

MONO COUNTY PLANNING COMMISSION

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SPECIAL MEETING AGENDA

March 14, 2013 – 10 a.m.
Town/County Conference Room, Minaret Village Mall, Mammoth Lakes

Full agenda packets, plus associated materials distributed less than 72 hours prior to the meeting, will be available for public review at the Community Development offices in Bridgeport (Annex 1, 74 N. School St.) or Mammoth Lakes (Minaret Village Mall, above Giovanni's restaurant). Agenda packets are also posted online at www.monocounty.ca.gov / boards & commissions / planning commission. For inclusion on the e-mail distribution list, you can subscribe on the website.

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT:** Opportunity to address the Planning Commission on items not on the agenda
3. **INTRODUCTION OF NEW COMMISSIONER, ELECTION OF CHAIR & VICE-CHAIR**
4. **MEETING MINUTES:** Review and adopt minutes of Jan. 10, 2013 (*no February meeting*) – **p. 1**
5. **PUBLIC HEARING:** None.
6. **WORKSHOPS:**
 - A. **GENERAL PLAN UPDATE POLICY DEVELOPMENT:** *Staff: Wendy Sugimura, associate analyst; Gerry LeFrancois, principal planner* – **p. 4**
 1. **LEGAL REQUIREMENTS** – **p. 6**
 2. **RESOURCE EFFICIENCY PLAN** – **p. 9**
 3. **REGIONAL TRANSPORTATION PLAN/CIRCULATION ELEMENT** – **p. 11**
 4. **NOISE ELEMENT & ORDINANCE** – **p. 32**
7. **REPORTS:**
 - A. **DIRECTOR**
 - B. **COMMISSIONERS**
8. **INFORMATIONAL:** No items.
9. **ADJOURN** to April 11, 2013, in Bridgeport

In compliance with the Americans with Disabilities Act, anyone who needs special assistance to attend this meeting can contact the commission secretary at 760-924-1804 within 48 hours prior to the meeting in order to ensure accessibility (see 42 USCS 12132, 28CFR 35.130).
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DISTRICT #1
COMMISSIONER
Mary Pipersky

DISTRICT #2
COMMISSIONER
Steve Shipley

DISTRICT #3
COMMISSIONER
Daniel Roberts

DISTRICT #4
COMMISSIONER
Scott Bush

DISTRICT #5
COMMISSIONER
Chris Lizza

*The public may participate in the meeting at the teleconference site, where attendees may address the commission directly. Please be advised that Mono County does its best to ensure the reliability of videoconferencing, but cannot guarantee that the system always works. If an agenda item is important to you, you might consider attending the meeting in Bridgeport.

More on back...

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Interested persons may appear before the commission to present testimony for public hearings, or prior to or at the hearing file written correspondence with the commission secretary. Future court challenges to these items may be limited to those issues raised at the public hearing or provided in writing to the Mono County Planning Commission prior to or at the public hearing. Project proponents, agents or citizens who wish to speak are asked to be acknowledged by the Chair, print their names on the sign-in sheet, and address the commission from the podium.

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DRAFT MINUTES

January 10, 2013

COMMISSIONERS PRESENT: Scott Bush, Chris Lizza, Mary Pipersky, Dan Roberts, Steve Shipley

STAFF PRESENT: Scott Burns, CDD director; Gerry Le Francois, principal planner; Heather deBethizy, associate planner; Brent Calloway, Nick Criss & Wendy Sugimura, CDD analysts; Louis Molina, environmental health; Garrett Higerd & Walt Lehmann, public works; Stacey Simon, assistant county counsel; C.D. Ritter, commission secretary

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Steve Shipley called the meeting to order at the county courthouse in Bridgeport at 10:13 a.m. and led the pledge of allegiance.
2. **PUBLIC COMMENT:** None.
3. **MEETING MINUTES:** Review and
 - MOTION:*** Adopt minutes of Nov. 8, 2012, as amended: Item 6B: Solano County's Marine **former Navy** base. (*Bush/Roberts. Ayes: All.*)
4. **PUBLIC HEARING:** None.
5. **WORKSHOPS:** Scott Burns introduced workshops that deal with planning issues.
 - A. INITIATION OF COMPREHENSIVE GENERAL PLAN UPDATE:** Wendy Sugimura described a three-year work plan. An internal timeline staggers projects for staff. Non-grant-funded portion overlaps with area plans. Enhance Circulation Element beyond RTP.
 - Why coordination with Public Health? *Built environment has impact on health. Taking interdisciplinary approach.*
 - Resource Efficiency plan: Element of requirement to address greenhouse gas, plus reduce impact of future developments by tiering off General Plan EIR.
 - Integrating public transportation between communities? *Part of RTP update. Unmet needs hearing later.*
 Scott Burns noted LTC funds short-range transit plans. Commissioner Roberts has observed that people are more willing to use public transit now.
 - Task 7 will reformat General Plan to be more user-friendly. RPACs are doing a lot of work on this.
 - B. HOME OCCUPATION REGULATIONS:** Heather deBethizy described AB 1616, California Homemade Food Act, which allows home preparation of food for sale to consumers, mainly non-refrigerated products. Options: allow outright; ministerial permit with existing regulations; or more-discretionary permit. Existing regulations are compatible with AB 1616. Current home occupation regulations do not allow employees.
 - Nick Criss stated business model must be compatible with neighborhood, and Scott Burns stipulated use must be compatible with underlying designations. Commissioner Shipley cited several criteria for neighborhood compatibility: noise, visual and traffic. It's OK to store and sell wood, but not split it.
 - Shipley noted staff has steered applicants away from problematic projects by pointing out that yes, it could be done, but obstacles exist. If one person does it, would be OK. But if everyone did it, could be a problem.

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Commissioner Bush stated, "If someone standing in front of a property does not know business is there, then it's not more obnoxious. If nobody realizes you're doing it, no problem; if there's noise, there's a problem."

Nick Criss wanted some standards, criteria to decide if expanded home occupation would be allowed. Commissioner Roberts thought it was not a one-size-fits-all matter. Burns stated that if someone applies, commission must find that four standards are met. Maybe consider parcel size and screening. Bush thought noise was the biggest factor.

Burns noted potential of home occupation expanding into transient rental. Make it clear transient rentals are not OK with home occupation process. Mono's regulations are more restrictive than AB 1616. Should allow some, like employee (works there, or gets paid). DeBethizy noted employee is defined in legislation AB 1616: one full-time equivalent not including family or household member. Louis Molina thought AB 1616 gave Mono less discretion: "Shall not prohibit..."

Burns suggested listing the findings in home occupation and being consistent with AB 1616 (consider noise, snow, odors, pollution).

Stacey Simon noted that fire issues are not covered. Mono is required to permit cottage food industries only if they meet Mono's criteria on number, traffic control, noise, and parking (broadly applicable ordinances).

C. FLOODPLAIN REGULATIONS. Garrett Higerd noted Mono County has not yet adopted 2006 floodplain map. A new map has been prepared for Tri-Valley. See if any significant changes occurred in new ordinance. New definitions lead to cohesion. Appendix: Community rating system allows discounts on flood insurance premiums. The term "100-yr flood" was changed to 1% of annual, a more-statistical reference. Higerd recommended one foot above, or two feet if it would buy a discount.

Mono has not seen much construction in floodplains. Practically speaking, biggest impact would be for new development or remodels in Chalfant and Hammil. Base flood elevations, which are tied to survey data, exist only for West Walker River through Walker, stop by Topaz. Applicants should have surveyor file elevation certificate. June Lake Loop: Reversed Creek improvements have been made to floodplain. Better, more-realistic data were reviewed, but FEMA was not willing to state elevations. Other planning regulations (setbacks) keep people away from creeks. "Community" means Mono County as a whole minus Mammoth Lakes. Higerd will take floodplain regulations to all RPACs along with General Plan update and then return to commission.

D. PARKING REGULATIONS. Brent Calloway presented background on origin of parking regulations. Standards in Mono are typical, designed to prevent spillover parking conflicts. Ideas came from surveying other jurisdictions and Institute of Transportation Engineers (ITE) Parking Generation Manual. Local studies came into play, especially with snow issues.

Minimum parking standards? They don't work in downtowns (not enough space to enforce). With new development, parking becomes the dominant land use, resulting in loss of pedestrian scale, increase in traffic, congestion, greenhouse gas, and health impacts. Enforcing parking minimums in downtowns results in either issuing many parking variances or declining downtowns. Options to parking minimums: 1) Do nothing; 2) Alternative: in-lieu fees to pay for parking garages (successful in big cities, but not recommended for areas without intense development); 3) Reduce and simplify: density bonuses for underground parking, parking management incentives; 4) Eliminate minimums: allow market to manage parking; 5) Create maximums; 6) Eliminate on-site parking altogether, like Carmel with its completely built-out downtown.

What can Mono do? Pricing; "smart" technology to direct motorist to parking spots; on-street credits; sharing/trading; transit/bike/pedestrian improvements; active management (valet or under-utilized parking); or public lots (who would build, maintain?). Or, simplify regulations; e.g., Plumas County businesses voluntarily cooperated.

Calloway requested commission feedback.

Commissioner Lizza mentioned lack of parking in Lee Vining. One business contemplated not fixing business plans, as he did not want to jump through hoops. Purpose of changing regulations could be commercial activity, reducing pavement, or reducing regulations in general. Divide parking standards into residences, institutional facilities, and commercial activity. People do find parking spots, but it's in the best interest to provide customer parking. Use market forces to regulate parking to some degree. Business is seasonal here, so regulate for peak season and non-seasonal use.

