

# MONO COUNTY PLANNING COMMISSION

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Mammoth Lakes, CA 93546  
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commdev@mono.ca.gov

PO Box 8  
Bridgeport, CA 93517  
760.932.5420, fax 932.5431  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

## AGENDA

July 11, 2013 – 10 a.m.

Supervisors Chambers, County Courthouse, Bridgeport

\*Videoconference: BOS Conference Room, third floor, Sierra Center 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](http://www.monocounty.ca.gov) / boards & commissions / planning commission. For inclusion on the e-mail distribution list, interested persons 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. **MEETING MINUTES:** Review and adopt minutes of Special Meeting in Mammoth, June 13, 2013.

### 4. PUBLIC HEARINGS:

#### 10:10 A.M.

**A. GENERAL PLAN AMENDMENT 13-02/Central Business Parking Districts** would amend the Mono County General Plan Land Use Element, Chapter 06 (Parking). In order to balance off-street parking requirements with existing community character and encourage more economically productive land uses, the amendment would designate central business parking districts in and around the main street areas of the Bridgeport Townsite, Lee Vining Townsite and June Lake Village. Within the districts, the requirements for off-street parking for commercial land uses would be reduced, and greater flexibility would be allowed for alternative means of addressing parking demand. In accordance with the California Environmental Quality Act, an addendum to the existing General Plan EIR is being utilized. *Staff: Brent Calloway*

#### 10:45 A.M.

**B. VARIANCE/Faris & Knott (at LDTAC's recommendation, this item has been continued to the Aug. 8 meeting).** This request is to vary from setback requirements to construct a two-car garage and workshop that would extend approximately 5 feet and 16 feet into the right of way on Juniper Drive (a private roadway) and encroach to within 10 feet of stream/surface water. The property is located at 667 Juniper Drive in Crowley Lake (APN 060-170-023) and has a land use designation of Single-Family Residential. Under the California Environmental Quality Act, an exemption under sections 15303(e) and 15305(a) is proposed. *Staff: Gerry Le Francois*

5. **WORKSHOP: SURFACE MINING AND RECLAMATION ACT (SMARA).** *Staff: Nick Criss*

### 6. REPORTS:

#### A. DIRECTOR

#### B. COMMISSIONERS

*More on back...*

DISTRICT #1  
COMMISSIONER  
Mary Pipersky

DISTRICT #2  
COMMISSIONER  
Rodger B. Thompson

DISTRICT #3  
COMMISSIONER  
Daniel Roberts

DISTRICT #4  
COMMISSIONER  
Scott Bush

DISTRICT #5  
COMMISSIONER  
Chris Lizza

**7. INFORMATIONAL:** No items.

**8. ADJOURN** to August 8, 2013

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).

\*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.

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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 SPECIAL MEETING MINUTES

June 13, 2013

**COMMISSIONERS PRESENT:** Chris Lizza, Dan Roberts, Rodger B. Thompson **ABSENT:** Scott Bush, Mary Pipersky.  
**STAFF PRESENT:** Gerry Le Francois, principal planner; Heather deBethizy, associate planner; Brent Calloway & Wendy Sugimura, CDD associate analysts; Stacey Simon, assistant county counsel (by videoconference); C.D. Ritter, commission secretary

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Dan Roberts called the Special Meeting to order at 10:10 a.m. at the Minaret Village Mall in Mammoth Lakes and led the pledge of allegiance.
2. **PUBLIC COMMENT:** None.
3. **MEETING MINUTES:** Adopt minutes of May 9, 2013.

***MOTION:*** Adopt minutes of May 9, 2013, as amended: *(Lizza/Thompson. Ayes: 3. Absent: Bush & Pipersky.)*

4. **PUBLIC HEARING:**

**USE PERMIT 13-002/Hastings.** The proposal is to allow the use of an RV during construction of the main residence. The parcel (APN 060-020-006) is located in the Long Valley area within US Highway 395 scenic combining district. The RV placement and use would be permitted for one year, and the RV is required to be placed in a manner that minimizes visual impacts to the scenic highway. The project qualifies as a CEQA exemption. *Staff: Heather deBethizy*

Heather deBethizy reviewed the proposal that staff had elevated from Director Review to Use Permit. Applicant Hastings was present by phone. Lot corner is best site for RV during construction. Project located along State Scenic Highway has building requirements, which are incorporated into its building permit (e.g., landscaping, no tall trees that could serve as raptor perches). RV is temporary, only one year. Comment letters received showed concern that if an RV is allowed on site, people will think camping is permitted. Wastewater from RV must go to dump station. Exterior lighting must comply with Dark Sky Regulations. Utility hookups are to be removed afterward. No camping on site.

RV size? Mid 20-footer.

Enough distance from septic to drive? DeBethizy noted system was to be approved by Environmental Health and applicant. Site plan doesn't show how to hook up to septic. If want specific, could provide.

Plan to take to waste to dump station? *Yes; not want RV parked next to septic.*

Water service? *Drilling a well.*

Landscaping plan? *Relates to building permit, not RV, which will use existing screening.*

Trailer or RV with parking pad? *No concrete pad, just RV driven onto property. Do not regulate number of cars during construction.*

**OPEN PUBLIC COMMENT: David Hastings,** applicant. It's a trailer pulled by truck. Proximity to 395, concern with theft of equipment and materials (no storage), potential vandalism. He will make it look appealing, a complement to surrounding environment. Being on site will speed up project.

DISTRICT #1  
COMMISSIONER  
Mary Pipersky

DISTRICT #2  
COMMISSIONER  
Rodger B. Thompson

DISTRICT #3  
COMMISSIONER  
Daniel Roberts

DISTRICT #4  
COMMISSIONER  
Scott Bush

DISTRICT #5  
COMMISSIONER  
Chris Lizza

How often on site? *School teacher, so will work through summer, try to get it finished, with only interior work in winter.*

Commissioner Roberts thought presence of owner should mitigate concerns of vandalism, theft.

**Barbara Beaver** mentioned Mono County construction at Devils Gate, where a cab-over camper is parked within feet of 395. Apparently owner is using facility while building up the road. If allowed there, allow here within restrictions. Hastings has a lot more going on.

**Bea Beyer**, adjacent property owner, had concern less scenic than past issues with people pulling onto frontage road, dumping trash after camping. Seeing an RV might encourage that activity. Safety issue: She lives alone, Caltrans is not there at night, and if drunks knock on door, she will call sheriff. Can't take those risks. Lived there 33 years, 42 years in Mono County, knows patterns. Appreciate concern about vandalism of equipment. If permit granted, post "No overnight camping" on road. Told it would take years. Expedite the process. Other concern is fire danger. If one spark ignites, Caltrans stores a lot of fuel that could blow up. Hastings needs to be extra cautious, no moisture in air. Very dangerous spark. Monitor July 4, as people set off fireworks. Concern for cattle. **CLOSE PUBLIC COMMENT.**

**DISCUSSION:** Commissioner Thompson thought hooking into septic doesn't seem feasible. Options of going elsewhere? Having someone on site might help concerns of neighbor. People pull off roads everywhere. Signage would go to LADPW. Not in conditions of approval because it's off site.

Beyer spoke to then Supervisor Hap Hazard earlier, thought she was given runaround. Definitely needed Mono Supervisors' approval.

Le Francois explained it's not County property, but county right of way. He will look into it. BLM or LADWP manage their own lands. No camping in right of way? Mono can establish no-parking regulations.

