 Tuolumne Community Plan

Tuolumne was first developed with the formation of a lumber mill and wood operation. Since the closure of the mill in the early 1960s, the community has faced economic and development challenges. The goals, policies, and implementation measures of the Tuolumne Community Plan enhance the economy and revitalize Tuolumne while retaining the community’s historic, small-town characteristics. The Community Plan encourages mixed-use development (Policy 17.A.8, Goal 17.B and subsequent), a pedestrian-friendly town core (Policy 17.E.8), and alternative transportation (Policy 17.E.9). The goals and policies of the Tuolumne Community Plan are consistent with the Growth Scenario.

Review of the Tuolumne Parking and Alleyway Study was also included as part of this evaluation. This study examines parking and the use of alleyways for pedestrian connectivity and for vehicular access to parking facilities within the Tuolumne commercial core. Recommendations based on the findings of this study have been used to amend the Tuolumne County Ordinance Code (TCOC) for parking requirements and alleyway functions within the study area. The recommendations included in this study are generally consistent with the Growth Scenario; however, supplementing the study recommendations with language that encourages more bicycle use and also incentivizes the development of mixed use projects and/or projects within the community growth boundaries should also be considered for inclusion in the Tuolumne Community Plan.

**Recommendation:**

Add a policy in the Tuolumne Community Plan that reads: Provide bicycle parking within appropriate locations in the study area included in the Tuolumne Parking and Alleyway Study.

In addition, the Tuolumne Community Mobility Enhancement Study offers a comprehensive plan that provides meaningful recommendations and design guidelines for infrastructure improvements necessary to meet the goals of the Tuolumne Community Plan. The study examines and provides
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recommendations for sidewalks, roadway evaluation for bikeways and trails, alleyways, and lighting. The recommendations included in this study are generally consistent with the Growth Scenario. No additional recommendations were identified beyond those already included in the Mobility Enhancement Study.

2.1.18 Mountain Springs Community Plan

The Mountain Springs Community Plan aims to blend a mix of uses in the Village Center with open space and recreational uses to create a balanced and integrated community while preserving the natural amenities and rural character of the Mountain Springs area. The Plan aims to reduce vehicle trips by locating commercial opportunities near services (Plan Goals, Section 1.7). The central focus of development would be around the Village Center (Goal 2.C and Goal 4.A) and community amenities such as the golf course. The Plan also has a specific chapter related to “green” building practices that would save energy and water (Chapter 9). The goals and policies of the Mountain Springs Community Plan are consistent with the Growth Scenario. No recommendations have been made for this section of the General Plan.

2.2 Tuolumne County Bikeways and Trails Plan

The purpose of the Tuolumne County Bikeways and Trails Plan is to provide a comprehensive long-range view for the development of an extensive regional bikeway, walking trails, and equestrian trails network that connects the City of Sonora and the unincorporated communities throughout the County to provide non-motorized transportation alternatives. The goals and policies in this Plan are generally consistent with the Growth Scenario though some language updates are recommended for consideration when this Plan is reviewed and updated.

Recommendations:

1. Amend the following section to read: Sidewalk/Pedestrian Shoulder Construction Standards: Construction standards should be flexible when needed to preserve rural character, architectural or natural elements or to preserve individual trees or visual quality. To preserve aesthetics, sidewalks should meander within the public rights-of-way if sufficient rights-of-way are available. For aesthetics, an additional four-foot strip may be reserved between the walk and the curb for landscaping. Landscaping should be maintained by the project proponent or adjacent resident unless other arrangements are made.

2. Update the section addressing the requirements of Section I of the Streets and Highways Code Section 891.2 with language describing how this Plan is consistent with the Growth Scenario.

2.3 Tuolumne County Recreation Master Plan

This document describes and evaluates trails in Tuolumne County using a point system. Criteria include: trail purpose, mix of users, trail features, accessibility, environmental impacts, cost of development, cost of maintenance, and level of use. The content of this plan is generally consistent with the Growth Scenario. No recommendations were made for the Recreation Master Plan.
2.4 **TUOLUMNE COUNTY TRAILS, PATHS TO HEALTH AND PROSPERITY**

The County Trails Plan presents a vision, goals and strategic actions to help guide the efforts for planning, building, operating and maintaining trails. The Plan describes existing trails in the County and discusses funding for improving trail systems. The content of this plan is generally consistent with the Growth Scenario; however, a minor change to existing wording is recommended.

**Recommendation:**

Amend the Mission Statement to read: Promote, encourage, build and maintain a functional, educational, fun and accessible trail network that will be valued by residents and tourists of Tuolumne County; enhance opportunities for economic development, allow for healthy recreation and highlight the natural, cultural and historic heritage of the region, while minimizing impacts to natural resources.

2.5 **TRANSIT DEVELOPMENT PLAN UPDATE**

The Transit Development Plan Update is a comprehensive evaluation of existing transit operations in the County and transit needs for County residents. The plan sets objectives and programs to improve transit service in the County. While the goal of improving transit services is consistent with the Growth Scenario, the Transit Development Plan mission statement could be reoriented to include service to all populations and attempts to reduce auto dependence in the County in general.

**Recommendations:**

1. Amend the Transit Development Plan Update Mission Statement to read: Provide effective, efficient and attractive transportation services, which meet the needs of transit dependent residents within Tuolumne County generally, and in particular within the community growth boundaries, and are reasonable to meet in order to reduce auto dependency in the County. Transit dependent residents, such as youths, elderly, persons with disabilities, and economically disadvantaged shall be given special attention.

2. Include references to the Distinctive Communities Growth Scenario in the Plan in relation to transit system planning.

2.6 **TUOLUMNE COUNTY ORDINANCE CODE, TITLE 8: HEALTH AND SAFETY**

This section of the Ordinance Code sets standards for activities that may affect public health and safety, such as sanitation, agricultural burning, explosives, guns, surface mining, and beekeeping. Title 8 of the Ordinance Code is consistent with the Growth Scenario. No recommendations were made for Title 8 of the Ordinance Code.
2.7 Tuolumne County Ordinance Code, Title 11: Road Standards

This section of the Ordinance Code sets standards for road construction, including the type and timing for plan preparation, inspection, and testing as well as basic road design and construction standards for various land uses. To improve consistency with the Growth Scenario, the County should consider updating the Ordinance Code to improve the existing design standards to improve provision for pedestrian, bicycle and alternative transportation users. In response, several programs are recommended for inclusion in the General Plan Circulation Element, which will facilitate these types of updates/amendments to the Ordinance Code (see Section 2.1.2 of this report). The following updates would be required based on the implementation programs recommended in Section 2.1.2 of this report. Please note that specific code language and standards are not provided, as this requires additional study beyond the scope of this analysis.

Recommendations:

1. Amend Ordinance Code Chapter 11.12 (Basic Road Design and Construction Standards) to include provisions for street design techniques that support all forms of active transportation, specifically walking and bicycling, on routes commonly used to travel to and from school such as sidewalks, pedestrian curb ramps, crosswalks, street lighting, shade trees, and curb extensions.  
   (Note: this recommendation is also included in the HiAP report and a model ordinance is provided in Appendix 2 of the HiAP report)

2. Amend the Ordinance Code Title 11 to create a new section addressing Complete Streets.  
   (Note: this recommendation is also included in the HiAP report and a model ordinance is provided in Appendix 2 of the HiAP report)

2.8 Tuolumne County Ordinance Code, Title 12: Streets, Sidewalks and Public Places

This section of the Ordinance Code sets standards for connecting roadways, underground utility districts, uniform property numbering system, parks, grading, interstate truck access to local roads, and coasting devices. Title 12 of the Ordinance Code is consistent with the Growth Scenario. However, there are opportunities to promote use of non-motorized transportation by students traveling to and from schools. In response a policy is recommended for inclusion in the General Plan Circulation Element, which will facilitate this update/amendment to the Ordinance Code (see section 2.1.2 of this report). The following update would be required based on the implementation program recommended in Section 2.1.2 of this report. Please note that specific code language and standards are not provided, as this requires additional study beyond the scope of this analysis.