Commissioner Shipley suggested a public lot at [defunct] Buster's Market in Bridgeport so people could walk to businesses. On-street parking as much as possible is fair game. Parking overburdens small businesses, and metered parking is not applicable. Mammoth's #1 problem is parking.

Commissioner Roberts noted June Lake businesses can't meet parking requirements.

Shipley asked about studies on parking's impact on business and neighbors. On-street parkers would walk to businesses. Revamp if there's a way to ensure not overburdening other business. Level the playing field. If parking were on-street only, lion's share would go to the business with the most.

Does lack of parking affect business? Commissioner Lizza stated that if Lee Vining followed the Bridgeport model, his business [at Mono Market] would increase. Wendy Sugimura cited studies from larger urban areas mentioned by consultant for Bridgeport Main Street Project. Provide parking in more creative ways; e.g., closing Jolly Cone driveway to open up multiple diagonal parking spaces.

Shipley wanted to utilize streets toward parking requirements. Signs could direct people to public parking, especially on event weekends.

Garrett Higerd indicated Public Works would support reforming parking requirements. When Caltrans agrees to do progressive activities, it wants Mono to make up by taking on long-term snow removal maintenance, irrigation, etc. Mono holds a bag of liabilities related to that. A business district creates a permanent funding stream for parking spaces. However, Public Works gets more to maintain, and does not have designated funding sources to pay for parking. Meters are not practical, but zones of benefit could work. Roberts suggested meters as an alternative to zone of benefit.

Commissioner Lizza thought a lot of support for reform existed. Commissioner Pipersky wanted to look at parking regulations from community standpoint rather than countywide basis. Encourage on-street parking, improve properties by landscaping. Commissioner Bush cited Walker's 1.5-mi length and no on-street parking, which limits pedestrians. Relax standards, let communities work it out.

6. REPORTS:

A. DIRECTOR: 1) Bridgeport Main Street: Wendy Sugimura is working with RPAC on new painting scheme; 2) Bridgeport public facilities: Mono Supervisors want to address public facilities with Mono purchasing property for that, but take stock first; 3) LAFCO: Spheres of Influence and Municipal Service Reviews are under way; 4) Sage grouse: Mono Supervisors directed Mono to help prevent listing.

STACEY SIMON: Mono Supervisors denied geothermal appeals by two entities. LIUNA filed suit Dec. 14, and Simon is working on defense with Ormat and consultants.

B. COMMISSIONERS: None.

7. INFORMATIONAL: No items.

8. ADJOURN at 12:50 p.m.

Prepared by C.D. Ritter, commission secretary

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March 14, 2013

To: Mono County Planning Commission

**From: Wendy Sugimura, Associate Analyst
Gerry Le Francois, Principal Planner
Scott Burns, Director**

Re: Workshop on General Plan Update Policy Development

Background

The Mono County General Plan is adjusted on a regular basis, but the last comprehensive update with extensive public outreach was conducted in 2001 for the Land Use Element and in 1993 for four other elements. A comprehensive update benefits the public by revising policies to address current issues and new legal requirements, modernizing the document to make it more user-friendly and concise, and providing a foundation for streamlined environmental review for future private and public projects. Select components of the update have already been initiated, as proposed General Plan adjustments have been identified via recent Regional Planning Advisory Committee (RPAC) reviews of policies and area plans, and staff has been updating the County's Master Environmental Assessment in preparation for the project.

The continuing policy work will be brought to the commission on a regular basis for input and direction and, along with the necessary technical work and outreach to the public through RPACs, will inform policy development.

Discussion

The complete General Plan Update scope of work was presented to the commission at the January 2013 meeting. Today, the following policy development components are being presented to the commission for input and direction as appropriate:

1. Legal Requirements of a General Plan Update
2. Resource Efficiency Plan Program Description
3. Regional Transportation Plan/Circulation Element Overview
4. Draft Noise Element and Ordinance

1. Legal Requirements of a General Plan Update

The General Plan Guidelines and California Environmental Quality Act (CEQA) statutes and guidelines define the legal sufficiency framework for the General Plan Update. The General Plan Guidelines are maintained by the Governor's Office of Planning and Research (OPR) and provide the "how to" resource for drafting a General Plan. While the guidelines are advisory, they do cite legal requirements from the Government Code and other State law. CEQA is codified in the California Public Resources Code (§21000 et al.), and the CEQA Guidelines are administrative regulations contained in Title 14 of the California Code of Regulations (§15000 et al.).

Attachment 1 summarizes the legal requirements set forth by these documents and in State law. Meeting the legal requirements largely requires updating information in the CEQA documentation and General Plan along with a "due diligence" or housekeeping review of policies. In some cases, such as greenhouse gas emissions, new information is required and a more-intensive focus and work plan has been prepared to ensure adequate coverage.

2. Resource Efficiency Plan Program Description

Requirements for the analysis and mitigation of greenhouse gas emissions were enacted through amendments to the CEQA Guidelines effective March 18, 2010, and are described in Attachment 1. To assure benefits to local residents and communities, the County is focusing on policy work that reduces the burden on future development by providing a greenhouse gas analysis adequate for tiering by future projects included in the update (see CEQA §15183.5 in Attachment 2), targets cost savings and energy assurance for local residents and County operations, and supports communities by encouraging local shopping, transit, and walkable communities. The resulting Resource Efficiency Plan, similar to the more common Climate Action Plan, will recommend updates to Conservation/Open Space Element policies and will feed directly into the CEQA document needed to approve the General Plan Update. See Attachment 2 for a detailed program description.

3. Regional Transportation Plan/Circulation Element Overview

The Regional Transportation Plan (RTP) is developed and approved by the Mono County Local Transportation Commission (LTC), and the County adopts the RTP as the General Plan Circulation Element in order to streamline policy development, avoid duplicate policy work, and ensure consistency. The RTP is a comprehensive, 20+ year vision of a balanced, multimodal transportation system. It identifies regional issues and problems, includes population and traffic growth projections for the region, and suggests mobility solutions to accommodate future transportation needs. The RTP includes a list of proposed projects known as the Regional Transportation Improvement Program (RTIP), which is designed to implement the vision and goals of the RTP. Requirements of the RTP are set forth by federal law (Title 23CFR 450.300, Subpart C) and by state law (Government Code §65080 et seq.). The Mono County RTP has a mandated deadline of autumn 2013.

In this General Plan Update cycle, the intention is to augment the Circulation Element beyond the RTP by including policies relating to County capital improvements, the process to program those projects, and infrastructure issues such as Digital 395 last-mile provider policies.

4. Noise Element and Ordinance

The update of the Noise Element and Ordinance is driven by the statutory requirements outlined in Attachment 1. Current noise readings have been recorded throughout the county, policies have been updated, and the Noise Ordinance has been revised accordingly (see Attachment 4).

Attachments

1. General Plan Update Legal Requirements
2. Resource Efficiency Plan Program Description
3. Complete Streets/Circulation Element Overview
4. Draft Noise Element and Ordinance

ATTACHMENT #1

Planning Commission Workshop
 General Plan Update Policy Development
 March 14, 2013

LEGAL REQUIREMENTS OF A GENERAL PLAN UPDATE

The legal requirements of a General Plan Update are extracted from the following sources:

- 2003 General Plan Guidelines (http://opr.ca.gov/docs/General_Plan_Guidelines_2003.pdf);
- Community and Military Compatibility Planning, Supplement to the General Plan Guidelines (http://opr.ca.gov/docs/General_Plan_Guidelines_2003.pdf);
- Update to the General Plan Guidelines: Complete Streets and the Circulation Element (http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf);
- Amendments to the CEQA Guidelines (http://ceres.ca.gov/ceqa/docs/Adopted_and_Transmitted_Text_of_SB97_CEQA_Guidelines_Amendments.pdf); and
- Cited Government Code sections.

For subject matter not including a code citation, the source is the General Plan Guidelines and is therefore advisory in nature based on court and Attorney General legal interpretations.

Land Use Element:

- Identification of future solid waste disposal sites: must be consistent with the siting element in the Countywide Integrated Waste Management Plan (Government Code §65302(a) and Public Resources Code §41720).
- The Noise Element is to be used as “a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise” (Government Code §65302(f)). When the noise element is inadequate, the land use element may be invalid.
- Identify and annually review those areas subject to flooding identified by FEMA flood plain maps (Government Code §65302(a)).
- Consider the impact of new growth on military readiness activities (Government Code §65302(a)(2)).
- Identify “legacy communities” (Government Code §65302.10(a)(5)); provide an analysis of water, wastewater, stormwater drainage, and structural fire protection needs or deficiencies, and BADs or other financing alternatives that could make the extension of services financially feasible (Government Code §65302.10(b)(1-3)).
- Provide explicit evidence of correlation between the land use and circulation elements.
- Update population density and building intensity statistics/standards.
- Distribution of land uses must be adequately served by circulation system.

Circulation Element:

- The circulation element of a general plan, including its major thoroughfares, must be closely, systematically, and reciprocally related to the land use element of the plan (Government Code §65302).
- The California Complete Streets Act (AB 1358) required all cities and counties to plan for the development of multimodal transportation networks starting January 2011, resulting in the two Government Code provisions below:

- Plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel (Government Code §65302(b)(2)(A)).
- The “users” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors (Government Code §65302(b)(2)(B)).
- Federal law (Title 23CFR 450.300, Subpart C) and state law (Government Code §65080 et seq) governing the Regional Transportation Plan (RTP) will be covered under the RTP discussion.

Housing Element:

The housing element is subject to detailed statutory requirements regarding its content (Article 10 of the Government Code, §65583 through §65590) and must be updated every five years. Mono County’s mandated deadline is June 30, 2014.