Encroachment onto LADWP? *Yes. From Beyer to Caltrans is State property. County road with LADWP easement.*

Le Francois noted LADWP signs properties with access point. Maybe access along fence.

De Bethizy suggested calling LADWP to put up its signs, talk to LADPW about Mono right of way.

Thompson noted existing vegetation shows wet parcel (willows). Driving by, he looks out at distance, far skyline, or looking west at Sierra. Probably glimpse RV, but would look beyond.

Commissioner Lizza thought the issue was scenic. Whole site will be a construction mess for a while, but it's not pristine anyway with Caltrans up the road. So wide open, so much traffic, vandalism is unlikely. Hidden sites get stuff ripped off. A 25' RV will stick out. Maybe limit to six months instead of year. Prime viewshed, everyone will see it. Finished project sooner is better.

Commissioner Roberts thought visually, it's not particularly obtrusive due to Caltrans. When on road and tired, he looks for places unoccupied. Maybe look for more secluded site.

Gated access? *Yes.*

Get shell up, exterior done before winter? *Working toward that.* Thompson noted it's very difficult there in winter. *Prefer not to carry on into spring. Still wants to finish within year.*

Beyer noted road is not plowed in winter, would have to plow himself out. Limitation may befall him. Could be a real issue. Caltrans plows itself out only, not dead-end to Hastings. RV could get buried as well.

**MOTION:** Find that the project qualifies as a Categorical Exemption under CEQA guideline 15304; make the required findings as contained in the project staff report; and approve Use Permit 13-002 subject to conditions of approval. *(Lizza/Thompson. Ayes: 3. Absent: Bush, Pipersky.)*

Beyer asked who would monitor use permit conditions. *Compliance Officer Nick Criss.* Roberts indicated that a building permit would require inspections. Beyer noted violations have occurred already and were brought to deBethizy's attention.

## 5. WORKSHOP:

**A. HOUSING MITIGATION ORDINANCE:** Receive presentation and provide desired direction to staff to update the Housing Mitigation Ordinance.

**B. PARKING REGULATIONS:** Review of workshops with RPACs.

**6. REPORTS:**

**A. DIRECTOR** (*by Gerry Le Francois*): 1) Scott Burns and Nick Criss are at mining meetings in Sacramento; 2) Planning Commission budget remains status quo; 3) parcel map in Chalfant; 4) Variance application for setbacks at Crowley; and 5) RPACs are working on General Plan updates (Paradise trails plan, tie-in to Upper Rock Creek Road).

Wendi Sugimura noted Opticos had consulted on Bridgeport revitalization. Additional funds have been identified. Two inquiries were received about business façade projects, and private property owners are interested in improving properties. Bridgeport is opposed to further regulations, so Opticos created an "idea book." Sugimura presented Opticos printouts to review (supplemental, not regulatory). She was unsure how to incorporate into General Plan. Disclaimer: Contact CDD before progressing. Nuances exist about what's allowed. Two components: Private property and public realm. She requested comments from commissioners. An fatal accident in Bridgeport at East Walker River bridge created opportunity to do something with the bridge. Caltrans standards have changed since original construction, and now many bridges need reconstruction. Maybe Mono could get in on design phase to talk about improvements to bridge design. Pedestrian railing soon, not part of 2016 design. Emphasize vertical elements, not horizontal (piers, railing pieces, columns). Look for existing materials to use in new way. Opticos did June Lake Design Guidelines as well.

**B. COMMISSIONERS:** Commissioner Roberts announced Friday meeting about the future of June Mountain at Double Eagle Resort at 4 p.m.

**7. INFORMATIONAL:** No items.

**8. ADJOURN** at 1:30 p.m. to July 11, 2013, at courthouse in Bridgeport.

*Prepared by C.D. Ritter, commission secretary*

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July 11, 2013

**To:** Planning Commission

**From:** Brent Calloway, Community Development Analyst

**Subject:** General Plan Amendment 13-02 / Central Business District Parking Regulations

## **RECOMMENDED ACTION**

Adopt Resolution R13-04, accepting addendum 13-01 to the Mono County General Plan EIR, and recommending adoption of General Plan Amendment 13-002 to the Mono County Board of Supervisors.

## **BACKGROUND**

County parking requirements within the three central business districts of Bridgeport, Lee Vining and June Lake are being evaluated as a part of the General Plan update and Scenic Byway planning process. The purpose of this evaluation is to: 1) consider potential amendments to balance off-street parking requirements with existing community context and character; and 2) provide flexibility in allowing alternative means of addressing parking demand in an effort to encourage more economically productive land uses.

Workshops were held with the Planning Commission on January 10, 2013, and Board of Supervisors on February 19, 2013, to introduce the project, give background information, provide examples from other jurisdictions and solicit direction regarding desired changes. As a result of the workshops, staff was directed to clarify the purpose for changes; limit the amendment to established central business districts in Bridgeport, Lee Vining and June Lake; focus on simplicity and flexibility in the regulations; expedite the amendment and consult with applicable Regional Planning Advisory Committees (RPACs). Following this Board of Supervisors and Planning Commission direction, refined concepts were presented at RPAC workshops (May 16 in Bridgeport, June 4 in June Lake, and June 12 in Lee Vining).

## **Reduced Requirements**

The first component of the amendment proposes reducing minimum off-street, non-overnight commercial parking requirements in established Central Business Parking Districts (CBPD) by either 40% or 50%. The areas affected are within the commercial land use designation in the Bridgeport Town-site, Lee Vining Town-site and June Lake Village. This reduction assumes that our parking regulations are intended for rural/suburban development forms and do not take into account the existing characteristics of the three central business districts that reduce parking demand. These characteristics include street parking availability, compact and walkable districts with a mix of commercial services and land uses, proximity to tourist serving nightly rentals, and historic /distinctive buildings.

In an effort to maintain simplicity with the regulations, an across-the-board, commercial district-wide reduction in parking requirement is proposed. The proposed amendment would reduce parking requirements by 40% within the June Lake Village and Lee Vining central business districts, and by 50% within the Bridgeport district. The Bridgeport reduction is higher due to the increased availability of street parking within the community.

### **Change of Use**

A second significant component of the amendment concerns parking spaces for a change in use. Currently, when a building's use is changed to a use with a greater parking requirement, the new use is required to comply with the current parking regulations. The proposed amendment would still require compliance with current regulation, however additional parking would only be required in an amount equal to the difference between the parking required of the new use and the parking required of the prior use. This component would allow greater flexibility for parcels to meet parking requirements when changing use, and allow parcels that currently do not meet parking requirements to still pursue a change in use.

### **Alternative Parking Measures**

A third amendment component allows additional flexibility via a parking management plan for projects lacking on-site parking. This component permits a project applicant to submit a parking management plan proposing alternative measures for meeting parking demand. The plan would be reviewed by staff and either approved by the Director in conjunction with a Director Review permit or by the Planning Commission in conjunction with a Use Permit, depending upon the scale of the project and the alternative measures proposed. Alternative measures approvable by a Director Review or Use Permit may include:

1. Off-site parking up to 1,320 feet from project. Currently, off-site parking is allowed only within 300 feet of a project greatly limiting the ability to utilize this alternative option and eliminating the possibility of utilizing parking lots on the periphery of the central business districts.
2. Alternative parking stall dimensions for up to 40% of required spaces. Currently there is no provision to allow for reduced parking stall dimensions.
3. The ability to utilize tandem parking for employees and other longer term parking requirements. Currently, tandem parking is prohibited for all commercial parking requirements.
4. The ability to utilize off-site shared parking. Currently joint or "shared" parking is permitted only when located on the same site, this provision would allow off-site joint parking within the central business districts.
5. The reduction of one required space when bicycle or shower facilities or other means of encouraging alternative transportation approved by the director or Planning Commission is provided. In addition to encouraging alternative transportation use within the central business districts, this provision would allow the director to waive one required space allowing some flexibility in minor intensity increases when no other alternative measures are possible.