Recommendation:

1. Amend Ordinance Code Chapter 12.32 (Coasting Devices) to promote use of coasting devices used by students to travel to and from school (such as scooters, skateboards, and in-line skates) and to ensure that such devices are permitted, where appropriate, on routes commonly used to travel to and from school.  
   (Note: this recommendation is also included in the HiAP report)
2.9  REVIEW OF COUNTY ORDINANCE CODE, TITLE 17: ZONING

Title 17 of the Ordinance Code (Zoning) establishes zoning districts for areas within the County. Title 17 also sets standards as well as allowable and permitted uses in all zoning districts. The following recommendations have been made regarding incorporating the tenets of the Growth Scenario into the provisions of Title 17. The following updates would be required based on the implementation policies and programs recommended in Section 2.1.2 of this report. Please note that specific code language and standards are not provided, as this requires additional study beyond the scope of this analysis.

Recommendations:
1. Include trails, pedestrian and bike paths, and bike facilities as a permitted use in Section 17.16 (General Recreational District) of the Ordinance Code.
2. Allow recreational uses in the Mixed Use District that are not incidental to the primary use of the parcel.
3. Identify and incorporate applicable incentives, such as reduced parking requirements or density bonuses, to encourage development consistent with the Growth Scenario.
4. Incorporate by reference the mandatory California Green Building and Standards Code (CALGreen), effective January 1, 2011. Several of the CALGreen standards relevant to the Distinctive Communities Growth Scenario, include bicycle parking requirements for non-residential development identified in Sections 5.106.4.1 and 5.106.4.2; designated parking for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles identified in Section 5.106.5.2.

2.10  REGIONAL TRANSPORTATION PLAN

The RTP serves as the planning blueprint to guide transportation investments in Tuolumne County involving local, state, and federal funding over a twenty year period. The overall focus of the 2006/07 RTP is directed at developing a coordinated and balanced multi-modal transportation system. A number of Regional Transportation Goals are included in the RTP, which are generally consistent with the Growth Scenario. However, it is recommended that a new goal be added which directly references the goal of the Growth Scenario to reduce auto dependency in the County.

Recommendation:
Add a new goal to the Regional Transportation System Goals that reads: To reduce dependency on single occupancy automobile trips in the County.

Aviation

Tuolumne County is served by two airports, Columbia Airport and Pine Mountain Lake Airport, owned and operated by the County. Both airports are used for emergency purposes during fire season. Columbia Airport has been identified as a potential center for economic expansion, which could change its usage significantly in the future. The RTP aviation-related policies support development of these two airports in alignment with the Tuolumne County Airport Land Use Compatibility Plan and existing and
future Master Plans for these two facilities and also encourage local agencies to make land use decisions which avoid conflicts with these facilities now and in future. The original Master Plans were drafted in the absence of the current planning scenario (Distinctive Communities).

**Recommendation:**

Review, and if necessary, update the Master Plans for the Columbia and Pine Mountain Airports in light of the adopted Distinctive Communities Growth Scenario to ensure no land use conflicts occur.

**Non-Motorized Transportation**

The objective and policies related to non-motorized transportation encourage the use of biking and walking by actively seeking alternative funding sources to construct bicycle and pedestrian facilities, and giving special attention to the needs of pedestrians, bicyclists and individuals with disabilities in the project design review process. All of these are consistent with the Growth Scenario.

Through a public outreach effort, the County recently completed the *Tuolumne County Bikeways and Trails Plan* to provide a comprehensive long-range view for the development of an extensive regional bikeway, walking trails, and equestrian trails network connecting the City of Sonora and the unincorporated communities throughout the County, in order to provide non-motorized transportation alternatives. It is noteworthy that the *Tuolumne County Bikeways and Trails Plan* is the first document that meets State of California requirements for “Bicycle Transportation Account” funding. The implementation of this document is not yet referenced in this section of the RTP.

**Recommendation:**

Add a new policy that reads: Actively implement the Tuolumne County Bikeways and Trails Plan.

**Public Transportation**

The County transit system provides Dial-A-Ride and Fixed Route services to the communities of Sonora, Columbia, Jamestown, Tuolumne, Twain Harte, Mi-Wuk Village, Sierra Village, Groveland and the Mi Wuk Rancheria. Services include connections to Calaveras County Transit that links with Amtrak, Greyhound, San Joaquin Transit and Sacramento Regional Transit in the City of Lodi. TCT operates from 6:00 AM to 7:00 PM Monday through Friday. On Saturdays general public Dial-A-Ride is provided from 9:00 AM to 4:00 PM in limited areas. Based on the language of the Growth Scenario, which encourages provision of a variety of transportation choices and reducing automobile dependency, an expansion of these services could be considered to be more consistent with the adopted Growth Scenario.

The objective and policies related to public transportation are supportive of providing transit service in areas where needs have been identified and which meet the requirements of transit dependent residents of the County. Most policies are aimed at maximizing the coordination of transportation options and increasing public knowledge of the options available in order to achieve the greatest level of efficiency and cost-effectiveness. Reference to aligning transit development with land use policy and development is also included, but a reference to the recently adopted Growth Scenario has not yet been incorporated.

**Recommendations:**

1. Amend Policy 9 to read: Coordinate transit system development with community planning and development efforts, land use policy and the locally developed coordinated transit plan.
emphasizing provision of transit connections between the Distinctive Communities identified in the Regional Blueprint planning process.

2. Add a new policy that reads: Actively pursue a plan to provide weekend Tuolumne County Transit services.

3. Add a new policy that reads: Encourage extension of Dial-A-Ride services to more areas on Saturday and also providing a Sunday service.

4. Add a new policy that reads: Connect Park and Ride Facilities with transit services, where possible.

5. Add a new policy that reads: Designate a staff member at the County as a contact point to assist for eligible claimants in Tuolumne County in maximizing the use of Federal and State funds for public transportation purposes. This staff member will maintain a database of Federal and State funding and the requirements for receiving these in order to aid people in finding and using available funding sources.

6. Add a new policy that reads: Support a major transit route transfer facility at the County Law & Justice Center (located on the southeast corner of SR 108 and Old Wards Ferry Road).

7. Add a new policy that reads: Support an inter-county bus transfer stop in Columbia near SR 49.

8. Add a new policy that reads: Implement and periodically update the Transit Development Plan for Tuolumne County Transit.