- Demonstrate site development capacity equivalent to, or exceeding, the housing need projected in the Regional Housing Needs Assessment (RHNA), to facilitate development of a variety of types of housing for all income groups.
- Effectiveness of the element: review the results of the previous element’s goals, objectives, policies, and programs (Government Code §65588(a)(2)).
- Progress in implementation: compare what was projected or planned in the previous element to what was actually achieved (Government Code §65588(a)(3)).
- Appropriateness of goals, objectives and policies: Describe how the goals, objectives, policies and programs in the updated element have been changed to incorporate what has been learned from the results of the previous element (Government Code §65588(a)(1)).
- Assess housing needs and analyze an inventory of resources and constraints, including an analysis of population and household characteristics and needs, and inventory of land, analysis of governmental and non-governmental constraints, analysis of special housing needs, analysis of energy conservation opportunities and analysis of assisted housing development at-risk converting to market rate uses (Government Code §65583(a)(1-8)).
- Establish a housing program that sets forth a five-year schedule of actions to achieve the goals and objectives of the element. Programs are to be implemented through the administration of land use and development control; provision of regulatory concessions and incentives; and the utilization of appropriate federal and state financing and subsidy programs (Government Code §65583(c)). The code section goes on to describe the specific type of policies the housing program must cover.
- Quantify objectives by income level for the construction, rehabilitation, and conservation of housing (Government Code §65583(b)).
- Demonstrate the means by which consistency will be achieved with the other general plan elements and community goals (Government Code §65583(c)).
- Distribute a copy of the adopted housing element to area water and sewer providers (Government Code §65589.7).

Conservation/Open Space Element

- Identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management (GC §65302(d)(3)).
- Update air quality pursuant to GC §65302.1.
- Update policies for protection of watersheds including coordination with agencies (GC §65302(d)(2)(E)).
- Aggregate resource inventory, e.g. location of rock, sand and gravel resources (GC §65302(d)(2)(F)).

Safety Element

- Include information regarding flood hazards, including the list identified in GC §65302(g)(2)(A)(i-xi) such as maps from FEMA, USACE, CalEMA, DWR, local maps, etc.
- Update Hazard Mitigation Plan for adoption with the Safety Element (GC §65302.6).
- Include mapping of known seismic and other geologic hazards, address evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as related to identified fire and geologic hazards (GC §65302(g)(1)).
- Update goals, policies, objectives and actions based on the above information – see requirements in GC §65302(g)(2)(B)(i-v).
- Submit to California Geological Survey of the Department of Conservation at least 45 days prior to adoption and State Board of Forestry and Fire Protection and every local agency that provides fire protection to territory in the county at least 90 days prior to adoption, must be completed by 12/31/15 (GC §65302.5).

Noise Element

- Analyze and quantify, to the extent practicable, current and projected noise levels for the sources listed in GC §65302(f)(1)(A-F).
- Show noise contours for all sources and state in terms of community noise equivalent level (CNEL) or day-night average level (GC §65302(f)(2)) – use to update Land Use Element.
- Include implementation measures and possible solutions for existing and foreseeable noise problems (GC §65302(f)(4)).

2010 Amendments to the CEQA Guidelines

- Lead agencies must analyze the greenhouse gas emissions of proposed projects, and must reach a conclusion regarding the significance of those emissions. (CEQA Guidelines § 15064.4.)
- When a project’s greenhouse gas emissions may be significant, lead agencies must consider a range of potential mitigation measures to reduce those emissions. (CEQA Guidelines § 15126.4(c).)
- Lead agencies must analyze potentially significant impacts associated with placing projects in hazardous locations, including locations potentially affected by climate change. (CEQA Guidelines § 15126.2(a).)
- Lead agencies may significantly streamline the analysis of greenhouse gases on a project level by using a programmatic greenhouse gas emissions reduction plan meeting certain criteria. (CEQA Guidelines § 15183.5(b).)
- CEQA mandates analysis of a proposed project’s potential energy use (including transportation-related energy), sources of energy supply, and ways to reduce energy demand, including through the use of efficient transportation alternatives. (CEQA Guidelines, Appendix F.)

ATTACHMENT #2

Planning Commission Workshop
 General Plan Update Policy Development
 March 14, 2013

RESOURCE EFFICIENCY PLAN PROGRAM DESCRIPTION**Purpose:**

Mono County's Resource Efficiency Plan is intended function in the same manner as the more-common Climate Action Plan, but is focused more specifically on meeting the requirements of a Greenhouse Gas Emissions Reduction Plan as set forth in the California Environmental Quality Act (CEQA) §15183.5. The County's main goals would be to: 1) meet CEQA requirements for the General Plan Update; 2) provide a robust enough GHG analysis and set of mitigation measures to enable tiering and/or CEQA streamlining by future development projects; and 3) identify, prioritize, and economically demonstrate GHG reduction mitigation measures that result in cost savings and/or a high return on investment for community residents and/or government operations in addition to reducing emissions.

Some or all of the program may be completed with the Town of Mammoth Lakes, establishing comparable inventories and targets that can be managed separately or combined into a regional greenhouse gas emissions reduction plan.

Develop greenhouse gas emissions inventory and sources for both the Town of Mammoth Lakes and Mono County.

- Select a baseline date for the inventory.
- Identify emission sources in the town of Mammoth Lakes, Mono County, and the associated communities.
- Determine, according to applicable protocols, which sources should be included in a formal inventory, and the rationale for including/excluding.
- Identify/acquire/develop an inventory database system that can be maintained with minimal future or ongoing costs.
- Collect inventory data for the included GHG emission sources.

Develop targets, thresholds, and/or projections for Mono County.

- Identify emission reduction target options consistent with State laws and applicable protocols.
- Select a target and establish the rationale for the selection.
- Develop relevant GHG emission projections/trajectories, such as business as usual and the various targets.
- Evaluate the applicability of selecting CEQA thresholds. Per the pending Bay Area Air Quality Management District litigation, thresholds should probably be established according to methodology, performance standards, and/or consistency with a set of programmatic criteria rather than specific CEQA quantitative thresholds.

Develop mitigation measures, performance standards, resource/cost saving measures for Mono County.

- Inventory best management practices for emission mitigation/reduction strategies and/or performance standards, and assess the applicability to Mono County and the unincorporated communities.
- Project GHG emission reductions of the applicable strategies and performance standards.
- Evaluate the return on investment for the County and unincorporated communities.

- Select the mitigation measures/strategies and/or performance standards to include in the plan to meet the GHG emission reduction target.

Establish a monitoring mechanism for Mono County.

- Identify a methodology to maintain the inventory and monitor the plan with minimal future or ongoing costs.

Integrate plan results into General Plan policy development.

- Identify specific policies and measures to integrate into the General Plan.
- Establish the location(s) of the General Plan into which these policies would be added.



Update to the General Plan Guidelines: Complete Streets and the Circulation Element

December 15, 2010

STATE OF CALIFORNIA
Arnold Schwarzenegger,
Governor

GOVERNOR'S OFFICE
OF PLANNING AND
RESEARCH
Cathleen Cox,
Acting Director

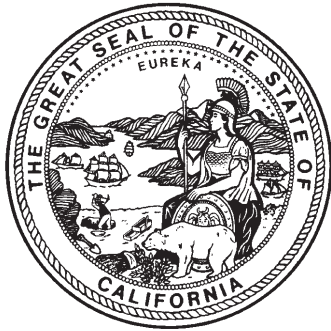
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**State of California**

Arnold Schwarzenegger, Governor

Governor's Office of Planning and Research

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DIRECTOR'S MESSAGE

December 2010

I am pleased to announce the publication of the Governor's Office of Planning and Research (OPR), *Update to the General Plan Guidelines: Complete Streets and the Circulation Element*. Assembly Bill 1358 (AB 1358, Chapter 657, Statutes of 2008), the California Complete Streets Act, required OPR to amend the *2003 General Plan Guidelines* to provide guidance to local jurisdictions on how to plan for multimodal transportation networks in general plan circulation elements. This document amends guidance on preparing circulation elements found on pages 55-62 of Chapter 4 of the *2003 General Plan Guidelines*. Local jurisdictions should use this *Update* in conjunction with the *2003 Guidelines* when they are updating their general plan circulation elements.

The OPR staff thanks the many organizations and stakeholders who generously shared their expertise during the development of this *Update*. OPR consulted with various state agencies, regional agencies, local jurisdictions, planning and transportation consultants, health organizations, pedestrian and bicycle advocacy groups, and members of the public. This document is another example of how partnerships and collaboration can support quality communities for all Californians.

Based upon this broad consultation, OPR issued a *Draft Update to the General Plan Guidelines: Complete Streets and the Circulation Element* on October 20, 2010 for 30 days of public review and comment. All comments received on the draft document were carefully considered for incorporation. We hope that you will find this update to be an informative guide and useful tool in the practice of local planning. OPR always welcomes suggestions on ways to improve the *General Plan Guidelines*, and other OPR guidance documents. OPR strives to provide quality planning guidance to city and county decision makers, staff and community residents.