### **CEQA COMPLIANCE**

An Addendum to the county General Plan EIR has been prepared for this project. The impacts of the proposed project will not result in a substantive change to the number of significant effects, severity of effects, or the feasibility and/or effectiveness of applicable mitigation measures or alternatives previously addressed in the General Plan EIR.

### **ATTACHMENTS**

- Proposed Amendment to General Plan Land Use Element Chapter 06 – Parking
- EIR Addendum

## DEVELOPMENT STANDARDS

### CHAPTER 06 – PARKING

#### Sections.

<b>06.010</b>	<b>Minimum parking requirements.</b>
<b>06.020</b>	<b>Development.</b>
<b>06.030</b>	<b>Accessibility.</b>
<b>06.040</b>	<b>Tandem parking.</b>
<b>06.050</b>	<b>Parking size.</b>
<b>06.060</b>	<b>Parking layout.</b>
<b>06.070</b>	<b>Handicapped requirements.</b>
<b>06.080</b>	<b>On site.</b>
<b>06.090</b>	<b>Off site.</b>
<b>06.100</b>	<b>Joint use.</b>
<b>06.110</b>	<b>Minimum requirements.</b>
<b>06.120</b>	<b>Central Business Parking Districts.</b>

#### **06.010 Minimum parking requirements.**

- A. The standards for providing parking shall apply at the time of erection of any main building or when off-site parking is established. These standards shall also be complied with when an existing building is altered or enlarged by the addition of dwelling units or guest rooms, or where the use is intensified by the addition of floor space, seating capacity, seats, or changed to a use requiring additional parking.
- B. No parking area or parking space which is provided for the purpose of complying with the provisions of this chapter shall hereafter be relinquished, reduced or altered in any manner below the requirements established herein, unless equivalent spaces are provided elsewhere, the location of which is approved by the commission.

#### **06.020 Development.**

- A. Any land hereafter used for parking lots, or car or trailer sales lots shall be developed with paving, drainage and painting (lighting and wheel stops as determined by the Commission) according to the specifications of the county departments of Planning and Public Works.
- B. All parking spaces shall be paved except as shown in the Table 06.010.
- C. Modification of Requirements. The Planning Commission or director may waive, modify or increase the parking and driveway standards of this section. The requirements in Table 06.010 are minimums.

#### **06.030 Accessibility.**



**MONO COUNTY GENERAL PLAN**

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All parking spaces, whether in a garage or open area shall be located to be accessible and usable for the parking of motor vehicles. The minimum turning radius shall be 25 feet.

**06.040 Tandem parking.**

Tandem parking is prohibited for all multiple residential, commercial, and industrial projects. Tandem parking may be allowed within Central Business Parking Districts.

**06.050 Parking size.**

- A. Covered parking. The minimum size of parking spaces shall be 9 feet in width by 20 feet in length.
- B. Uncovered parking. The minimum size of parking spaces shall be 10 feet in width by 20 feet in length; in areas below 7,000' in elevation, the parking stall dimensions may be reduced to 9' x 18'. If a finding of necessity can be made for parking spaces directly accessed from a street, then the length of the parking space shall be 33 feet.

**06.060 Parking layout.**

The method of providing parking shall be clearly shown on any site plan or building plan submitted for consideration.

**06.070 Handicapped requirements.**

- A. Individual handicapped parking  
The minimum size shall be 14 feet wide lined to provide a 9-foot parking space and a 5-foot loading area, by 20 feet in length.
- B. Double.  
For two handicapped parking spaces, the minimum size shall be 23 feet wide lined to provide two 9-foot parking spaces and one 5-foot loading area shared between the spaces.

All handicapped parking shall be signed with surface identification symbol and with either a wall mounted or freestanding sign in accordance with the provisions of Title 24, 2-33240.

All parking shall be designed and maintained to permit full utilization of all spaces shown on the submittal. Covered parking may be incorporated in the design of the main building or buildings or may be permitted in separate parking structures.

**06.080 On site.**

All parking spaces shall be on site unless provided in accordance with the provisions of Section 06.090.

**06.090 Off site.**

- A. When parking is to be provided off the regularly subdivided lot on which the structure or uses or portions thereof are located, the owner or lessee of record shall furnish satisfactory evidence to the director that he owns or has available sufficient property to provide the minimum parking required by this chapter.

- B. When parking is to be provided on property other than that being developed or used, there shall have been recorded in the office of the county recorder, prior to the issuance of any permit to construct, erect, add to or alter, a covenant executed by the owners of the property for the benefit of the County in a form approved by the County Counsel to the effect that the owners shall continue to maintain such parking so long as such structure, improvement or use exists. Such covenant shall also recite that the title to and right to use the lots upon which the parking space is to be provided will be subservient to the title to the premises upon which the structure is to be erected or the use maintained and shall warrant that such lots are not and will not be made subject to any other covenant or contract for such use without the prior written consent of the County.

In the event the owners of such structure should thereafter provide parking space equal in area and under the same conditions as to ownership upon the lot or lots other than the premises made subservient in a prior such covenant, the County will, upon written application, accompanied by a filing of a similar covenant, release such original subservient premises from such prior covenant.

**06.100 Joint use.**

Joint use of parking facilities on the same site may be allowed under the following conditions:

- A. When there is no conflict at time of use;
- B. When there is sufficient parking for all uses at any particular time.

**06.110 Minimum requirements.**

Except as otherwise provided in section 06.120, the off-street parking requirements of table 60.010 shall apply to all buildings, new uses commenced and to any areas of expanded uses commenced after the effective date of this ordinance. For any uses not specifically mentioned herein, the commission shall determine the number or amount of parking required. All facilities shall be on site unless specified differently.

**06.120 Central Business Parking Districts**

Portions of the Bridgeport Townsite, June Lake Village and Lee Vining Townsite have been designated as Central Business Parking Districts. (figures 06.XX) The purpose of these districts is to balance off-street parking requirements with existing community context and character and provide flexibility in allowing alternative means of addressing parking demand in an effort to encourage more economically productive land uses.

A. Minimum Off-Street Requirements

Within the June Lake and Lee Vining central business parking districts, 60% of minimum off-street parking requirements for non-overnight commercial uses in accordance with table 06.010 shall be required. Within the Bridgeport central business district 50% of minimum off-street parking requirements for non-overnight commercial uses in accordance with table 06.010 shall be required.

### B. Change of Use

If a new use of a building requires greater off-street parking than the previous use, additional off-street parking is required in an amount equal to the difference between the parking required for the new use and the parking that required for the prior use if current requirements had been applicable, reduced in accordance with subsection A of this section 06.120, if applicable.

### C. Alternative Parking within a Central Business Parking District Allowed Subject to Director Review or Use Permit

The planning director may approve a parking management plan submitted in conjunction with a project which is otherwise subject to a Director Review permit when the plan incorporates any one or more of the following alternative parking measures. The Planning Commission may approve a parking management plan submitted in conjunction with a project which is otherwise subject to a Use Permit when the plan incorporates any one or more of the following alternative parking measures.