9. Add a new policy that reads: Ensure that County buses are equipped with bicycle racks.

**Rail Objectives and Policies**

Tuolumne County is served by the Sierra Railroad which operates between the City of Oakdale, Stanislaus County and the community of Standard, in Tuolumne County. The Sierra Railroad is vital to the Tuolumne County economy as it provides local industry with access to distant markets and also provides historic excursion and cinemographic opportunities for the film industry. Current RTP railroad policies support the use of this infrastructure to reduce the number of heavy vehicle trips on County roads and also the expansion of uses such as passenger, excursion and movie train operations. Opportunities also exist to co-locate other transportation infrastructure, such as pedestrian and bicycle trails, along this existing right-of-way; however, specific policies addressing this opportunity are not included. In addition, policies regarding the need to balance pedestrian, bicycle and road safety needs with railroad infrastructure are also absent, which, given the emphasis in the Growth Scenario on creating active communities, should be addressed.

**Recommendations:**

1. Add a new policy that reads: Leverage the existing rail line right-of-way between Sonora and Jamestown for development of a pedestrian and bicycle trail. This is listed as a Priority Project in the County Bikeways and Trails Plan and addition of this policy would help link these two documents.
2. Add a new policy that reads: Balance pedestrian, bicycle and road safety needs with railroad infrastructure. A number of the rail projects listed in Appendix L are aimed at improving railroad crossings and this policy would formalize the need for these in the policy section.

Streets and Highways
In general the objective and policies related to streets and highways are not inconsistent with the Growth Scenario. In fact a number of the policies included for streets and highways, such as those addressing analysis of impacts and implementation of mitigation measures, could also be adapted for other sections of the RTP, including for non-motorized transportation and public transit system, in order to ensure that the focus is not just on roadway impacts.

Recommendations:
1. Add new a policy, in the relevant section, which is similar to Policy 3 and reads: The impacts on the public transportation system of proposed land uses shall be evaluated and mitigated in relation to stated goals, policies and objectives of the RTP.

2. Include a new policy, in the relevant section, which is similar to Policy 6 and reads: The TCTC shall encourage the identification and implementation of mitigation measure for all projects impacting public transportation systems and bicycle and pedestrian infrastructure.

Transportation System Management
The objective and policies related to transportation system management are aimed at maximizing the efficiency and cost-effectiveness of the transportation system and thus are generally consistent with the Growth Scenario. In particular Policy 4, which encourages growth in defined communities, is consistent with the adopted Growth Scenario. Policy 2, while not inconsistent with the Growth Scenario, could be expanded to encompass public transit systems.

Recommendations:
1. Add a new policy that reads: Support structural and operational improvements necessary to increase the capacity and/or improve the operation of the public transportation network.

2. Amend Policy 4 to read: Support land use decisions which encourage growth in the Distinctive Communities defined in the Blueprint planning process and avoid urban sprawl.

Goods Movement
The objective and policies related to Goods Movement are generally consistent with the Growth Scenario in that they encourage the use of both rail and trucks to transport goods within the County and also reduce the number of trucks on the local roadway system thereby potentially limiting interaction between cyclists on local roadways. However, Policy 2 could potentially be inconsistent with the Growth Scenario. The railway line passes through large areas of undeveloped, pristine land and industrial development in those locations could be considered at odds with the Growth Scenario.

Recommendation:
Amend Policy 2 to read: Encourage new industries to locate adjacent to the Sierra Northern Railway System in areas that are in proximity to existing industrial development.
Transportation Impact Mitigation Fee Program

The County currently utilizes a Countywide Transportation Impact Mitigation Fee (TIMF) program that essentially uses a single-tier, uniform fee structure for all parts of the County. The following recommendation for adjustment of the County TIMF program would aid in implementation of the Growth Scenario.

Recommendations:

1. With the adoption of the Distinctive Communities Growth Scenario, it is recommended that the County and TCTC comprehensively revise their fee program to use a multiple benefit zone-based structure that more accurately and proportionately distributes the cost and benefits of transportation improvements between specific communities. Each of the Distinctive Community definitions may need to be characterized as a planning “sub-area” or major sub-area (including but not limited to the City of Sonora, Jamestown community, East Sonora community, Big Oak Flat-Groveland community, Columbia community, Soulsbyville community, and Twain Harte community), and also may warrant their own distinct benefit zone definition and fee consideration. The fee program could be structured in a two-tiered manner wherein each benefit zone would pay a common first-tier fee towards regional improvements that have a Countywide benefit, plus a community/sub-area specific second-tier fee for improvements that solely/predominantly benefit improvements local to that community. The fee program could be further structured in a manner that County areas that do not fall within specific community sub-areas pay a higher share of regional improvement costs. The desired net effect would be that the TIMF program would inherently encourage new growth located within the Distinctive Communities identified in the adopted growth scenario by offering more competitive fee rates for proposed development within those communities.

2. In addition, the TIMF program should be further enhanced to offer a variety of fee discounts or credits for projects consistent with the Distinctive Communities Growth Scenario and that incorporate Distinctive Communities-compatible planning principles as part of their development plans. These could include, but not be limited to the following types of considerations:

   - Fee discounts or waivers for projects that qualify as “infill” and “redevelopment” projects proposed within the Distinctive Communities community growth boundaries;
   - Fee credits for development projects that propose bus stops, pedestrian walkways, sidewalks and trails, bike paths, and other features that encourage non-motorized mode of travel; and

These incentives are suggested to encourage smaller infill projects and projects consistent with the Distinctive Communities Growth Scenario that would reduce vehicular miles traveled (VMT) on the local and regional roadway system. Larger regional road improvements would still be necessary and would be paid for by development projects located outside the identified Distinctive Communities community growth boundaries and other sources of public/private funding.
3. In order to facilitate the TIMF program revisions and enhancements outlined above, a policy level recognition of such needs should be acknowledged in the upcoming General Plan and RTP Updates. Specific recommended policy enhancements are listed as follows:

- Consider expanding existing policies to include additional TIMF credits to emphasize construction of bikeways, transit stops and sidewalks within the community growth boundaries;
- Consider enhancing policy support of a Regional Traffic Impact Mitigation Fee for State Highway improvements, administered by TCTC, within the community growth boundaries;
- Include a new policy that reads: Expand the use of credits for constructed transportation improvements related to projects consistent with the Distinctive Communities Growth Scenario and within or adjacent to the community growth boundaries;
- Recognizing the role that premium transit services, such as YARTS and the Historic 49 Trolley service, play in reducing transit travel times and enhancing local and regional connectivity, include a new policy that reads: Provide increased transit amenities (such as discounts for the elderly/disabled and off-peak users) to help contribute to a strong local economy and livable communities;
- Include a new policy that reads: Support development of electric charging stations for passenger vehicles, in particular at transit stop locations and high use parking areas;
- Add a new policy that reads: Provide incentives to employers that facilitate employee carpool and car-share programs and that provide carpool parking and other necessary facilities;
- Add a new policy that reads: Provide an incentive program for development projects within the community growth boundaries that have previously been approved, but not yet constructed, that would encourage redesign of the project consistent with the Distinctive Communities planning principles if the project proponent so chooses; and
- Complete a comprehensive reprioritization of RTP improvement projects during the RTP and TIMF updates, factoring in the transportation needs of each of the Distinctive Communities.

Streamlining Traffic Impact Assessment Process under CEQA

Tuolumne County strives to provide a safe and efficient transportation system for residents and visitors alike. In order to meet this goal, the County has created guidelines for traffic impact studies. The purpose is to assist County staff as well as private developers and traffic consultants in determining if a Traffic Impact Study (TIS) is needed, and in selection and analysis of the content of the study. These guidelines apply whenever a development will be affecting any roads in the County.

A general streamlining of the traffic impact review process for development projects under CEQA is being recommended for projects that incorporate the Regional Blueprint planning principles. This would aid in implementation of the Growth Scenario.