Cathleen Cox,

Acting Director, OPR

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SECTION I: PURPOSE AND BACKGROUND

PURPOSE

This update to the circulation element section of the *2003 General Plan Guidelines* meets the requirements of Assembly Bill 1358, The California Complete Streets Act. The Act requires the Governor's Office of Planning and Research (OPR) to amend the *General Plan Guidelines* to assist city and counties in integrating multimodal transportation network policies into the circulation elements of their general plans. Starting January 2011, all cities and counties, upon the next update of their circulation element, must plan for the development of multimodal transportation networks.¹

To support cities and counties in meeting the requirements and objectives of AB 1358, this update provides guidance on general plan circulation element goals, policies, data collection techniques, and implementation measures related to multimodal transportation networks. The goal of this update is to provide information on how a city or county can plan for the development of a well-balanced, connected, safe, and convenient multimodal transportation network. This network should consist of complete streets which are designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or taking transit.

AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks. These networks should allow for all users to effectively travel by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region. OPR recommends that local jurisdictions view all transportation projects, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize pedestrian, bicycle, and transit modes as integral elements of their transportation system. The standard practice should be to construct complete streets while prioritizing project selection and project funding so that jurisdictions accelerate development of a balanced, multimodal transportation network.

Understanding the existing resources, location, and design of a local jurisdiction is imperative to successfully implement a multimodal transportation network. The planning, design, construction, and operation of a multimodal transportation network will be different for each community. Complete streets will look different in rural, suburban, or urban communities. Cities and counties should focus on crafting a network of travel options that are reflective of a community's individual context. A list of selected references with more information on multimodal transportation networks is provided at the end of this document.

¹ Assembly Bill 1358, Chapter 657, Statutes 2008.

BACKGROUND

The California Complete Streets Act (AB 1358)

On September 30, 2008 Governor Arnold Schwarzenegger signed Assembly Bill 1358, the California Complete Streets Act. The Act states: “In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit.”²

The legislation impacts local general plans by adding the following language to Government Code Section 65302(b)(2)(A) and (B):

- (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.

RELATED FEDERAL AND STATE POLICIES

U.S. Department of Transportation (DOT) Bicycle and Pedestrian Policy:

The *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Transportation Accommodations Regulations and Recommendations* supports “fully integrated active transportation networks,” that include accommodations for bicyclists and pedestrians.³ The DOT’s bicyclist and pedestrian accommodation regulations and recommendations are consistent with California’s complete street policies and AB 1358. The DOT encourages all transportation agencies and local governments to adopt similar policies to ensure all users of streets, roads, and highways are taken into consideration when developing new or retrofitting existing transportation systems.

The *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations* can be found at the following website:

http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm

² Assembly Bill 1358, Chapter 657, Statutes 2008.

³ U.S. Department of Transportation Federal Highway Administration, *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations*, March 2010 http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm (accessed July 2010).

California Department of Transportation (Caltrans) Complete Streets Policy: The *California Department of Transportation Deputy Directive 64-Revision #1: 'Complete Streets: Integrating the Transportation System'* (DD-64-R1) was released on October 2, 2008. DD-64-R1 directs Caltrans staff to support increased mobility and access for all Californians on Caltrans built and maintained roads.

DD-64-R1 states that Caltrans will:

- “Provide for the needs of travelers of all ages and abilities in all planning, programming, design construction, operations, and maintenance activities and products on the State Highway System;
- View transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system;
- Develop integrated multimodal projects in balance with community goals, plans, and values; addressing the safety and mobility needs of bicyclists, pedestrians and transit users in all projects, regardless of funding;
- Facilitate bicycle, pedestrian, and transit travel by creating ‘complete streets’ beginning early in system planning and continuing through project delivery and maintenance and operations; and,
- Collaborate among all (Caltrans) department functional units and stakeholders to develop a network of complete streets.”⁴

DD-64-R1 is limited to Caltrans owned and maintained streets, roads, and highways and focuses on the planning, construction, and maintenance of complete streets and when possible, on the creation of multimodal networks. The goals of DD-64-R1 provide important guidance for the design of streets that make up a local integrated multimodal transportation network.

Caltrans’ *Complete Streets Implementation Action Plan* and other information on Caltrans’ complete street policies can be found at the following website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

Safe Routes to School:

In 2005 the United States Congress passed the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU). This transportation reauthorization bill included funding for the Federal Safe Routes to School (SRTS) program. The objective of the SRTS program is to support the use of safe, active transportation modes (i.e. walking and bicycling) for children to and

⁴ California Department of Transportation, *Deputy Directive 64-R1*, (2008) http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf (accessed June 2010).

from schools. The availability of active transportation modes can increase children's activity levels and decrease the likelihood of childhood diseases. This is especially important as childhood obesity rates and other illnesses related to inactivity are rapidly increasing both nationally and throughout California.⁵

The SRTS program is administered by the Federal Highway Administration, which distributes program funds to individual State Departments of Transportation. In California, Caltrans distributes the federal grant funding to eligible cities and counties for local SRTS projects. In addition, Caltrans administers its own Safe Routes to School program, known as SR2S, which includes high schools. The federal program opens eligibility only for K-8 schools. Funds for both programs are available on a competitive basis, with each Caltrans District having a fixed amount available for cities and counties.

Federal and State funding criteria vary slightly, but typically funds are allocated for:

- (1) "The planning, design, and construction of infrastructure-related projects within approximately two miles of a primary or middle school (high schools per Caltrans funding) that will improve the ability of students to walk and bicycle to school;
- (2) Non infrastructure-related activities that encourage walking and bicycling to school, including awareness campaigns and outreach to the press and community leaders, traffic education and enforcement, student training; and,
- (3) SRTS program capacity building including training and hiring of state program volunteers, and managers."⁶

Eligible projects can include pedestrian facilities, traffic calming, traffic control devices, bicycle facilities, and public outreach and education.

Schools are an important node to include in the development of a local multimodal transportation network. Local multimodal transportation networks should address the needs of parents and children by providing safe active transportation options to and from schools. Doing so can reduce vehicle trips, reduce congestion, and improve road safety near schools, and increase children's activity rates. While the general plan itself is not eligible for funding, Safe Routes to School programs can help implement part of a connected, safe multimodal transportation network.

Additional information on SRTS and SR2S can be found at the following web sites:

<http://www.saferoutesinfo.org>

<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>.

⁵ California Department of Health Services, *Prevalence of Obesity and Healthy Weight in California Counties, 2001*, June 2004 <http://www.cdph.ca.gov/pubsforms/Pubs/OHIRobesityweightCA2001.pdf> (accessed December 1, 2010).

⁶ Safe Routes to School, *Safe Routes to School Guide*, <http://www.saferoutesinfo.org/guide/index.cfm> (accessed August 2010).

MULTIMODAL TRANSPORTATION NETWORKS

What are Multimodal Transportation Networks?

Multimodal transportation networks allow for all modes of travel including walking, bicycling, and transit to be used to reach key destinations in a community and region safely and directly. Jurisdictions can use complete streets design to construct networks of safe streets that are accessible to all modes and all users no matter their age or ability. Complete streets are defined below:

The National Complete Streets Coalition defines complete streets as follows:

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Creating complete streets means transportation agencies must change their orientation toward building primarily for cars. Instituting a complete streets policy ensures that transportation agencies routinely design and operate the entire right of way to enable safe access for all users.⁷

The American Planning Association describes complete streets as follows:

Complete streets serve everyone – pedestrians, bicyclists, transit riders, and drivers – and they take into account the needs of people with disabilities, older people, and children. The complete streets movement seeks to change the way transportation agencies and communities approach every street project and ensure safety, convenience, and accessibility for all.⁸

Caltrans defines complete streets as follows:

A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas.⁹

⁷ National Complete Streets Coalition, www.completestreets.org (accessed July 2010).

⁸ Barbara McCann and Suzanne Rynne, *Complete Streets: Best Policy and Implementation Practices*, American Planning Association, Report No. 559:1.

⁹ California Department of Transportation, *Complete Streets Implementation Action Plan*, Feb. 2010 http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/CompleteStreets_IP03-10-10.pdf (accessed July 2010).

POTENTIAL BENEFITS OF MULTIMODAL TRANSPORTATION NETWORKS

Safety

Multimodal transportation networks, using complete streets best practices, can lead to safer travel for all roadway users. Designing streets and travel routes that consider safe travel for all modes can reduce the occurrence and severity of vehicular collisions with pedestrian and bicyclists.¹⁰ Streets and other transportation facility design considerations that accommodate a variety of modes and user abilities can contribute to a safer environment that makes all modes of travel more appealing.

Health

Multimodal transportation networks that allow people to walk or bicycle as a viable transportation option can promote an active lifestyle by encouraging travelers to walk or ride bicycles instead of driving. These active transportation modes increase physical activity rates. Frequent exercise is known to reduce obesity rates and lower the risk of heart disease and diabetes.¹¹ A comprehensive transportation network that allows safe walking and bicycling to multiple destinations, including transit, promotes better health.

Reducing the amount that people drive by increasing the opportunity for walking, bicycling, and transit also reduces vehicle emissions. Emissions from vehicles are a major contributor to poor air quality, which in turn, is a major contributor to health ailments such as asthma. Although poor air quality is not always the cause of asthma, vehicle emissions are a major contributor to asthma related illnesses.¹²

Multimodal transportation networks provide options and increase mobility for people who cannot or do not drive to stay connected to their communities. This is especially important for people with disabilities and for all people as they age. Without alternatives to the automobile, these individuals can easily become socially isolated; unable to access essential resources such as grocery stores, houses of worship, and medical care. Social isolation and a lack of access to essential resources can negatively impact people's physical and mental well-being.

Greenhouse Gas (GHG) Emission Reduction

Land use patterns and the existing transportation infrastructure play a direct role in the rate and growth of vehicle miles traveled (VMT); influencing the distance that people travel and the mode of travel they choose. The need to reduce transportation-related GHG emissions was highlighted in the

¹⁰ California Department of Transportation, *Complete Streets Implementation Action Plan*.