1. Off-site parking in compliance with section 060.090 at a location exceeding 300 feet from project location but no further than 1,320 feet.
2. Alternative parking space dimensions (not less than 7.5'X16' (or angled equivalent) allowed for up to 40% of required spaces.
3. Tandem parking is utilized for employee or longer term parking requirements.
4. Off-site joint use (shared) parking with any other parcel within 300 feet of the central business parking district when in conformance with sections 06.090 and 06.100
5. A maximum of one required off-street parking space may be replaced by four bicycle parking spaces, employee shower facilities, or other equivalent alternative transportation measure or other measure that reduces district-wide parking demand as approved by the director or commission.

**TABLE 06.010: PARKING SPACE REQUIREMENTS**

<b>Land Use</b>	<b>Number of Parking Spaces Required</b>
Single family residences, duplexes, & multi-family residences	Two spaces per unit (either covered or uncovered), plus two spaces for manager's unit. NOTE: In June Lake, single-family residences require three parking spaces.
Accessory Dwelling Units	Two spaces per unit, in addition to that required for the primary unit. The spaces shall be side by side, not tandem. Tandem parking may be considered if all other requirements are met (see § 16.050 F. Standards for Accessory Dwelling Units).
Guest parking for multi-family residences	
4-50 units	One space per each six units or fraction thereof, but not less than two spaces.
51-150 units	One space per each eight units or fraction thereof, but not less than 8 spaces.
151+ units	One space per each 10 units or fraction thereof, but not less than 18 spaces.
Mobile-home parks	Two spaces per unit plus one guest space for each 10 mobile-home lots or fraction thereof.
Commercial lodging; e.g., motels, hotels, bed-and-breakfast, rooming & boarding houses	One space per each sleeping room plus one space for each two employees on largest shift, plus two spaces for managers unit. One extra space for each unit with kitchen.
Public assembly facilities; e.g., churches, community centers, lodges, theaters, auditoriums, arenas	One space for each four seats, but not less than one space for each 100 sq. ft. of floor area of the largest meeting room.
Elementary schools	One and one-half spaces for each classroom and office.
High schools	Two and one-half spaces for each classroom and office.
Hospitals	One space per bed plus one space per doctor, plus one space for each two employees on the largest shift.
Social care facilities	One space for each four beds or fraction thereof, plus one space for each two employees.

Health service facilities; e.g., medical and dental offices	Five spaces for each doctor or doctor's office.
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**TABLE 06.010: PARKING SPACE REQUIREMENTS - continued**

<b>Land Use</b>	<b>Number of Spaces Required</b>
Retail stores, services and offices	One space for each 200 sq. ft. of gross leasable floor area but not less than two spaces for each occupancy; may be off site within 300' when approved by the commission or director.
Bulk retail sales with a minimum of 7,000 sq. ft. or greater	One space for each 650 sq. ft. of gross leasable floor area or fraction thereof; or one space for each 400 sq. ft. of gross leasable floor area or fraction thereof; may be off site within 300' when approved by the commission.
Restaurants (fast food)	One space for each three seats; plus one space for each 17 sq. ft. of waiting (ordering) area, plus one space for each 40 seats or fraction thereof for fast food restaurants with a drive-up window; plus one space for each two employees on the largest shift or one space for each 250 sq. ft. of floor area not used for seating or assembly, whichever is larger.
Restaurants, bars, cocktail lounges	One space for each three seats, but not less than one space for each 100 sq. ft. of floor area where customers are served; plus one space for each 250 sq. ft. of floor area not used for seating or assembly, whichever is larger; plus one space for each employees on the largest shift.
Service stations	Two spaces for each working bay plus one space for each employee on the largest shift.
Bowling alleys, billiard halls	Five spaces per lane and/or two spaces per table, plus one space for each two employees on the largest shift.
Warehousing, wholesale stores	One space for each 1,000 sq. ft. of gross floor area or fraction thereof; may be off site within 300' when approved by the commission or the director.

Manufacturing, industrial uses, heavy commercial use; e.g., lumber yards, cabinet shops, electrical, plumbing and heating shops, bottling plants, distribution centers, storage and warehousing	Minimum of two spaces for every three employees on the largest shift, but not less than one space for each 1,000 sq. ft. of gross floor area; may be provided off site within 300' when approved by the commission.
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**TABLE 06.010: PARKING SPACE REQUIREMENTS - continued**

<b>Land Use</b>	<b>Number of Spaces Required</b>	
Car wash	One space per bay.	
Shopping centers, malls	A single commercial development project can obtain a reduction of 20% of the number of parking spaces in excess of 200, provided 100 sq. ft. of landscaping, above and beyond other requirements is provided for each parking space reduced. Motels, hotels and combined commercial residential developments are specifically excluded from the described reduction.	
Handicapped parking	Total # of Parking Spaces	Handicapped Spaces Required
	1 - 25	1
1. Handicapped spaces count as a portion of the total number of parking spaces required.	26 - 50	2
	51 - 75	3
	76 - 100	4
2. Not applicable to existing facilities unless occupancy is changed.	101 - 150	5
	151 - 200	6
	201 - 300	7
3. Handicapped spaces shall be provided, designed and signed in conformance to Title 24 of the California Administrative Code.	301 - 400	8
	401 - 500	9
	501 - 1,000	2% of total
	1,001 and over	20, plus one for each 100 over 1,000

**NOTES**

1. Density bonuses are available for enclosed, covered parking, including underground or understory parking.
2. Fractional parts from 0.5 to 0.9 may be rounded to the next higher number when calculating required spaces.
3. "Gross leasable floor area" or "gross floor area" means the total floor area, not counting hallways, bathrooms or storage/utility



**TABLE 06.020: PARKING STANDARDS – STALL, SIZE, PAVING, STRIPING**

<b>PARKING STALL DIMENSIONS – minimum requirements</b>	
Covered Parking, Carport	9' wide x 20' long.
Minimum turning radius	Must have a turning radius of at least 25'.
Uncovered Parking	10' wide x 20' long. Below 7,000' elevation, the required dimensions may be reduced to 9' x 18'. If a finding of necessity can be made for parking spaces accessed directly from a street, the required length of the parking space shall be 33'.
Individual Handicapped Spaces	13' wide, lined to provide an 8' parking space and a 5' access aisle; 20' long.
Double Handicapped Spaces	21' wide, lined to provide two 8' parking spaces and one 5' access aisle shared between the spaces; 20' long.

<b>STRIPING REQUIREMENTS</b>
All paved parking spaces shall be striped in accordance with the approved parking layouts shown in Figure 6.020.
All handicapped parking shall be signed with a surface identification symbol and with either a wall-mounted or freestanding sign in accordance with the provisions of Title 24.