Recommendations: Alterations to the TIS Procedures could include, but not be limited to the following types of considerations.

1. Use of “Smart Growth” planning tools: For development projects that are consistent with the Distinctive Communities Growth Scenario, adjustments in project trip generation estimates (and resulting TIMF) may be considered. The County’s regional travel demand forecasting model may also need to be enhanced to incorporate adjustments for projects consistent with the Distinctive

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Communities Goals and Policies. The traffic modeling principles and techniques to address smart growth concepts are described in the Caltrans publication entitled *Assessment of Local Models and Tools for Analyzing Smart - Growth Strategies* (Final Report, July 2007).

2. **Update of Traffic Impact Study (TIS) Guidelines:** The TCTC and County updated their TIS Guidelines in November 2011. A more comprehensive overhaul of the TIS Guidelines may be necessary in order to encourage future development consistent with the Distinctive Communities Growth Scenario. For instance, the following refinements could be considered:

   a. Consider eliminating the need for TIS preparation for infill and redevelopment projects that are consistent with the General Plan, RTP and Distinctive Communities Growth Scenario, except to address safety concerns.

   b. Consider increasing the minimum trip generation threshold requirement for TIS preparation from 500 daily trips to 1,000 daily trips for development projects proposed within the identified Distinctive Communities that incorporate Regional Blueprint planning principles. This would provide incentives to encourage infill and redevelopment projects that reduce VMT. It is entirely possible that 500 trips from a project located outside the community growth boundaries could produce higher VMT than 1,000 trips generated by an infill project in a Distinctive Community. In this sense, the trip thresholds for needing TIS would be better tied to VMT estimates above and beyond conventional trip generation estimates.

   c. In general, offer a reduced TIS scope (eliminate need for cumulative long-term analysis, limit analysis to a single well-defined critical peak hour only, eliminate need for sub-area travel demand validation, etc.) for development projects proposed within the identified Distinctive Communities that incorporate Regional Blueprint planning principles.

   d. In the recent TIS Guidelines update, TCTC identified certain roadway segments as “urban” that should be evaluated based on urban roadway LOS criteria. The definition of “urban” roadways should be generally expanded to include critical County (and Caltrans) roadway facilities through/within all Distinctive Community sub-areas. The intent here is to further expand the list of “urban roadways” to other distinctive communities outside the Sonora/Jamestown area. For instance, segments of SR 120 through Big Oak Flat/Groveland and segments of Tuolumne Road through East Sonora, may qualify as urban streets. The Manual on Uniform Traffic Control Devices-based rule of thumb is to consider “urban” designation for major roadways serving distinct communities that already have (or are approaching) a population of 10,000.

   A stratified LOS capacity definition by urban/rural roadway classification and by functional capacity classification should also be adopted. Project impact significance policies should be adopted by urban and rural categories. Project significance impact policies must be defined for all-way stop controls and roundabouts above and beyond traditional traffic signals and two-way stop controlled intersections.

   e. Where appropriate, traffic impact studies must be encouraged to offer innovative traffic impact mitigation strategies outside of the context of the Regional Blueprint Planning Principles. Such suggestions could include, but not be limited to, use of ITS technologies,
staggering the peak hour arrival/departure schedules, use of flex-time operations, and other travel demand management strategies.

2.11Parcel Level Review of Land Uses

Rural areas, such as Tuolumne County, have unique development patterns and characteristics, which are essential to take into account as part of the review process. Therefore, in addition to the high-level review of goals and policies included in the General Plan and RTP documents, a parcel level review of land uses in unincorporated areas has been performed to identify existing areas of incompatibility with the Distinctive Communities Growth Scenario. This review identifies areas (tracts, blocks, parcels, etc.) of inconsistency with the Growth Scenario. Please note that areas with recommended land use changes would not affect a site’s compliance with existing land use designations. Rather, the suggested land use changes would increase the density allowed as new development or redevelopment occurs over the Blueprint’s planning horizon (over the next 30 or 40 years). Please note that none of the recommended changes would decrease density on any parcels (or down-zone), therefore it is not likely that these potential changes would result in non-conforming uses in the future at those areas identified.

The following paragraphs provide a qualitative assessment of potential changes to support implementation of the Distinctive Communities Growth Scenario, followed by maps illustrating the suggested land use changes. As shown on Figure 1, the recommended land use changes are aimed at providing consistency with the Distinctive Communities Growth Scenario by allowing growth through an increase in the density and mix of land uses within existing communities while preserving the rural nature of the areas outside the defined community boundaries. The text below is provided to support the parcel-level recommendations illustrated in Figures 2 through 8.

1. SR 49 segment through Jamestown currently experiences traffic congestion and this is projected to continue in the future. A parallel roadway north of SR 49 between Rawhide Road and Jamestown Road would enhance local circulation and provide relief on this already congested segment of State highway. This east-west connector road would be an extension of the Wigwam Road alignment. The RTP and General Plan should continue to support the new connector roadway as stated. The roadway should be part of a subarea TIMF and the land uses in and around this area should be considered for higher densities consistent with the Distinctive Communities Growth Scenario as shown in Figure 2.

Though the planned 5-lane section on SR 49/108 through Jamestown will be sufficient to address traffic congestion from a LOS standpoint, the Wigwam extension is suggested as a desirable parallel local connection to help enhance the Distinctive Communities vision of promoting higher densities, walkability and reducing overall VMT. A somewhat similar concept is being considered by the County for the Groveland/Big Oak Flat community, wherein a local County road along the old Hetch-Hetchy railroad alignment is being considered for local circulation as well as a parallel reliever of traffic demands on the SR 120 highway corridor through Groveland.

2. Consider changing the Agricultural area north of Highway 49 between Shaws Flat Road and Springfield Road to Large Lot Residential or Rural Residential, as airport restrictions allow, and the Agricultural area off of Fraguero Road near Tutletown to Homestead Residential and Large Lot Residential or Rural Residential. There is also opportunity to provide an area of Large Lot Residential or Rural Residential east of Parrots Ferry Road and south of Brewster Drive. In addition, consider
some Mixed Use areas along Parrots Ferry Road where existing General Commercial abuts High Density Residential as shown in Figure 3. Provision of this mix of uses and increase in residential development within the existing urban development boundary would be consistent with the Growth Scenario.

3. Big Oak Flat has a good mix of commercial, industrial and low density residential along Highway 120. Increasing residential density along Highway 120 near commercial uses, replacing some Low Density Residential with either Medium or High Density Residential, or Mixed-Use, could be considered and would be consistent with the Growth Scenario as it allows for residential growth within the existing urban development boundary and would aid in increasing the ability to access goods and services without a car. These recommendations are illustrated in Figure 4.

4. The RTP and General Plan should include policy statements supporting a major transit route transfer facility at the County Law & Justice Center (located on the southeast corner of SR 108 and Old Wards Ferry Road). Specific language for these policies is included in Sections 2.1.2 (Circulation Element) and 2.10 (Regional Transportation Plan), above. Since the Law & Justice Center is anticipated to be the hub of transit services in Tuolumne County, the General Plan should consider allowing higher densities and a mix of uses in the surrounding and nearby areas as shown in Figure 5.

5. Consider increasing densities in the West Sonora area along Jamestown Road to Low Density Residential as shown in Figure 6. Provision of an increase in residential development within the existing urban development boundary would be consistent with the Growth Scenario.