¹¹ California Department of Public Health, *The Burden of Cardiovascular Disease in California, A Report of the California Heart Disease and Stroke Prevention Program*, 2007 <http://www.cdph.ca.gov/programs/cvd/Documents/CHDSP-BurdenReport-HighRes.pdf> (accessed June 2010).

¹² California Department of Health Services, *The Burden of Asthma in California: A Surveillance Report*, 2007 <http://www.californiabreathing.org/images/stories/publications/asthmaburdenreport.pdf> (accessed June 2010).

California Air Resources Board's (CARB) *2008 AB 32 Climate Change Scoping Plan*.¹³ Transportation accounts for 38 percent of California's GHG emissions.¹⁴ Studies show that even with aggressive state and federal vehicle efficiency standards and the use of alternative fuels, meeting the State's GHG reduction goals will require a reduction in how much the average Californian drives.¹⁵ Reducing the number of automobile trips can reduce fuel consumption and GHG emissions.

Economic Development and Cost Savings

Creating multimodal transportation networks can improve economic conditions for both business owners and residents. A network of complete streets can be safer and more appealing to residents and visitors, which can benefit retail and commercial development. Multimodal transportation networks can improve conditions for existing businesses by helping revitalize an area and attracting new economic activity. Integrating the needs of all users can also be cost-effective, by reducing public and private costs. Accommodating all modes reduces the need for larger infrastructure projects, such as additional vehicle parking and road widening, which can be more costly than complete streets retrofits.

REGIONAL PLANNING

Assembly Bill 32 and Senate Bill 375

The Legislature passed Assembly Bill 32 (AB 32), The Global Warming Solutions Act of 2006.¹⁶ AB 32 requires the State of California to reduce its GHG emissions to 1990 levels no later than 2020. Senate Bill 375 (SB 375) builds on the existing regional transportation planning process undertaken by the state's 18 Metropolitan Planning Organizations (MPOs) to connect the reduction of GHG emissions from cars and light trucks to regional land use and infrastructure planning.¹⁷ According to the California Air Resources Board (CARB), passenger vehicles are the number one emitter of GHG emissions in California.¹⁸ SB 375 asserts that "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32."¹⁹

¹³ California Air Resources Board, *AB 32 Climate Change Scoping Plan*, (2008): <http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm> (accessed September 2010).

¹⁴ California Climate Change Portal, "Greenhouse Gas Emissions Inventory," 2004 <http://www.climatechange.ca.gov/inventory/index.html> (accessed June 2010).

¹⁵ California Air Resources Board, *AB 32 Climate Change Scoping Plan*.

¹⁶ Assembly Bill 32, Chapter 488, Statutes 2006.

¹⁷ Senate Bill 375, Section 1(c), 2008.

¹⁸ California Air Resources Board, *California Greenhouse Gas Inventory for 2000-2008- by Category as Defined in the Scoping Plan*, (May 2010): http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-08_2010-05-12.pdf (accessed September 2010).

¹⁹ Senate Bill 375, Section 1(c), 2008.

The main objectives of SB 375 are:

- (1) To use the regional transportation planning process to direct funding to transportation projects that reduce GHG emissions by coordinating land use and transportation planning;
- (2) To use the California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential development projects which help achieve AB 32 GHG emission reduction goals; and,
- (3) To coordinate the state's requirements for regional housing development and planning with the regional transportation planning process.

Regional Transportation Plans (RTPs)

Each regional transportation planning agency, including federally recognized MPOs and state recognized Regional Transportation Planning Agencies (RTPAs), is required to prepare and adopt a RTP. The RTP's goal is to achieve a coordinated and balanced regional transportation system. The plan should consider all transportation systems, as well as their users and associated facilities and services including, but not limited to: mass transit, highways, railroads, bicycle, walking, goods movement, maritime, and aviation. The plan is meant to be action-oriented and pragmatic and to consider both short-term and long-term system issues. An RTP establishes the region's priorities for funding transportation infrastructure projects and other transportation programs.

The *2010 Regional Transportation Plan Guidelines* (RTP Guidelines) approved by the California Transportation Commission and prepared by Caltrans, summarizes RTP requirements in both federal and state law. State law directs the RTP to "present clear, concise policy guidance to local and state officials" and to "consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies"²⁰ A RTP must be consistent with the *RTP Guidelines*.

Although it is not legislatively required, the *RTP Guidelines* suggest that MPOs and RTPAs include local multimodal transportation policies in their plans. The *RTP Guidelines* recommend that regional transportation agencies integrate multimodal transportation network policies into their RTPs, identify the financial resources necessary to accommodate such policies, and consider accelerating programming for projects that retrofit existing roads to provide safe and convenient travel by all users. The guidelines also encourage MPOs and RTPAs to work with jurisdictions and agencies within their region to ensure that general plan circulation elements and local street and road standards include the necessary planning, design, construction, operations, and maintenance procedures, to support all transportation system users.²¹

²⁰ California Government Code §65080(a).

²¹ California Transportation Commission, 2010 *California Regional Transportation Plan Guidelines*, (April 2010): http://www.catc.ca.gov/programs/rtp/2010_RTP_Guidelines.pdf (accessed September 2010).

Federal transportation law emphasizes the need for the coordination of regional and local plans by requiring a RTP to be based on the most recent local planning assumptions including local general plans and other relevant factors. Any decisions about the allocation of transportation funds must be consistent with the RTP.”²²

Sustainable Communities Strategy

SB 375 requires each of the state's 18 MPOs to include a Sustainable Communities Strategy (SCS) in its RTP. RTPAs are not required to develop a SCS as part of their RTP. SB 375 also directs CARB, in consultation with MPOs, to develop regional GHG emission reduction targets for each MPO. MPO's must develop a SCS as part of its RTP that explains what feasible land use patterns and transportation system improvements would be necessary to meet CARB targets. An SCS must be adopted whether or not it meets CARB targets; however, if an MPO cannot meet these targets through its SCS, it must develop an alternative plan called an Alternative Planning Strategy (APS). An APS is not required to be part of the RTP and therefore does not impact RTP transportation funding decisions.

The SCS is expected to set forth a growth strategy that integrates land use, regional housing needs allocations, and the region's transportation infrastructure plan consistent with the goal of meeting CARB's regional GHG reduction targets. The SCS does not supersede a local general plan, specific plan, or zoning ordinance. SB 375 does not require that a local general plan, specific plan, or zoning ordinance be consistent with an SCS. However, a RTP must be internally consistent, so regional transportation funding and policy decisions need to be consistent with the SCS.

An SCS should perform the following tasks:

- Identify the general location of uses, residential densities, and building intensities within the region;
- Identify areas within the region sufficient to house all economic segments of the regional population, taking into account migration patterns, population growth, etc.;
- Identify areas within the region sufficient to house an eight-year projection of the regional housing need;
- Identify a transportation network to service the transportation needs of the region;
- Gather and consider the best available scientific information regarding the region's resource areas and farmland;
- When feasible, forecast a development pattern for the region, which when integrated with the transportation network, and other transportation

²² Part 450 of Title 23of, and Part 93 of Title 40 of, the Code of Federal.

measures and policies, reduces GHG emissions from passenger vehicles to achieve, the CARB GHG emissions reduction targets; and,

- Quantify the GHG emissions reduction projected by the SCS. If the SCS does not achieve the SB 375 targets, the SCS must identify the difference between its projected GHG emissions reduction and the CARB identified target for the region.²³

To see a full description of what is required of an SCS please see G.C §65080(b)(2)(B).

SB 375 requires all regional counties not just MPOs to consider financial incentives for cities and counties that have resource areas or farmland, for the purpose of transportation investments. Such considerations include, but are not limited to:

- The preservation and safety of the city street or county road system;
- Farm-to-market transportation needs; and,
- Interconnectivity transportation needs.

Farm-to-market refers to the transportation facilities needed to provide connections between areas of agricultural production, processing, and storage facilities to agricultural distribution and sales activities.

The bill also requires that MPOs or county transportation agencies address financial assistance for counties to address countywide (transportation) service responsibilities, in counties that contribute towards the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities.

General plans should identify city and county resource areas and/or farmlands. County general plans may also identify policies targeting growth into the incorporated cities or towns within their limits.²⁴

By updating general plans to include multimodal transportation network policies, cities and counties can support MPOs in developing an RTP and SCS and reaching regional GHG emission reduction targets. Once an SCS is adopted, establishing multimodal transportation network policies in the general plan that are consistent with the RTP and SCS can potentially increase the likelihood of funding for local priority projects through the RTP process. A city or county whose general plan is consistent with the regional SCS may be better situated to use the CEQA exemption and streamlining included in SB 375. The applicability of the SB 375 CEQA exemption is the sole realm of the city and county, MPOs cannot require a city or county to use an exemption or streamlining provisions for any particular site or project.

²³ California Government Code §65080(b)(2)(B); Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal.

²⁴ California Government Code §65080(4)(C).

SECTION II: CIRCULATION ELEMENT UPDATE

This section is an update to the *2003 General Plan Guidelines* section on the circulation element (Chapter 4, pages 55-61). This amended and reformatted section of the *Guidelines* contains new information related to goals, policies, data collection, and implementation measures that will assist local governments in modifying the circulation element to plan for a balanced multimodal transportation network and the safe and convenient travel of all users of streets, roads, and highways.

CIRCULATION ELEMENT

The circulation element is not limited to transportation network issues. For the purpose of the circulation element, circulation includes all systems that move people, goods, energy, water, sewage, storm drainage, and communications. As a result, the circulation element should contain objectives, policies, and standards for transportation systems, including multimodal transportation networks, airports and ports, military facilities and operations, and utilities.