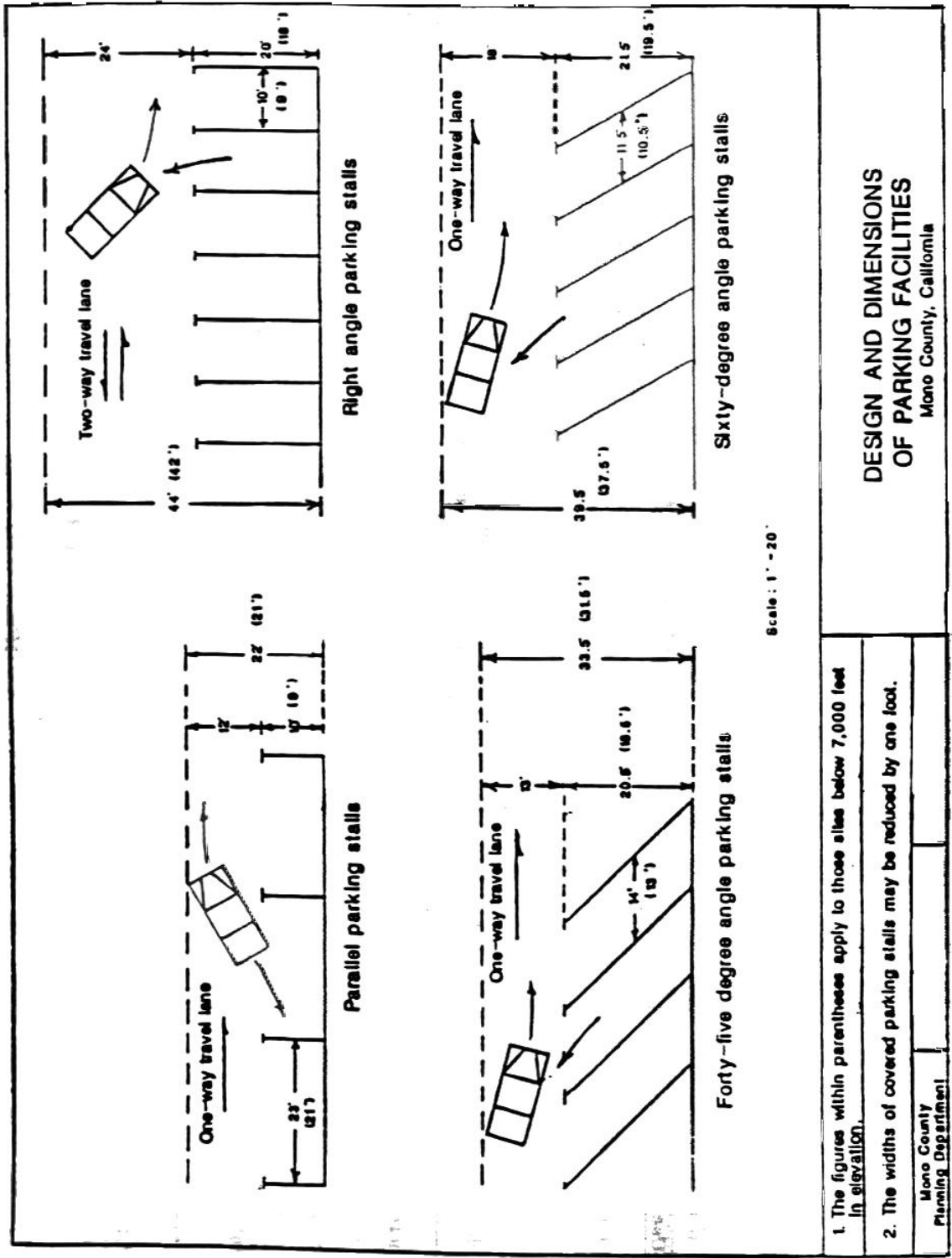
<b>PAVING AND DRIVEWAY IMPROVEMENT STANDARDS</b>
All parking and driveway areas shall be paved except as provided for below. In areas 7,200' or greater in elevation, all parking and driveways shall be paved to facilitate snow removal. The Planning Commission or director may waive, modify, or increase the parking and driveway improvement standards provided below. Driveways shall also comply with applicable provisions of the Fire Safe Standards in Chapter 22 and the county Roadway Standards.

A reduction of 20% of required surface paving shall be granted in areas that use pervious surface systems for exterior patios, driveways and parking areas. Additional increased reduction may be granted if engineered plans demonstrate a permeability factor greater than 20%.

**TABLE 06.020: PARKING STANDARDS – STALL SIZE, PAVING, STRIPING – continued**

<b>Land Use</b>	<b>Lot Size</b>	<b>Paved Access Road</b>	<b>Dirt or Gravel Access Road</b>
Single-family residential	Less than 1/2 acre	Asphalt or similar impervious surface	Graded dirt or gravel
Single-family residential	1/2 acre or more	Graded dirt or gravel	Graded dirt or gravel
Multiple-family residential	All sizes	Asphalt or similar impervious surface	Graded crushed rock or gravel
Commercial	All sizes	Asphalt or similar impervious surface	Graded crushed rock or gravel
Industrial	All sizes	Asphalt or similar impervious surface	Graded crushed rock or gravel
Parking lots, car or trailer sales lots	Shall be developed with paving, drainage & striping (lighting & wheel stops as determined by the commission) according to the specifications of Planning Division and Department of Public Works.		

FIGURE 12: DESIGN AND DIMENSIONS OF PARKING FACILITIES



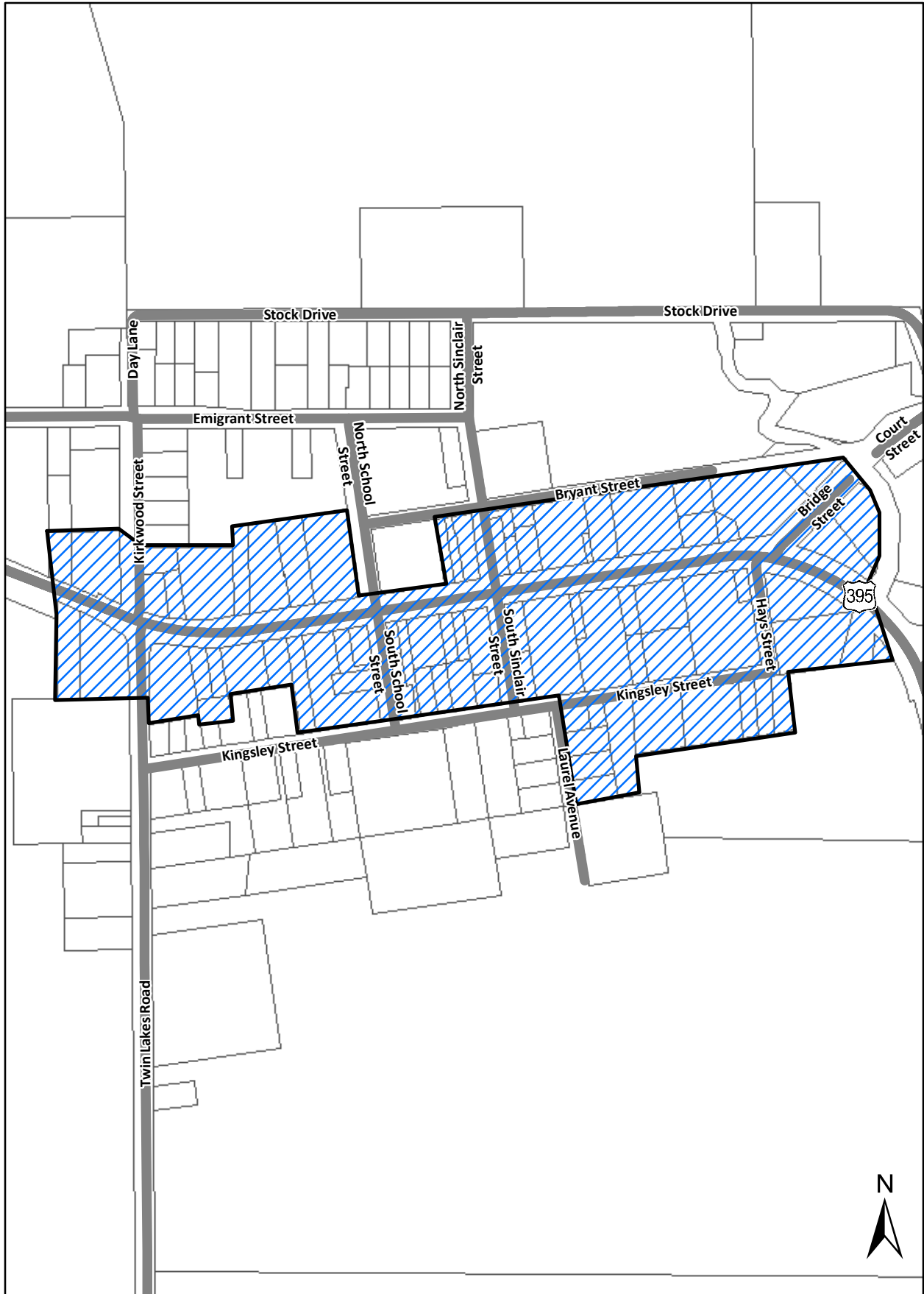
DESIGN AND DIMENSIONS  
OF PARKING FACILITIES  
Mono County, California