6. Snell Street/Racetrack Road has pockets of higher density residential use interspersed with low-density residential and agriculture lands, which are all served by transit. This type of inconsistent land use pattern makes transit service less productive. Increased densities and more consistent uses should be considered (as shown in Figure 7) along these and other transit routes in general, where existing conditions, e.g. topography, can accommodate this type of development.

7. The Fir Drive segment between Mono Way and Cabezut Road is a critical future segment associated with the North-South connector project. The current General Plan land uses (mostly Rural Residential) along this corridor should be amended in a manner that facilitates this critical new roadway connection consistent with the Distinctive Communities Growth Scenario. These zone changes should include provision for High Density Residential uses, as shown in Figure 8, where existing conditions, e.g. topography, can accommodate this type of development. In addition, Estate Residential and Homestead Residential uses should also be accommodated in this area.

8. The North-South connector segment between Cabezut Road and Lyons Bald Mountain is important to relieving traffic congestion on parallel segments along both Washington Street and Greenley Road corridors. The current General Plan land uses along this segment (mainly Agricultural and Estate Residential) should be amended to allow uses consistent with the Distinctive Communities Growth Scenario, including Low Density Residential uses where topography allows, as shown in Figure 8. Addition of Estate Residential land uses in this area is also recommended. Also, it is recommended that areas of Low Density Residential/Mixed Use Development be provided in the area between Lyons Bald Mountain Road and existing residential development on the eastern outskirts of the City of Sonora consistent with the Distinctive Communities Growth Scenario.
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Recommendations

Figure 1
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Figure 2

Legend
- Potential Land Use Change

Land Use Designations*
- Public/Agriculture/Other
  - City Of Sonora
  - Parks and Recreation
  - Public
  - Open Space
  - Timber Production
  - Agricultural

- Commercial
  - Business Park
  - Mixed Use
  - Special Commercial
  - General Commercial
  - Neighborhood Commercial
  - Heavy Commercial

- Residential
  - Large Lot Residential
  - Rural Residential
  - Homestead Residential
  - Estate Residential
  - High Density Residential
  - Medium Density Residential
  - Low Density Residential

- Industrial
  - Heavy Industrial
  - Light Industrial

*Note - More land use categories may appear in this legend than within this map extent.

Imagery provided by ESRI and its licensors © 2012.
Additional Data provided by Wood Rodgers, 2012 and Tuolumne County, 2012.

Jamestown Area
Land Use Designations*

- Public/Agriculture/Other
- City Of Sonora
- Parks and Recreation
- Public
- Open Space
- Agricultural
- Timber Production

- Commercial
- Mixed Use
- Business Park
- Special Commercial
- Neighborhood Commercial
- General Commercial
- Heavy Commercial

- Residential
- Homestead Residential
- Rural Residential
- Large Lot Residential
- Estate Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential

- Industrial
- Light Industrial
- Heavy Industrial

*Note - More land use categories may appear in this legend than within this map extent.

Figure 3

Imagery provided by ESRI and its licensors © 2012. Additional Data provided by Wood Rodgers, 2012 and Tuolumne County, 2012.
Land Use Designations*

- Public/Agriculture/Other
- City Of Sonora
- Parks and Recreation
- Public
- Open Space
- Timber Production
- Agricultural

- Commercial
  - Business Park
  - Mixed Use
  - Special Commercial
  - General Commercial
  - Neighborhood Commercial
  - Heavy Commercial

- Residential
  - Large Lot Residential
  - Rural Residential
  - Homestead Residential
  - Estate Residential
  - High Density Residential
  - Medium Density Residential
  - Low Density Residential

- Industrial
  - Heavy Industrial
  - Light Industrial

*Note - More land use categories may appear in this legend than within this map extent.

Figure 4

Imagery provided by ESRI and its licensors © 2012. Additional Data provided by Wood Rodgers, 2012 and Tuolumne County, 2012.
Mixed-Use / LDR
MDR/HDR
Mixed-Use / Business Park
Estate Residential / LDR
UV
108
Lime Kiln
Washington
Campo Seco
Old Wards Ferry
Jacobs
Lime Rock
Dusty
Lake Valley
Nevada
Oregon
Sonora: Law & Justice Center Vicinity

Figure 5
Imagery provided by ESRI and its licensors © 2012. Additional Data provided by Wood Rodgers, 2012 and Tuolumne County, 2012.
Sonora: Along Jamestown Road

Tuolumne County General Plan and RTP
Evaluation and Analysis

Imagery provided by ESRI and its licensors © 2012. Additional Data provided by Wood Rodgers, 2012 and Tuolumne County, 2012.

Legend
Potential Land Use Change
Land Use Designations*
Public/Agriculture/Other
City Of Sonora
Parks and Recreation
Public
Open Space
Timber Production
Agricultural
Commercial
Business Park
Mixed Use
Special Commercial
General Commercial
Neighborhood Commercial
Heavy Commercial
Residential
Large Lot Residential
Rural Residential
Homestead Residential
Estate Residential
High Density Residential
Medium Density Residential
Low Density Residential
Industrial
Heavy Industrial
Light Industrial

*Note - More land use categories may appear in this legend than within this map extent.
Figure 7

Sonora: Along Racetrack Road/Snell Street
**Legend**

- **Potential Land Use Change**
- **Land Use Designations**
  - City Of Sonora
  - Parks and Recreation
  - Public
  - Open Space
  - Timber Production
  - Agricultural
  - Commercial
    - Business Park
    - Mixed Use
    - Special Commercial
    - General Commercial
    - Neighborhood Commercial
    - Heavy Commercial
  - Residential
    - Large Lot Residential
    - Rural Residential
    - Homestead Residential
    - Estate Residential
    - High Density Residential
    - Medium Density Residential
    - Low Density Residential
  - Industrial
    - Heavy Industrial
    - Light Industrial

*Note - More land use categories may appear in this legend than within this map extent.*

Imagery provided by ESRI and its licensors © 2012. Additional Data provided by Wood Rodgers, 2012 and Tuolumne County, 2012.
Appendix A: Comment Letters on the Draft Report

The Draft General Plan and Regional Transportation Plan Evaluation and Analysis report was available for public review on the County’s website and at the Community Resources Agency’s office beginning April 12, 2013, and public comments were accepted through June 3, 2013. Ten comment letters were submitted by members of the public and are included in this appendix. These comments have been addressed and changes are reflected in this final report.
June 6, 2013

10-TUO-Countywide
Tuolumne Tomorrow
General Plan and RTP
Policy Review

Mr. Adam Paszkowski
Tuolumne County Community Resources Agency
2 S. Green Street
Sonora, CA 95370

Dear Mr. Paszkowski:

The California Department of Transportation (Department) appreciates the opportunity to comment on the Tuolumne County General Plan and Regional Transportation Plan Evaluation and Analysis (Policy Review). The document is a review of the Tuolumne County General Plan and Regional Transportation Plan and related documents to determine consistency of existing policies with the Distinctive Communities Growth Scenario chosen as the preferred growth scenario for the County through the Tuolumne Tomorrow Regional Blueprint process and report.

The Policy Review is a thoughtful and thorough document proposing potentially significant changes for County review of development and implementation of public projects. The Department commends the County and its partners for pursuing an opportunity for pro-active planning and considering the implications of a wide range of planning documents on implementation of the Blueprint. The Department’s response to the Policy Review is intended to reflect a broad view of potential impacts to the entire County transportation system with the understanding that the recommendations in the Policy Review will be subject to formal review and public involvement in the process of updating the individual documents. Further and more detailed review by the Department should be anticipated for each plan considered.