By statute, the circulation element must correlate directly with the land use element.²⁵ Land use patterns can have a significant impact on the effectiveness of a multimodal transportation network, since trip distance is a determinant of whether pedestrians and bicyclists, as well as transit users walking or bicycling to and from terminals, can reach a given destination. The land use plan and transportation network should be complementary. The close proximity of land uses can also facilitate effective transportation services and provide the ridership necessary to support high quality mass transit. Multimodal transportation policies should link transportation planning and land use planning to support effective multimodal transportation networks that connect people with desired destinations. This means that although AB 1358 only requires cities and counties to modify the circulation element to plan for a balanced, multimodal transportation network, jurisdictions will need to examine, and amend as necessary, the land use element. Jurisdictions should also consider the housing, open space, noise, conservation, and safety elements.

A key factor in creating a successful multimodal transportation network is making sure the planning objectives, policies, and standards reflect the rural, suburban, and/or urban context of a community within the planning area. Rural, suburban, and urban areas have different growth and development patterns and therefore face different opportunities and challenges when designing a multimodal transportation network.

A rural jurisdiction may require wide shoulders to accommodate pedestrian, bicycle, or equestrian travel. A jurisdiction with an suburban or urban context may accommodate

²⁵ California Government Code §65302(b)(1).

pedestrian and bicycle travel with the inclusion of sidewalks and bicycle lanes along with controlled street crossings. Rural and suburban areas where there are greater distances between destinations may consider benches, covered resting areas, and other facilities that allow for people to successfully walk or ride a bicycle to frequently visited destinations. Jurisdictions that include all or a combination of rural, suburban, or urban areas should consider different policies, standards, and implementation measures specific for those areas when modifying the circulation element to plan for a well-balanced multimodal transportation network. When considering context issues such as needs of all users, needs of the community, traffic demand, impacts on alternate routes, impacts on safety, funding feasibility, and maintenance feasibility; relevant laws and regulations should be addressed.

The provisions of a circulation element can affect a community's environment as follows:

Physical—The circulation system is one of the chief determinants of physical settlement patterns and the system's location, design, accessibility, and mode varieties have major impacts on air, water, and soil quality, plant and animal habitats, environmental noise, energy use, community appearance, and the placement of land uses.

Social—The circulation system is a primary determinant of the pattern of human settlement. It has a major impact on the areas and activities it serves because of its potential to both provide accessibility and act as a barrier. The circulation system should be accessible to all segments of the population, including the disadvantaged, the young, the poor, the elderly, and the disabled. Transportation systems and facilities should not serve as barriers to community resources.

Health and Safety—The circulation system through design and accessibility of multiple modes of transportation can either promote or deter physical activity. Physical inactivity is linked to such health ailments as heart disease, diabetes, and obesity. The availability of multiple modes can also reduce automobile use and air pollution, reducing other negative health impacts. Circulation design can also influence travel safety by increasing or decreasing vehicle collision risks.

Economic—Economic activities normally require circulation of materials, products, ideas, and employees, so the efficiency of a community's circulation system has a direct effect on its economic productivity. The efficiency of a community's circulation system can either contribute to or adversely affect its economy and economic sustainability.

CIRCULATION ELEMENT CHECKLIST

The following is a checklist of statutory requirements for a general plan circulation element.

<i>Requirements</i>	<i>Statute</i>	<i>Check</i>
The general plan requires the inclusion of a circulation element.	§65302(b)	
A circulation element shall consist of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.	§65302(b)	
Commencing January 1, 2011, upon any substantive 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 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.	§65302(b)(2)(A)	

MANDATORY CIRCULATION ELEMENT ISSUES

The circulation element shall contain objectives, policies, principles, plan proposals, and/or standards for planning the infrastructure to support the circulation of people, goods, energy, water, sewage, storm drainage, and communications. Mandatory circulation element issues as defined in statute include: major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities.²⁶ Additionally, the statute requires the circulation element be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways. The statute defines “all users of streets, roads, and highways” as “bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.”²⁷ Transportation networks should additionally consider pedestrian, bicycle, and transit routes, which may not always be located on or along streets, roads, and highways.

Circulation elements shall also take into consideration the provision of safe and convenient travel that is suitable to the rural, suburban, or urban context of a local jurisdiction's general plan. This could include policies and implementation measures

²⁶ California Government Code §65302(b).

²⁷ California Government Code §65302(b)(2)(A).

for both retrofitting and developing streets to serve multiple modes and the development of multimodal transportation network design standards based on street types.

In addressing these mandatory issues, cities and counties may wish to consider the following:

No city or county can ignore its regional setting. Local planning agencies should coordinate their circulation element provisions with applicable state and regional transportation plans.²⁸ In addition, funding for new infrastructure and the maintenance of existing infrastructure can benefit from a regional approach. Likewise, the state must coordinate its plans with those of local governments.²⁹ The federal government is under similar obligations.³⁰

Caltrans is particularly interested in the transportation planning roles of local general plans and suggests that the following areas should be considered:

- Coordination of planning efforts between local agencies and Caltrans districts;
- Preservation of transportation corridors for future multimodal system improvements;
- Development of coordinated transportation system management plans that include multimodal and transportation system demand strategies to achieve the optimal use of present and proposed infrastructure; and,
- Identification of complete streets and multimodal improvements on state highway routes.

These areas of emphasis are addressed through Caltrans' Intergovernmental Review (IGR), Regional Planning, and System Planning programs.³¹ Caltrans goal is to resolve transportation problems early enough in the planning process so as to avoid costly delays to development. Coordinating state and local transportation planning is a key to the success of a circulation element.

²⁸ California Government Code §65103(f) and §65080.

²⁹ California Government Code §65080(a).

³⁰ Title 23 USC 134.

³¹ California Department of Transportation, *Local Development-Intergovernmental Review (LD-IGR)*, (2007): http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa.html (accessed September 2010).

DRAFT
MONO COUNTY NOISE ELEMENT

Adopted 1993
Updated 2012/2013

Mono County Community Development Department

Purpose

The Noise Element of a General Plan provides a basis for comprehensive local programs to control and abate environmental noise and to limit community exposure to excessive noise levels. The fundamental goals of a noise element are¹:

- To provide sufficient information concerning the community noise environment so that noise may be considered effectively in the land use planning process.
- To develop strategies for abating excessive noise exposure through cost-effective mitigation measures in combination with zoning, as appropriate, to avoid incompatible land use.
- To protect those existing regions of the planning area whose noise environments are deemed acceptable and also those locations throughout the community deemed "noise sensitive".
- To utilize the definition of the community noise environment, in the form of CNEL or Ldn noise contours as provided in the Noise Element, for local compliance with the State Noise Insulation Standards.

Relationship to Other General Plan Elements

A primary function of the Noise Element is to ensure that noise considerations are incorporated into the land use decision-making process. Development and implementation of policies in the Noise Element are closely related to the Land Use, Housing, Transportation, and Conservation/Open Space Elements.

Land Use — Section 65302(f) of the General Plan Guidelines states that “The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.” Used in conjunction with information from the noise element, the land use element will show acceptable land uses in relation to existing and projected noise contours.

Housing — The housing element considers the provision of adequate sites for new housing and standards for housing stock. Since residential uses are the primary noise sensitive uses within Mono County, the noise exposure information provided in the noise element is taken into account when planning the location of new housing.

Transportation — The transportation network is the primary source of noise within Mono County. Noise exposure is an important consideration in the location and design of new transportation routes and facilities, as well as in the mitigation of noise produced from existing roadways on existing and planned land uses.

Conservation/Open Space — Mono County’s quiet, rural atmosphere is an important attraction for residents and visitors to the area. Excessive noise may also adversely affect biological resources. Potential noise impacts are a crucial consideration when considering the impacts of proposed development on surrounding biological resources and open space areas.

¹ State of California, General Plan Guidelines, Appendix C, Guidelines for the Preparation and Content of the Noise Element of the General Plan. 2003.

Noise Measurement

Noise is measured using a variety of ratios, which account for both the magnitude of the noise and the time of day at which it occurs, in order to quantify human response and sensitivity to noise levels. A given level of noise may be more or less tolerable depending on the duration of exposure and the time of day during which the noise is experienced. For example, noise that occurs at night tends to be more disturbing than that which occurs during the day. Various noise measurement terms are explained in the following section.

The community noise metrics used in noise elements are CNEL or Ldn (see the following section for definitions). State airport noise standards utilize the CNEL metric; compliance with those standards necessitates use of the CNEL metric. The Ldn is a simplification of CNEL. It divides the day into two weighted time periods, rather than the three used in CNEL, with no significant loss of accuracy.

Noise Measurement Terminology

Ambient Noise: The background noise level at a given location. The ambient noise level constitutes the normal or existing level of environmental noise at a given location and is a composite of sounds from many sources, near and far. Isolated, identifiable noise sources, such as airplanes and heavy trucks, are not taken into account, nor is noise produced by an item or items of equipment at the location and approximate time at which a comparison with the equipment noise is to be made.

A-Weighted Level: The sound level in decibels as measured on a sound level meter using the A-weighting filter. The A-weighting filter de-emphasizes the very low and very high frequency components of sound in a manner similar to the response of the human ear and correlates well with subjective reactions to noise. Designated dB(A) or dBA.