1. The figures within parentheses apply to those sites below 7,000 feet in elevation.
2. The widths of covered parking stalls may be reduced by one foot.

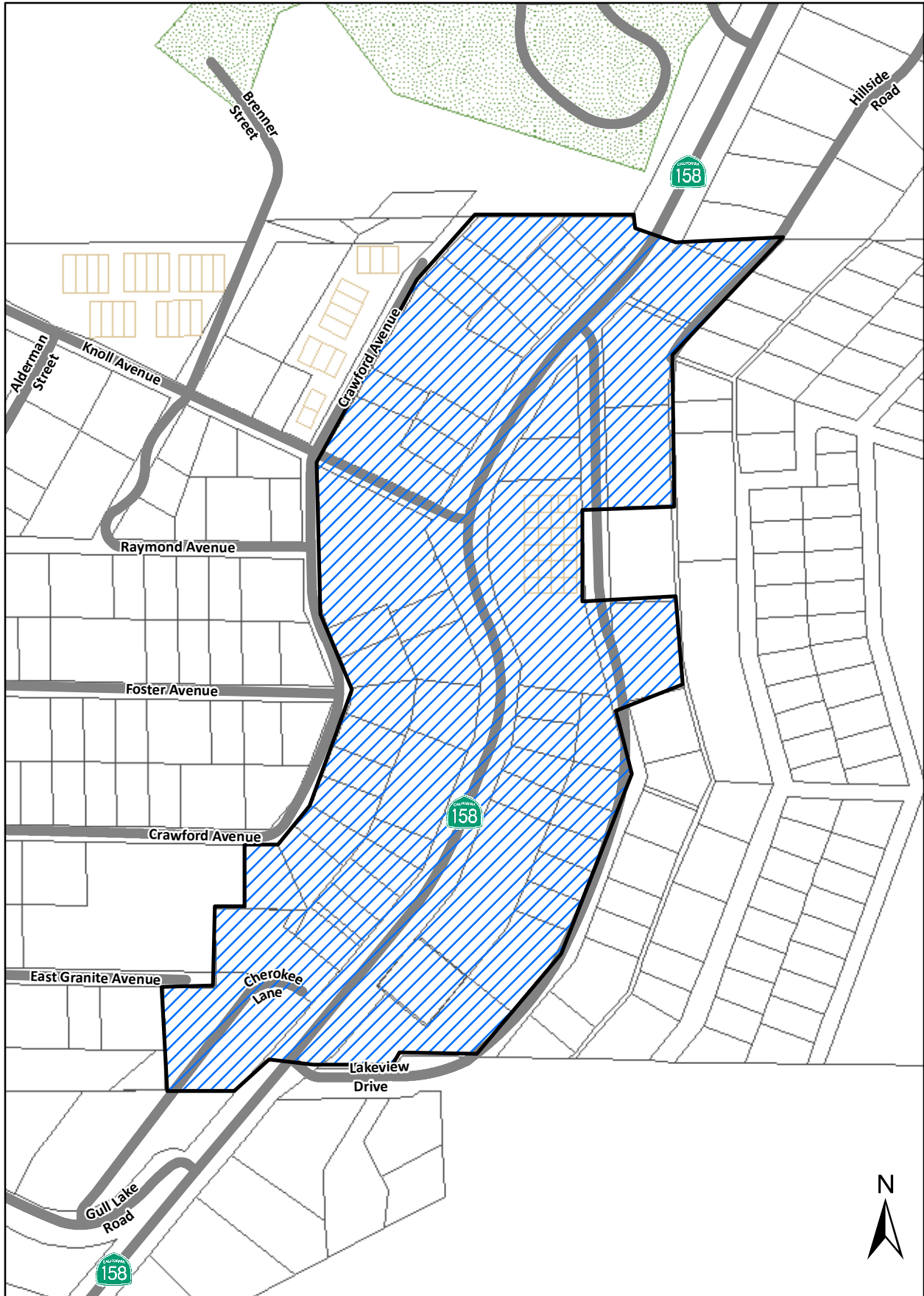
Mono County  
Planning Department



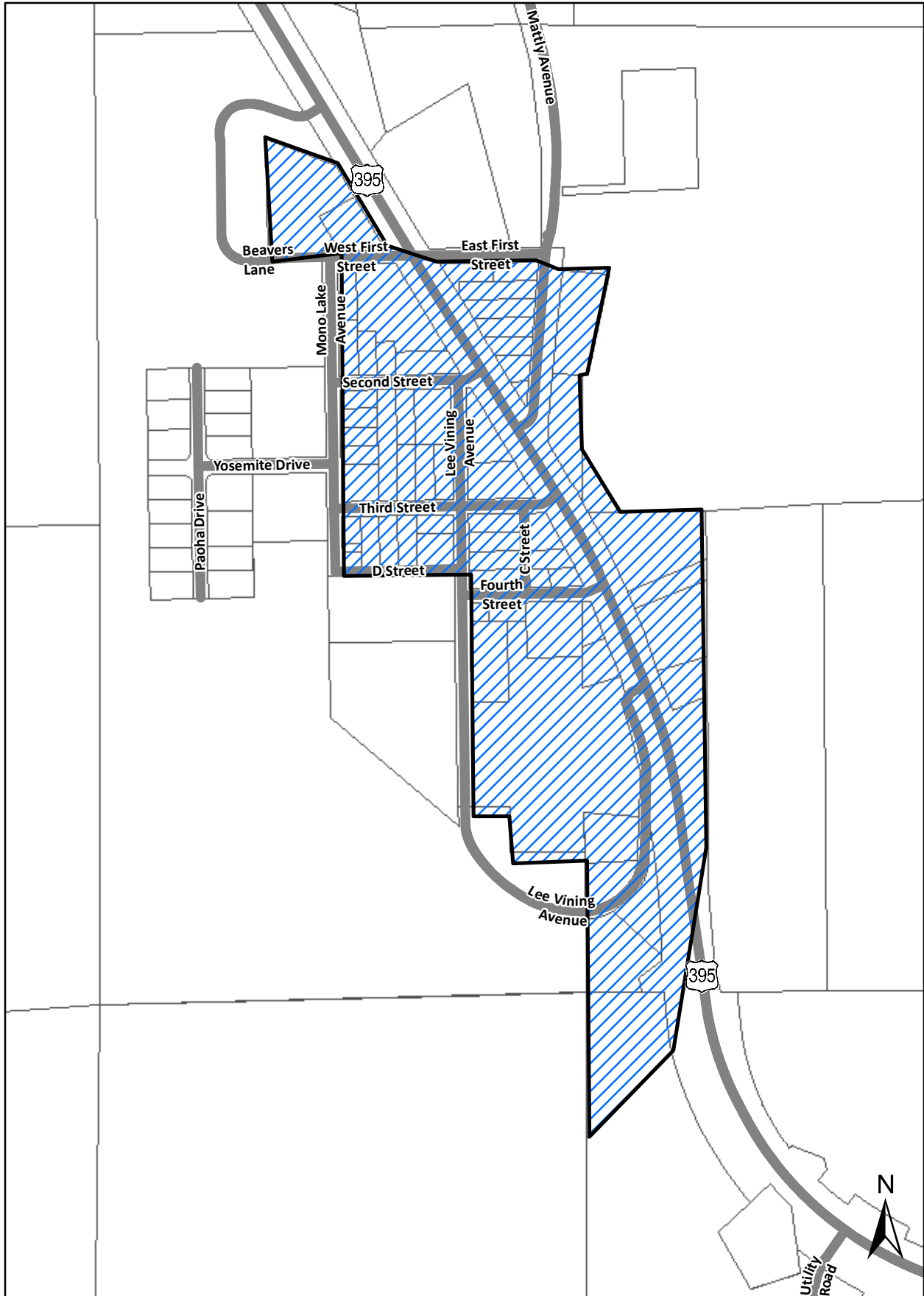
# Historic Parking District: Bridgeport Townsite