The Tuolumne Tomorrow Summary Report shows that while the computer modeling of the three studied growth scenarios did not show significant differences in key transportation system performance indicators: vehicle miles traveled (VMT), traffic congestion, and greenhouse gas (GHG) emissions; more significant results were obtained for the other performance measures considered. It may seem intuitive that improvements in performance measures such as increased residential density near transit, schools, employment, and shopping will lead to increased transportation choices and reductions in VMT and GHG emissions. But those improvements will only result if Tuolumne County and the Tuolumne County Transportation Council (TCTC) are successful in providing the infrastructure needed to provide effective transportation choices. There is a notable lack of active transportation facilities within the defined communities and throughout Tuolumne County. The success of the regional Blueprint planning exercise may hinge on the effectiveness of changing current policies and practices to better implement non-
motorized transportation and transit infrastructure.

The Policy Review recommendations largely fall into two classes: 1) streamlining and reduced traffic impact review standards are proposed for development within the defined communities as an inducement for infill development; and 2) increased standards and revised policies are proposed to direct improved planning and implementation of alternative transportation and Complete Streets.

Tuolumne County and the TCTC should consider that inadequate mitigation of the transportation impacts of development is, in part, responsible for the historic lack of attention paid to alternative and active transportation in the County both through a lack of consideration of alternative transportation needs and through the need to direct limited funding to address incompletely mitigated motorized traffic impacts of development. The goal of the streamlining and reduced traffic review standards in the Policy Review is to promote a style of community development that can succeed with reduced LOS standards. But it needs to be acknowledged that reduction of standards and exemptions from traffic impact evaluation without adequate safeguards to ensure projects meet standards for density; access to jobs, goods, and services; and transportation options has the potential to lead to a continuation of business-as-usual development patterns with worsening of the existing deficit of adequate transportation facilities for all modes.

Policy changes allowing reduced review standards should to be tied to a uniform, clear, and effective definition of infill which includes not only proximity to a variety of high use destinations but the infrastructure needed to provide a range of transportation options to access those destinations.

The review of General Plan Land Use policies recommends changes to numerous policies addressing single aspects of a larger infill picture. The Department suggests creating a policy or policies to create a flexible but comprehensive definition of the kind of infill development that warrants consideration of reduced review standards based on meeting a minimum number of a list of various criteria such as:

- Walkable access to schools, jobs, shopping, and services
- Access to transit
- Residential density
- Location within a defined community

(The list is not exhaustive.) As an example, a low-density residential project within 1/4 mile of a transit stop that is nowhere near a school or store may not really be furthering the program. Addressing single aspects of infill individually through the existing policies risks a lowering of standards with no corresponding improvement in development patterns.

Many of the policy recommendations address the alternative transportation aspect of Complete Streets—pedestrian, bicycle, and transit facilities. The Office of Planning Research document *Update to the General Plan Guidelines: Complete Streets and the Circulation Element* (Guidelines) explains the requirements of Assembly Bill 1358, the California Complete Streets Act:

"Caltrans improves mobility across California"
(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

The anticipated General Plan Update is required to comply with Assembly Bill 1358. To some extent the recommendations of the Policy Review address Complete Streets, but an effort to integrate a Complete Streets approach into the Circulation Element would benefit from a detailed review of many of the plans considered in the Policy Review from a Complete Streets perspective.

The Department encourages the County to consider an application for a Community Based Transportation Planning grant from the Department for a non-motorized transportation and Complete Streets implementation plan. Such a plan could consider:

- Local definitions of Complete Streets in various community contexts
- Updates to and integration of pedestrian, bicycle, trails, and recreation plans
- Coordination of vehicle, freight, transit, and active mode planning, funding, and project implementation
- Revision of General Plan and RTP policies to reflect a comprehensive Complete Streets approach
- Review of traffic impact mitigation fee programs

Applications for Caltrans Planning grants are considered in the spring of each year, and are usually due in early April.

If you have any questions or would like to discuss these comments, please contact Carl Baker at (209) 948-7325 (e-mail: carl.baker@dot.ca.gov), or me at (209) 948-7112 (e-mail: john.gedney@dot.ca.gov)

Sincerely,

[Signature]

JOHN GEDNEY, Chief
Office of Rural Planning & Administration

c: Beverly Shane, Director, Tuolumne County Community Resources Agency
   Darin Grossi, Executive Director, Tuolumne County Transportation Council
Dear Mr. Paszkowski,

My wife and I attended the Tuolumne County presentation on the proposed General Plan and Regional Transportation Plan Evaluation and Analysis on Monday May 6th at the Groveland Museum. At that point in time you requested written feedback on this plan. This Email is in response to your request in regards to the proposed plan for Ferretti Road.

My wife and I have been property owners at Pine Mountain Lake for 40 years. We currently own multiple lots on Ferretti Road where your plan proposes to rezone this area to "general" commercial use. We are both completely against this rezoning for the following reasons.

First, the expectation for all of those who have purchased property in PML is that this property would remain residential. Many property owners buy lots and homes in PML to "get away" from the noise and congestion of the city and to escape to a rural area. Your plan would change this not only for the people that own property where you have proposed to rezone, but also for those on the other side of Ferretti Road.

Second, a little less than a half a mile up Ferretti Road, there now exists non PML private property that is zoned commercial. The "Down to Earth" Nursery is located there along with the Mountain Lutheran Church and a vacant auto shop and storage areas that could be converted to other commercial enterprises. Also, 8/10 of a mile up the road is another commercially zoned area that includes Parrot Plumbing and two multi-partitioned buildings suitable for light industrial use. Many of these units are now available for lease. A quick left turn from there is the entrance to the airport that has 3 different building sets for mini storage, GCSD's Fire Station #3 and the airport cafe, which has been closed for some time. All these areas could accommodate more businesses. The question then is: "Why do we need another commercially zoned area near the aforementioned areas, especially in a currently zoned residential area?"

Thirdly, there is currently only one set of more than two contiguous lots in the area you are proposing that are not built on and might be suitable for some type of strip mall. These lots are on a steep embankment that would be hard to develop. I asked at your presentation "Has anyone outside County Planning or your hired consultants given any suggestion to your team of rezoning this area to general or any other type of commercial status?" Only half of the county people and consultants answered "No". I would suggest the question be asked again. There is one double lot in the proposed area that has apparently been staked our for some type of development. We recall that this was the only area in your plan that was rezoned from existing residential to general commercial. The other single lots are right next to existing homes. I doubt if the owners of these existing homes would be to happy to have, say, as your team suggested, a coffee house next door. Ferretti Road in the proposed area would have to be widened to accommodate both foot and bicycle traffic. While people do walk and ride on the road, it is somewhat unsafe as there are no real sidewalks.

Fourthly, your team made quite a point about having more walking and biking access to commercial establishments for residential citizens. The fact is that most people in our area drive to our mail kiosks as our area has many elevation changes and then, many times, will make the short 3 mile trip into town to take care of other business since their car engines are warm. Your goal will not be met by zoning the Ferretti Road area commercial. It will just cause more congestion in an area that does not currently have safe access to Ferretti on the north side of the road in the proposed rezoned area.