Community Noise Level Equivalent (CNEL): Used to characterize average sound levels over a 24-hour period, with weighting factors included for evening and nighttime sound levels. Leq values (equivalent sound pressure levels measured over a 1-hour period - see below) for the nighttime period (10:00 p.m. to 7:00 a.m.) are reduced by 10 dBA in residential and agricultural areas, and by 5 dBA in commercial and industrial areas. For a given set of sound measurements, the CNEL value will usually be about 1 dB higher than the Ldn value (average sound exposure over a 24-hour period). In practice, CNEL and Ldn are often used interchangeably.

Day-Night Average Sound Level (Ldn): Average sound exposure during a 24-hour day, calculated from hourly Leq values, with the Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) decreased by 10 dB to reflect the greater disturbance potential from nighttime noises.

Decibel, dB: A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals.

Equivalent Sound Level (Leq): The level of a steady-state sound that, in a stated time period and at a stated location, has the same sound energy as the time-varying sound (approximately equal to the average sound level). Leq is typically measured over 1-, 8-, and 24-hour sample periods. Leq measured over a 1-hour period is called the hourly Leq or Leq(h).

Intrusive Noise: That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing noise level.

L10: The A-weighted sound level that is exceeded ten percent of the time. Similarly L50, L90, etc..

Noise Contours: Lines drawn about a noise source indicating equal levels of noise exposure (typically 45, 55, or 65 Ldn). Noise contours are used to establish land use planning criteria for noise.

Noisiness Zones: Defined areas within a community where the ambient noise levels are generally similar (within a range of 5 dB, for example). Typically, all other things being equal, sites within any given noise zone will be of comparable proximity to major noise sources. Noise contours define different noisiness zones.

Sensitive Noise Receptors (or Noise Sensitive Land Uses): Sensitive noise receptors include residential areas, hospitals, convalescent homes and facilities, schools, libraries, community centers, certain recreational areas and parks, popular visitor destinations and cultural resource sites, certain natural areas and sensitive habitat areas and other similar land uses.

Noise Effects

Noise has a significant effect on quality of life. An individual's reaction to a particular noise depends on many factors such as the source of the noise, its loudness relative to the background noise level, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community. Because of the nature of the human ear, a sound must be about ten dB greater than the reference sound to be judged as twice as loud. In general, a three dB change in community noise levels is perceivable, while one to two dB changes generally are not perceived. Although the reaction to noise may vary, it is clear that noise is a significant component of the environment, and excessively noisy conditions can affect an individual's health and well-being. The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on a community can be organized into six broad categories: noise-induced hearing loss; interference with communication; effects on sleep; effects on performance and behavior; extra-auditory health effects; and annoyance.

Community Noise Environment

The existing noise environment in the County is discussed in detail in the Mono County Master Environmental Assessment (MEA). A summary is provided here.

Land Ownership—Over 90 percent of the land in the unincorporated part of Mono County is publically owned and is managed by a variety of resource agencies, the Bureau of Land Management, State Parks, and National Forests. Privately owned lands are concentrated primarily in community areas, although there are also substantial areas of undeveloped private lands outside of community areas. As a result of this pattern, regulation of the noise environment is the responsibility of numerous agencies.

Transportation Noise Sources—Major noise sources in Mono County include highways and airports. In most communities, the highway is the primary artery in the area. Certain recreational activities,

such as snowmobiling and off-road vehicle use, also create transportation-related noise. The highways and airports are all considered low volume facilities. Most residential uses and other noise sensitive land uses are not adjacent to the highways or airports.

Non-Transportation Noise Sources—Other than transportation facilities, major noise sources in the County include industrial uses such as batch plants, quarries, mines, woodlots, and geothermal plants, and construction-related activities. These facilities are located within industrial districts or on public land outside of community areas.

Noise Sensitive Land Uses—Noise sensitive land uses include residential areas, schools, hospitals, and certain open space areas that are valued for recreational use or as wildlife habitat or wilderness. Certain cultural and recreational destinations in the County, such as Bodie State Historic Park and Mono Lake, are also considered noise sensitive land uses. Due to the pattern of land ownership in the County, most developed sensitive land uses such as residential uses, schools, and hospitals, are located in community areas, which are subject to the County's policies and regulations. Many of the undeveloped sensitive land uses such as wildlife habitat and cultural sites are located on public lands, which are not subject to the County's policies and regulations.

Existing Noise Levels—Existing noise levels are represented by the noise level contours shown in Figure 1. Existing highway noise contours were determined from noise measurements along roads and highways and are expressed in terms of Ldn. Noise contours for the airports in the county were developed from information contained in the Airport Land Use Compatibility Plans (ALUCP) for each airport.

Future Noise Levels—The County's future noise environment will be determined by changes in the operational activity of existing noise sources, the expansion of existing sources, and the development of new sources. Future noise contours were developed for the highways and airports in the County and are shown in Figure 4. Future noise contours for highways were developed utilizing Ldn calculations provided by Caltrans staff for state and federal highways. Future noise contours for the airports were developed utilizing data from the ALUCPs, which delineate future aircraft operations within each airport planning area.

Due to the land use pattern in the county, low population levels, and relatively low traffic volumes, noise impacts from transportation sources are not expected to increase over the life of this plan. Traffic volumes on state and federal highways have remained relatively stable over the last twenty years and there are no plans to develop new roads or highways in the County. Aircraft use at Bryant Field and Lee Vining Airport also remains stable. Aircraft use at Mammoth Yosemite Airport is expected to increase in volume and type of aircraft; however, noise regulation at that airport is the responsibility of the Town of Mammoth Lakes. Other noise sources, such as industrial and mining uses, remain relatively few in number and are subject to mitigation measures to avoid or reduce noise impacts.

Noise Regulation

Noise exposure criteria are incorporated into land use planning to reduce future conflicts between noise and land use. This is achieved by specifying acceptable noise exposure ranges for various land uses throughout the County. The County uses the maximum allowable noise exposures listed in Table 1 to determine the compatibility of land uses when evaluating proposed development projects.

A land use located in an area identified as “acceptable” indicates that standard construction methods would attenuate exterior noise to an acceptable indoor noise level and that people can carry out outdoor activities with minimal noise interference. Land uses that fall into the “conditionally acceptable” noise environment should have an acoustical study that considers the type of noise source, the sensitivity of the noise receptor, and the degree to which the noise source may interfere with sleep, speech, or other activities characteristic of the land use. For land uses indicated as “conditionally acceptable,” structures must be able to attenuate the exterior noise to the indoor noise levels as indicated in Table 1. For land uses where the exterior noise levels fall within the “unacceptable” range, new construction generally should not be undertaken.

In addition to the maximum allowable noise levels delineated above, the County implements additional noise regulations depending on the noise source and land use.

- ◆ *Noise Ordinance* (Mono County Code, Chapter 10.16)—Defines limits for excessive noise and sets noise level limits for land uses.
- ◆ *Airport Land Use Compatibility Plans (ALUCP)* for Bryant Field, Lee Vining Airport, and Mammoth Yosemite Airport—Regulate development with airport planning boundaries in order to minimize exposure to airport noise.
- ◆ *California Noise Insulation Standards* (California Code of Regulations, Title 24)—Residential insulation standards implemented during the building process.

**Table 1: Maximum Allowable Noise Exposure by Land Use
Exterior Noise Levels**

Land Use	Noise Level (CNEL)						
	45-50	51-55	56-60	61-65	66-70	71-75	76+
Residential—Low Density Single Family, Duplex							
Residential—Multiple Family, Mixed Use							
Transient Lodging							
Public Uses—Schools, Libraries, Hospitals, Community Centers, Senior Centers							
Passive Recreational Areas, Cultural Resource Areas, Natural Habitat Areas							
Community Parks and Athletic Fields							
Commercial Uses, Offices, Retail							
Light Industrial Uses							
Industrial Uses, Utilities, Mining, Ranching, Agriculture							

	ACCEPTABLE —Specified land use is satisfactory, based on the assumption that any structures involved are of normal, conventional construction, without special noise insulation requirements.
	CONDITIONALLY ACCEPTABLE —New construction or development should be undertaken only after a detailed noise analysis is conducted to determine if noise reduction measures are necessary and, if so, those measures have been included in the project design.
	UNACCEPTABLE —New construction or development should not be undertaken.

Figure 1 Existing and Future Noise Contours

Noise Contour Mapping – est. completion in summer 2013

Policies

GOAL

Preserve the County's quiet, rural atmosphere by maintaining existing ambient noise levels and preventing incompatible land uses from encroaching upon existing and planned land uses.