# Historic Parking District: June Lake Village



# Historic Parking District: Lee Vining



**Mono County General Plan Land Use Amendment  
GENERAL PLAN EIR ADDENDUM  
State Clearinghouse #98122016  
~ July 11, 2013 ~**

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**INTRODUCTION AND DISCUSSION OF PROPOSED MODIFICATIONS**

**Central Business Parking Districts**

Mono County is proposing to amend the Mono County General Plan Land Use Element Development Standards Chapter 6, Parking. Language would be added to Chapter 6 designating three Central Business Parking Districts in and around the main street commercial portions of the Bridgeport town-site, June Lake village and the Lee Vining townsite. Within the June Lake and Lee Vining central business districts, 60% of minimum off-street parking requirements for non-overnight commercial uses in accordance with table 06.010 would be required (i.e., a 40% reduction from current requirements). Within the Bridgeport central business district 50% of minimum off-street parking requirements for non-overnight commercial uses in accordance with table 06.010 would be required (i.e., a 50% reduction from current requirements).

Within these districts, the existing conditions and community character including: 1. the availability of street parking; 2. proximity to nightly transient businesses; 3. compact, walkable scale; and 4. historical development patterns, contribute to an environment where 100% of peak parking demand for individual businesses need not be accommodated on-site. Therefore, the 60% and 50% requirements are not anticipated to cause parking shortages, but rather to conform to existing demand.

In addition, alternative parking measures may be allowed by the Director or Planning Commission when project proponents prepare a parking management plan that incorporates approved alternative measures to accommodate parking demand or through specific improvements that further reduce community-wide parking demand.

**ENVIRONMENTAL REVIEW AND CEQA PROVISIONS FOR PREPARATION OF AN ADDENDUM TO A FINAL EIR**

In 2001, Mono County certified an Environmental Impact Report (EIR) in conjunction with the adoption/amendment of its General Plan (SCH # 98122016) (the "General Plan EIR"). The General Plan EIR analyzed the impacts of potential development in accordance with the development standards of the Land Use Element including Chapter 6, Parking. As discussed below, an addendum to the General Plan EIR is the appropriate level of environmental review for the proposed amendments, because none of the conditions set forth in CEQA Guidelines section 15162 exist.

The California Environmental Quality Act (CEQA §15164[a]) states:

*"(a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."*

In turn, §15162 states that preparation of a subsequent EIR is required where one or more of the following occurs:



"(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete shows any of the following:

(A) the project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative."

## **DISCUSSION OF IMPACTS**

The reduced requirement for on-site parking minimums within designated central business parking districts does not require major revisions to the General Plan EIR because it does not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects; there are not substantial changes with respect to the circumstances under which the project is undertaken; and there is not new information of substantial importance, which was not known and could not have been known with the exercise of due diligence at the time the previous EIR was certified as complete which shows any of the following listed above under headings (3) (A) through (3) (D), for the following reasons:

1. **No significant impact to the environment.** The proposed regulation changes are intended to modify the existing parking regulations to better reflect existing conditions. While the regulations are not anticipated to create parking shortages, reduced on-site parking capacity could lead to social impacts related to reduced parking supply such as increased time to find a parking place. The courts have distinguished these impacts as social impacts rather than physical environmental impacts requiring analysis through the CEQA process. Text from the California Natural Resources Agency, Final Statement for Regulatory Action, Amendments to the State CEQA Guidelines addressing this issue are attached.
2. **Secondary impacts.** The CEQA process does require the analysis of secondary impacts related to parking capacity including traffic congestion and air quality. The regulation changes include measures to prevent such secondary impacts, and it is not anticipated

that any significant traffic congestion or air quality impacts will result from these regulation changes. In fact, it is anticipated that the regulation changes, by promoting reduced vehicle trips within the central business districts may reduce impacts on traffic, air-quality and green house gas emissions.

3. **Project Specific Review.** The proposed regulation changes do not create a physical change to the environment and will allow for reduced on-site parking without a subsequent CEQA review only when parking demand is shown to be managed through approved alternative measures. However, the regulation changes do not dictate the exact parking requirements for a project, nor do they limit a project from providing parking in excess of the requirements. Individual projects that create a physical change to the environment may be subject to further CEQA review.

### **CONCLUSION**

*CEQA Sections 15164(c) through 15164(e) states, An Addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration. The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project. A brief explanation of the decision not to prepare a subsequent EIR pursuant to §15162 shall be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence."*

The information presented above indicates that the proposed General Plan Amendment does not represent a substantive change to the number of significant effects, severity of effects, or the feasibility and or effectiveness of applicable mitigation measures or alternatives previously addressed in the General Plan EIR. Therefore, a subsequent EIR is not required because none of the conditions set forth in CEQA Guidelines section 15162 exist for this project.



## Parking

As explained in the Initial Statement of Reasons, the Natural Resources Agency concluded that the question related to parking adequacy should be deleted from the Appendix G checklist in part as a result of the decision in *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656. The court in that case distinguished the social impact of inadequate parking from actual adverse environmental impacts. In particular, that court explained:

[T]here is no statutory or case authority requiring an EIR to identify specific measures to provide additional parking spaces in order to meet an anticipated shortfall in parking availability. The social inconvenience of having to hunt for scarce parking spaces is not an environmental impact; the secondary effect of scarce parking on traffic and air quality *is*. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. An EIR need only address the *secondary physical* impacts that could be triggered by a social impact.

(*Id.* at p. 698 (emphasis in original).) The Natural Resources Agency is aware of no authority requiring an analysis of parking adequacy as part of a project's environmental review. Rather, the Agency concurs with the court in the *San Franciscans* case that inadequate parking is a social impact that may, depending on the project and its setting, result in secondary effects. Consistent with existing CEQA Guidelines section 15131(a), deletion of the parking adequacy question from Appendix G checklist will ensure that the "focus of the analysis shall be on the physical changes." Specifically, the Appendix G checklist contains questions asking about possible project impacts to air quality and traffic.