Fifthly, your team mentioned "Real Estate" offices as an example of the type of businesses you would expect in this area. I would like to point out that practically all our local real estate offices are in Groveland, right on Highway 120. The simple explanation for this is that people stopping in Groveland that are just passing through, will see the pictures of the houses for sale in PML and in the Groveland area. I doubt if there would be any real estate agent/owner that would put an office out on Ferretti; there is just very little through traffic on this road. This brings up a significant point; just what exactly is considered "general commercial". There was only some "off the cuff" answers to this question at the meeting. Could you please send us a list of the allowed businesses in this category?

Now, given all these issues, one could argue that if the county went through a massive period of
growth in terms of people and business opportunities that more land is needed for commercial space. However, when I asked the question about what were the growth projections, I couldn’t get an answer and there was nothing in the presentation to indicate what this growth might be. I asked the question in several different ways, so there should not have been any confusion about it. Again, I will ask, what are the growth projections?

Joe Powell correctly stated, that your plan could be implemented in a short period of time, not during the next 50 years as your team indicated. Given this, my question is why do we need anymore commercially zoned property now, as many of the store fronts in Groveland and other commercial buildings just up the road from your proposed rezoned area are now vacant?

We cannot say anything about the other proposals in the plan as we are not really familiar with the areas being examined, however, for the Ferretti Road proposed plan, the answer seems very obvious. It would be helpful to us if you could send us a list of those in attendance at your meeting and the names of the consultants from Rincon. I would also like to ask one last question. In a time where the county is having real financial issues, why are we putting the amount of time and effort into this planning activity? Shouldn’t this activity be put on the back burner, until, at the very least, we have some idea of what the growth will be? We await you answers.

Regards,

Steven C. Engstrom U6/L125
Sylvia M. Volkman U6/L124
209-962-5628
I own a duplex at 20300 S Sunshine Road, Sonora
APN:038-091-10

We are currently zoned R-3. This property according to the General Plan Map 2012 shows it will be rezoned to MDR/HDR.

1. Is R-3 considered MDR?
   When I was at the county in 2010, prior to close of escrow, MDR/HDR was never brought up only R-3. I do not know if this property is currently MDR/HDR? According to the map it is orange which also includes the 3 manufactured home duplexes on the hill above me.

2. Does the zoning change to MDR/HDR have anything to do with size of a parcel?
   If so, then I'll have an issue.
   This property is approximately 1 acre, however, when the 3rd Phase of the Bypass is completed, a portion of this property will be taken to expand Sunshine Road from a one lane to a two lane frontage road which decreases the size of my property. I need to know another if I will be hindered from adding another unit later.

Appears that this study utilized a lot of funds that could have been spent elsewhere. As was mentioned in the May 7, 2013 meeting, allow the property owner to apply for zoning change rather than have a corporation from out of the area determine the growth of Tuolumne County. They do not live here or work here so how can they know what really happens in this county. I do understand that by rezoning there will be more available parcels to build on for future use, however, lot of this land is owned by families that moved here to get away from city life. Last of all,(personnel pet peeve) if you are coming to our county to tell us your findings, at least learn how to say our streets properly.

Thank you.

Dorothea Ewing
PO Box 224
Twain Harte, CA 95383
(209) 352-6827
dorotheaewing@yahoo.com
We have property on 19481 Commercial Drive, Sonora, California. We lease to a company that sells retail industrial supplies and welding products including oxygen, acetylene and other gases. These cylinders are stored outside under a roof. We are surrounded with commercial property and businesses. After speaking to your representative, to change to a mixed use would not be a desirable decision for this property. If at some point we wanted to expand the business, we would not want any restriction with a mixed use, increased density plan.

Sincerely,

Bill O. Foust
11575 SW Pacific Highway
PMB 120
Tigard, OR 97223 (Mailing Address)
(209)609-1596 (Cell Phone)
To the Board of Supervisors  
c/o The Planning Department

We own the 40 acres triangle piece between the following two properties and will be greatly effected by the rezoning.

The following are our feelings regarding the East Sonora Plan (Figure11). The Red Tail subdivision is already approved and should be left at no smaller than 5 acres. It has taken years and hours of public input and now you want to change it.

The other 150 acre parcel between Lyons-Bald Mountain Road and the Public Land should not be LDR but should at least be single family only. Was consideration given regarding the visual scar on the side of Bald Mountain of multiple dwellings and its effect on the Ditch. Should this type of zoning border BLM land?

Thank you

Kenneth D. Gittings
M. Barbara Gittings
532-9704
Dear Mr. Paszkowski,

It’s late, we’ve been traveling and had a family emergency out of state. Just quickly reviewed the notice per above in our inbox, documentation from the Board of Supervisors (e.g., Mission statement, Code of Ethics, etc.), and the 5 Year Program Plan. As it’s nearly midnight on the deadline of Monday June 3, 2013 we wanted to submit a few hopefully coherent thoughts. I regret the lack of time to fully acquaint myself with the material, and certainly that we were unable to attend one of the two (?) events in early May held to “gather feedback”. Why so few? We trust there will be many more such forums for the public (i.e., Tuolumne residents) in the months ahead regarding our future. (Forgive my laptop spacing glitch.)

In brief, we moved here or rather I did from the City of San Francisco after meeting and marrying my husband. We decided to live in his home in Twain Harte largely because the area was not terribly (thank God) developed and the relatively unspoiled nature nearby. I loved S.F., but I lived and had my office in the City (which is naturally contained by the Bay and the ocean). I miss the ballet, chamber symphony, opera, large productions, shows and of course the restaurants. However the increased population in and of itself causes a myriad of socioeconomic problems, and after initial culture shock I found that the relatively remote rural setting actually made up for most of what I missed. Also S.F. is not that far away to visit friends, colleagues and experience the culture. Here we can walk the dog often without encountering cars or people, at night you can see millions of stars due to lack of artificial lighting, no ambulance sirens wailing, people yelling, etc... This I fear will not be true in areas of “increased residential density”. Are people mad? Is this really what people want? If so please instruct them to move to the Bay Area, Los Angeles, Modesto for that matter. Increased population and particularly "residential density" (what a horrible image that conjures) leads to increased socioeconomic, and psychosocial problems. We are wanting to preserve the lack of overzealous development, as yet, in the area until an extremely sound infrastructure is in place. Is it? Let me offer an analogy on a much smaller level. For the first time in my life began planting shrubs, trees, perennials etc... in Twain Harte. After the fact and painful lessons, we then erected deer protection screens and implemented an irrigation system. Our worry is that projected housing developments will be built prior to anticipating ALL possible difficulties and having preventative and treating measures already in place ahead of time. We trust the housing will be attractive to whoever is making these plans, in fact that they are eagerly anticipating living there with their families. Yes?

Limited time reviewing available data on line leads to some understanding (albeit very limited) regarding the financial woes of an unbalanced budget and the temptation, certainly not greed, to accept developers proposals. In the literature it was mentioned that the Biological Resource Review Guide (BRRG) was to be adopted in 2012 by the Board of Supervisors in 2012. Was it? We also read that it is optional for developers to "exercise [rights] to independent study and propose mitigation measures for impacts on biological resources related to their projects". The independent study is certainly understandable and expected but this does not mean in lieu of does it? If so this sounds like the small rural area BRRG can be ignored by the developers with the deep pockets. Hopefully we are misinterpreting this and impulsivity and greed are not also playing a role here.