I. Noise Compatibility

- Policy I-1: Noise Compatibility.** The County shall consider the compatibility of proposed land uses and the noise environment when preparing or revising General Plan and community plan documents and when reviewing development proposals. Noise levels for proposed land uses must be consistent with the Maximum Allowable Noise Exposure by Land Use (Table 1); the total noise level resulting from new sources and ambient noise shall not exceed the standards in this Element and in the Mono County Noise Ordinance (Mono County Code, Chapter 10.16).
- Policy I-2: Development within Airport Planning Boundaries.** New development within Airport Planning Boundaries established in the Airport Land Use Compatibility Plans for Bryant Field Airport, Lee Vining Airport, and Mammoth Yosemite Airport shall comply with the requirements of those plans and shall be compatible with the noise levels identified in those plans.
- Policy I-3: Project Design to Reduce Noise Impacts.** The County shall work with developers to attenuate noise impacts through the use of site planning, architectural layout, and the use of noise reducing building materials. Projects shall be designed to avoid noise impacts or reduce those impacts using the following methods, or similar methods, as appropriate.
- Avoid placement of noise sensitive uses within noisy areas.
 - Use open space as a buffer.
 - Increase the distance between noise generators and noise sensitive uses through the use of increased building setbacks and/or the dedication of noise easements.
 - Place noise tolerant land uses such as parking lots, maintenance facilities, and utility areas between noise generators and receivers.
 - Use noise tolerant structures, such as garages or carports, to shield noise-sensitive areas.
 - Restrict the placement of multistory units within fixed distances of major roads unless setbacks are increased and additional insulation used.
 - Orient buildings so that the noise sensitive portions of a project, including outdoor areas, are shielded from noise sources.
 - Use berms and heavy landscaping to reduce noise levels.
 - Use sound-attenuating architectural design and building features.
 - Employ alternative technologies when appropriate that reduce noise generation (e.g. alternative pavement materials on roadways).
- Policy I-4: Sound Walls.** Where possible, less intrusive noise mitigation (e.g. landscaped berms, open space buffers) should be encouraged rather than sound walls to preserve view corridors. Where the use of a sound wall cannot be avoided, require a combination of walls and earth berms to reduce noise and the use of vegetation or other visual screening methods to soften the visual appearance of the wall and further reduce noise.
- Policy I-5: Acoustic Studies.** Projects where existing and/or project-related noise levels exceed County noise standards shall provide a project-specific acoustical analysis as part of the project

application. The analysis shall:

- a) be the responsibility of the applicant;
- b) be prepared by a qualified acoustical consultant;
- c) be subject to review and approval by Mono County;
- d) assess the existing noise environment in the general project vicinity;
- e) describe the noise generation potential of the proposed project within the project site and on surrounding areas and compare the noise generation potential of the project to the adopted standards in this Element and in the Mono County Noise Ordinance (Mono County Code, Chapter 10.16);
- f) recommend noise control measures to avoid or mitigate noise impacts and to ensure compliance with this Element and the Mono County Noise Ordinance; and
- g) outline a mitigation monitoring program that provides noise abatement for the project and that evaluates the effectiveness of proposed mitigation measures.

Policy I-6: Adjacent Jurisdiction Noise Standards. Incorporate the noise standards of adjacent jurisdictions into the evaluation of a proposed project when it has the potential to impact the noise environment of that jurisdiction.

Policy I-7: Regional Noise Impacts. Work with local and regional transit agencies and/or other jurisdictions, as appropriate, to provide services or facilities to minimize regional traffic noise and other sources of noise in the County.

II. Noise Abatement -- Compliance with Noise Regulations

Policy II-1: Mono County Noise Ordinance. The County shall enforce the requirements in the Mono County Noise Ordinance (Mono County Code Chapter 10.16).

Policy II-2: State Noise Insulation Standards. The County shall enforce State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code.

Policy II-3: California Vehicle Code Standards. The County shall actively support the California Highway Patrol and Sheriff's Office in their enforcement of California Vehicle Code sections relating to vehicle noise emissions, including cars, off-road vehicles, and boats.

Policy II-4: Noise Regulations. Regularly update this Element and associated ordinances as necessary to ensure that noise abatement policies and procedures remain up-to-date and appropriate for noise sources in the County.

Policy II-5: Code Enforcement. Provide sufficient resources within the County for effective enforcement of County codes and ordinances.

III. Noise Abatement – Specific Noise Sources

Policy III-1: Traffic Noise. Projects that propose General Plan amendments that increase the average daily traffic beyond what is anticipated in this General Plan shall not increase cumulative traffic noise to off-site noise sensitive land uses beyond acceptable levels.

Policy III-2: Traffic Calming. Developments that may impact noise sensitive land uses shall include, as appropriate, traffic calming design, traffic control measures, and low-noise pavement surfaces in order to minimize motor vehicle traffic noise.

Policy III-3: Roadway Location. Locate new or expanded roads designated in areas where the impact to noise sensitive land uses would be minimized.

- Policy III-4: Jurisdictional Coordination.** Coordinate with the California Department of Transportation (Caltrans), the Town of Mammoth Lakes, the Inyo National Forest, the Humboldt-Toiyabe National Forest, the Bureau of Land Management, the Bridgeport Indian Colony, and the Benton Paiute Reservation, as appropriate, for early review of proposed new and expanded highways and road improvement projects in order to design transportation facilities to avoid or minimize impacts to noise sensitive land uses and to include noise abatement measures in the projects, as necessary, to avoid or minimize impacts to noise sensitive land uses.
- Policy III-5: Recurring Intermittent Noise.** Minimize noise impacts in areas where recurring intermittent noise may not exceed noise standards but may have other adverse effects.
- Policy III-6: Aircraft Noise Outside of Airport Planning Boundaries.** Work with appropriate agencies to minimize noise impacts from aircraft in areas outside of established airport planning boundaries.
- Policy III-7: Preservation of Agriculture.** The County should seek opportunities to inform existing residents and new developments of agricultural related noises and the County's policies pertaining to the preservation of agriculture in the County in compliance with the County's Right-to-Farm Ordinance (Chapter 24 of the Land Development Regulations).
- Policy III-8: Groundborne Vibration.** Use Federal Transit Authority (FTA) Guidelines on Noise and Vibration to limit exposure of sensitive land uses to groundborne vibration from transportation sources, construction equipment, and other sources.
- Policy III-9: Noise and Vibration from Blasting Activity.** Projects where existing and/or project-related noise levels exceed County noise standards shall provide a project-specific acoustical analysis as part of the project application. The analysis for projects involving blasting and/or vibration shall:
- a) be the responsibility of the applicant;
 - b) be prepared by a qualified acoustical consultant;
 - c) be subject to review and approval by Mono County;
 - d) assess the existing noise environment in the general project vicinity;
 - e) describe the noise generation potential of the proposed project within the project site and on surrounding areas and demonstrate that the amplitude of air blasts and ground-borne vibrations comply with standards in the Mono County Noise Ordinance (Mono County Code, Chapter 10.16). The analysis shall take into consideration site specific conditions such as the impact on adjoining land uses (including significant wildlife habitat), ground impedance, atmospheric conditions, timing and scheduling of blasting, appropriate notice requirements, and other variables associated with sound and vibration transmission;
 - f) recommend noise control measures to avoid or mitigate noise impacts and to ensure compliance with this Element and the Mono County Noise Ordinance; and
 - g) outline a mitigation monitoring program that provides noise abatement for the project and that evaluates the effectiveness of proposed mitigation measures.

Table 2: Implementation Schedule

	Implementation Measure	Policy #	Who is Responsible	Completion Schedule				
				2011-2015	2016-2020	2021-2025	2026-2030	Ongoing
1	Projects where existing and/or project-related noise levels exceed County noise standards shall provide a project-specific acoustical analysis as part of the project application. The analysis shall: a) be the responsibility of the applicant; b) be prepared by a qualified acoustical consultant; c) be subject to review and approval by the Mono County Community Development Department; d) assess the existing noise environment in the general project vicinity; e) describe the noise generation potential of the proposed project within the project site and on surrounding areas and compare the noise generation potential of the project to the adopted standards in this Element and in the Mono County Noise Ordinance (Mono County Code, Chapter 10.16); f) recommend noise control measures to avoid or mitigate noise impacts and to ensure compliance with this Element and the Mono County Noise Ordinance; and g) outline a mitigation monitoring program that provides noise abatement for the project and that evaluates the effectiveness of proposed mitigation measures.	I-1 I-2 III-1	Community Development Department					✓
2	During initial project design and review, the County shall require the incorporation of noise reduction features to mitigate anticipated short term and longterm noise impacts.	I-3 I-4 I-5 III-2 III-3 III-8	Community Development Department					✓
3	The County shall work with applicable agencies and organizations to address and regulate regional noise impacts.	I-6 I-7 III-4	Community Development Department					✓
4	The County shall maintain noise control regulations consistent with the stated policies of this plan and within the capacity of the County to enforce equitably.	II-1 II-2 II-3 II-4	Community Development Department, Planning Commission					✓

Table 2: Implementation Schedule

Implementation Measure	Policy #	Who is Responsible	Completion Schedule					
			2011-2015	2016-2020	2021-2025	2026-2030	Ongoing	
5	The County shall coordinate with state farm agencies to provide technical assistance to agricultural users on abating or eliminating unnecessary noise associated with agricultural production.	III-7	Community Development Department, Agricultural Commissioner					✓
6	Develop noise contour data for helipads in the County.	III-6	Community Development Department	✓				
7	Work with the US Marine Corps to reduce noise impacts from military aircraft and helicopters, particularly over the Antelope Valley.	III-6	Community Development Department	✓				
8	Work with the military to reduce the impact of low flying aircraft over significant public use areas, such as Mono Lake and Bodie State Historic Park.	III-6	Community Development Department	✓				
9	Identify areas where where recurring intermittent noise may not exceed noise standards but may have other adverse effects; update this Element and the Noise Ordinance to address those issues, if necessary.	III-5	Community Development Department	✓				
10	Assess the frequency and severity of noise complaints during the annual General Plan review process.	II-4 II-5	Community Development Department					✓
11	Review the County's Noise Ordinance (Mono County Code Chapter 10.16) annually and update as needed.	II-4 II-5	Community Development Department					✓
12	Adopt significance thresholds to be used to assess noise impacts for projects reviewed under CEQA and develop a set of acceptable mitigations for noise impacts, including specific implementation guidelines.	I-1 I-2 I-5 III-9	Community Development Department, Planning Commission	✓				
13	Revise the County's Land Use Maps to show noise sources (e.g. highways, airports, helipads, industrial), as well as noise sensitive areas (e.g. residential areas, schools, hospitals, libraries, certain natural areas, sensitive habitat, certain parks, recreational and cultural areas.)	I-1	Community Development Department	✓				