Some comments pointed to examples of potential adverse impacts that could result from parking shortages, such as double-parking and slower circulation speeds, and referred specifically to a study of "cruising" behavior by Donald Shoup that noted that cruising could result in emissions of carbon dioxide. The relationship between parking adequacy and air quality is not as clear or direct as some comments imply. Mr. Shoup, for example, submitted comments to the Natural Resources Agency supporting the deletion of the parking question. (See, Letter from Donald Shoup, Professor of Urban Planning, University of California, Los Angeles, October 26, 2009.) In those comments, Mr. Shoup opines that cruising results not from the number of parking spaces associated with a project, but rather from the price associated with those parking spaces. (*Ibid.*) The Natural Resources Agency also has evidence before it demonstrating that providing parking actually causes greater emissions due to induced demand. The California Air Pollution Control Officers Association CEQA White Paper, for example, suggests reducing available parking as a way to reduce greenhouse gas emissions. (Greg Tholen, et al. (January, 2008). CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act. California Air Pollution Control Officers Association, at Appendix B, pp. 8-9.)

Moreover, parking analyses do not typically address either air quality or traffic impacts; rather, such analyses often focus on the number of parking spaces necessary to satisfy peak demand, which is often established by a local agency as a parking ratio (i.e., one space per 250 square feet of office space). (See, e.g., Shoup, Donald. (1999). In Lieu of Required Parking. *Journal of Planning Education and Research*, Vol. 18 No. 4. Association of Collegiate Schools of Planning, at p. 309.) Thus, the question in Appendix G related to parking adequacy does not necessarily lead to the development of information addressing actual environmental impacts.

In sum, nothing in the CEQA statute, or cases interpreting that statute, require an analysis of parking demand. Further, parking supply is not a reasonable proxy for direct physical impacts associated with a project because parking supply may in some circumstances adversely affect air quality and traffic while in other circumstances, it may create air quality and traffic benefits. Thus, maintaining the parking question in the general Appendix G checklist is not necessary to effectuate the purposes of the CEQA statute.

The Natural Resources Agency acknowledges, however, that parking supply may lead to social impacts that agencies may wish to regulate. Cities and counties can, and do, include parking related policies in their municipal ordinances and general plans. (See, e.g., Office of Planning and Research, *General Plan Guidelines*, at pp. 59-60.) To the extent an agency has developed parking related policies in a general plan, zoning ordinance, or other regulation, consistency with those policies could be analyzed as a potential land use impact. Public agencies must, moreover, develop their own procedures to implement CEQA, and so may include parking-related questions in their own checklist if appropriate in their own circumstances. (State CEQA Guidelines, §§ 15022, 15063(f).)

## **AB32, SB375 and CEQA**

Many comments suggested various links between CEQA, AB32 and SB375. While there is some overlap between the statutes, each contains its own requirements and serves its own purposes. While recognizing the role of regulatory programs in addressing cumulative impacts analysis in CEQA, the Proposed Amendments deliberately avoided linking the determination of significance under CEQA to compliance with AB32. The following addresses the CEQA effect of compliance with AB32 and SB375.

### The Effect of Consistency with the Scoping Plan and the Regulations Implementing AB32

The Initial Statement of Reasons explained that the Scoping Plan “may not be appropriate for use in determining the significance of individual projects ... because it is conceptual at this stage and relies on the future development of regulations to

)

**RESOLUTION R13-04**

A RESOLUTION OF THE MONO COUNTY PLANNING COMMISSION RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT GENERAL PLAN AMENDMENT 13-002, REVISING LAND USE ELEMENT CHAPTER 6 (PARKING) OF THE MONO COUNTY GENERAL PLAN.

**WHEREAS**, The Mono County General Plan is a living document in need of regular maintenance and periodic amendment; and

**WHEREAS**, the required minimum parking regulations currently prescribed by the General Plan are based upon peak parking demand assumptions consistent with rural and suburban scale, automobile dominated development patterns; and

**WHEREAS**, the central business district portions of the Bridgeport Townsite, June Lake Village and community of Lee Vining were developed before required minimum parking regulations were enforced in an era less dominated by individual automobile travel. These districts contain many parcels with size, shape and existing nonconforming structural constraints making it difficult or impossible to conform to currently prescribed minimum parking regulations; and

**WHEREAS**, largely as a result of this historic development pattern, the three communities are compact and developed at a scale that allows for and encourages walking and other alternative forms of transportation, reducing the demand for on-site parking; and

**WHEREAS**, also as a result of the historic development pattern, street parking is available and promoted by the gridded street patterns, further reducing demand for on-site parking; and

**WHEREAS**, the three communities are tourist destinations and include within the walkable commercial district many hotels, motels, transient rentals and campgrounds where visitors park their primary vehicle, further reducing on-site parking demand for commercial services; and

**WHEREAS**, in addition to the factors contributing to reduced on-site demand, the economic importance of the central business districts warrants increased flexibility in complying with parking regulations in an attempt to encourage more economically productive land uses.

**WHEREAS**, the central business districts of these communities include a majority of the commercially designated parcels within the county and offer a wide variety of commercial services in close proximity for tourists and residents; and

**WHEREAS**, many historic and distinctive buildings exist within the communities and adaptive reuse and preservation of the buildings rather than abandonment and/or demolition is a countywide goal; and

**WHEREAS**, within the Bridgeport Townsite, recent projects have increased the supply of available street parking; and

1           **WHEREAS**, an addendum to the General Plan EIR has been prepared in accordance with the  
California Environmental Quality Act.

2           **NOW, THEREFORE, BE IT RESOLVED** that the Mono County Planning Commission, in  
3 conformance with the Mono County General Plan, Chapter 48, Section 48.060, hereby: 1) adopts this  
4 resolution and finds that the proposed changes are consistent with the General Plan, including applicable  
5 area plans; and 2) recommends that the Board of Supervisors approve the related addendum and approve  
General Plan Amendment 13-002.

6 PASSED AND ADOPTED THIS \_\_\_\_\_ DAY OF JULY, 2013, BY THE FOLLOWING VOTE:

7  
8 AYES:

9 NOES:

10 ABSENT:

11 ABSTAIN:

12 \_\_\_\_\_  
13 Daniel Roberts, Chair  
14 Mono County Planning Commission

15 Attest:

Approved as to form:

16 \_\_\_\_\_  
17 C.D. Ritter, Commission Secretary

18 \_\_\_\_\_  
19 Stacey Simon, Assistant County Counsel

# Mono County Community Development Department

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commdev@mono.ca.gov

## Planning Division

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[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

July 11, 2013

To: Mono County Planning Commission  
From: Nick Criss, Compliance Officer  
Re: Surface Mining and Reclamation Act (SMARA) overview and workshop

### Recommendation

Conduct workshop and provide any desired direction to staff.

### Discussion

The purpose of this workshop is to inform the Planning Commission about the ongoing issues regarding Mono County's responsibilities as lead agency in the administration and enforcement of SMARA. The workshop will cover the following:

- Overview of Surface Mining and Reclamation Act
- Mono County SMARA Regulations
  - Overview
  - Application to other projects – geothermal
- Recent Lead Agency Review Team (LART) review and outcome
- Current enforcement efforts
- New requirements – inspection form
- Reclamation plans under way
- General Plan Update and SMARA
  - Aggregate Resource Inventory
- Other