Something I am quite familiar with is madness, being a licensed treating professional and doctor of the mentally ill, in large counties (SF, Alameda, & Santa Clara) for many years. Where do the severely mentally ill or just overwhelmed and suicidal, go in Tuolumne county now that the 3rd Floor of TGH has been shut down? When Pres. Reagan closed the state mental institutions the mentally ill went to the streets in the form of the homeless and now also occupy the criminal justice system. This brings up another area I have significant knowledge and experience with (i.e., having worked for many years in 5 Calif. Dept.of Corrections prisons including San Quentin, Mule Creek & Sierra Conservation Center.) Where do serious, violent, and sex offenders go after they have served their prison time? With AB109 after inmates complete an imprisonment they will be released to the county of origin or where residence can be established. We cannot send them to Australia or some far fetched colony to fend for themselves anymore because nearly everyplace has "increased residential density". Unless serious offenders receive Civil Commitments following their prison time they are free to go. In years past a felon could be easily picked up out in the community and reincarnated for a parole violation. For example, any police contact. This is no longer true due budget, staffing cuts everywhere. In Tuolumne county we wonder if the Sheriffs Department, and the Police are equipped to deal with the increased serious criminal element? Last I checked, which was several months ago when I was fingerprinted as part as my professional license renewal there is no large new state of the art jail facility to accommodate the influx from AB 109, let alone from increased projected population growth. Similarly with the Department of Social Services AB118 realignment to the local level, have the mental health and substance abuse components made significant headway in planning and implementation towards integration into primary health care settings? These are huge undertakings.
In short, we are very opposed to "increased residential density". We are loving rural remote living. (I have never cooked at home so much in my life, which is far healthier & less expensive.) Although it is said that change and progress are inevitable, it need not be destructive to what is good and appreciated by many. Again I cannot help but wonder if those in favor are planning to live within these proposed developments with their families? Please do not ignore the fact that with increased residential density there will be an increase of psychosocial stressors, substance abuse/dependence and resultant criminal behavior. I notice there were monies in the form of grants allotted for consultants. What are there education and experience backgrounds? Hopefully not just in the areas noted in the documents found. There appears to be a lot of gaps that must be considered and taken care of ahead of time, not after the fact. You don't want children, grandchildren 'paying for the sins of their fathers'.

To reiterate, does Tuolumne county have the established infrastructure in the form of a police force, the EOP (Emergency Operation Plan), Sheriff Department, etc.. What role does the state parole office play now and in the future with criminal offenders, (esp. serious, violent, & sexual predators)?, and when I relocate my independent practice where will I send those in need of acute psychiatric hospitalization and also the support of their network of family and friends nearby?

I'll send this off now. Please accept it despite the somewhat disjointed text and late hour, we attempted to make a few points that are very important to us and we believe certainly to the community. If this has all been thoroughly attended to then bravo.

Where can we find the most concise and easy to access material pertaining to the aforementioned? Lastly why was there not a mailed (hard copy) notice sent? Not everyone checks e-mail, especially after work hours. We hope to see more in the future.

Thank you so much for your hard work and forbearance.

Sincerely,

Dr. Tracie and Gerad Hazelwood
Tuolumne County Community Resources Agency

ATTN: Adam Paszkowski, Senior Planner
2 South Green Street
Sonora, CA 95370

RE: General Plan and Regional Transportation Plan Evaluation and Analysis
Parcel #03827006 (038-270-06-00), Soulsbyville Area

Dear Mr. Paszkowski,

This letter is in regards to my opposition of the General Plan and Regional Transportation Plan Evaluation and Analysis for my parcel #03827006 (038-270-06-00).

I have resided at my current residence of 20962 Maurice Lane, Sonora, CA, for 50 years now. My piece of property has been zoned Light Industrial M-1 for many years. While my husband was alive we operated our business, L. H. Martin Trucking, Incorporated from this parcel of Light Industrial property. Now, I currently lease out my shop, which supplements my meager Social Security Survivor Benefits. Leasing out my shop has been a godsend since my husband died....it has allowed me to stay at my home where we raised our three daughters.

I have circled my parcel in black Sharpie pen on the enclosed map. As you can see, my property is zoned Light Industrial. When I spoke with Mike Laird on April 22, 2013, he stated that it is the intention of the Analysis done by Rincon Consultants to rezone my Light Industrial Property to Medium Density Residential. Mr. Laird also recommended that I write this letter.

I oppose the recommendation of Rincon Consultants for my property at 20962 Maurice Lane for the following reasons:

1. On the enclosed map, it shows that the majority of properties in my area along Longeway Road in Mono Vista are currently zoned Light Industrial as my property is, General Commercial, Heavy Commercial, Neighborhood Commercial, and Business Park zoning.

   My property fronts Longeway Road just as all of the other above Light Industrial and Commercial properties do. To change my zoning would seem inconsistent with other properties along Longeway Road in Mono Vista.

2. My property is zoned Light Industrial, M-1. Accordingly, my income depends on being able to lease out my shop with a Light Industrial zoning that it currently has.

I would appreciate anything that you could do at your level to correct the above mentioned inconsistencies. I just do not agree with a change to the zoning on my property. I feel for the above mentioned reasons, my property should continue to be zoned Light Industrial M-1.

I sincerely appreciate your help in this matter and if you have any questions, please feel free to contact me at 209-532-4591. Thank you for your time and cooperation.

Sincerely,

[Signature]
Betty J. Martin
I am against the rezoning of my property to Mixed-Use. This zoning would make the current use of this property out of compliance with the zoning laws because outside storage is needed for wholesale plumbing supply business. This property has housed this type of business continually since 1975 and hopefully will continue to do so.

Furthermore it seems strange that this property has been chosen for rezoning to Mixed-Use when most of the surrounding property has not. The Tractor Supply Co. is right on Mono Way has outside storage and is not considered for this zoning.

I will be at the meeting on Tuesday and hope that this issue can be resolved.

Sincerely,

Lynda Morlan
Property Owner
To the Tuolumne County Community Resources Agency  
Attention: Adam Paszkowski, Senior Planner  

Regarding:
Your letter dated April 10, 2013
Land Use Designation of property
Parcel number: 037-010-23-00
Current Land Use Designation: Agricultural
Current Zoning: AE-37
Proposed Land Use Designation: Large Lot Residential

The people sending this email are family members who own this property near the town of Columbia. We currently have a house on the property, and several generations of our family have been members of the Columbia Community for nearly 150 years. We currently all live in the Bay Area, and we use the property as a vacation home to enjoy Columbia and all the outdoor recreation activities of Tuolumne County. We lease the land to a local rancher who grazes cattle year round.

Our understanding is that the current designation and zoning would allow us to build a second house, garage or barn on the property, but not to subdivide it or add more than one additional house. Although we may want to build an allowed structure at some time in the future, we currently have no such plans. Nor do we currently have any plans to sell, to apply for re-zoning or to attempt to develop the property in any way not allowed under current designation and zoning.

We believe that the County is best served keeping the property designated as Agricultural. The property, which is over a quarter mile from Columbia State Historic Park, enhances the beauty of the region best by remaining rural. The agricultural designation will reduce the structures and traffic that come with numerous large lots.

Furthermore, portions of the property lie within or near the flight path of the Columbia Airport. The number of residences near the flight path should be kept to a minimum for safety purposes. As the air crash on April 15, 2008 demonstrated, air crashes are a real danger and the residences near the flight path should be restricted.

For these reasons, we respectfully request that the County retain the current designation of Agricultural.

Thank you for your consideration,

Rafael Solari, Jr.