

MONO COUNTY PLANNING COMMISSION

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SPECIAL MEETING AGENDA

September 19, 2019 – 10 a.m.

Lee Vining Community Center, 296 Mattly Ave., Lee Vining, California

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 Pizzeria). Agenda packets are also posted online at [www.monocounty.ca.gov / boards & commissions / planning commission](http://www.monocounty.ca.gov/boards%20&%20commissions/planning%20commission). For inclusion on the e-mail distribution list, interested persons can subscribe on the website.

**Agenda sequence (see note following agenda).*

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 July 30, 2019 (*no August meeting*) – *p. 1*

4. **COMMISSION INTERPRETATION:** Determination of parking for a proposed mini storage facility in the Sierra Business Park. *Staff: Kelly Karl – p. 5*

5. WORKSHOPS

A. ODOR MITIGATION ORDINANCE CONCEPT: Presentation and request for input on objectively evaluating cannabis odor impacts for compliance purposes. *Staff: Jake Suppa – p. 28*

B. REGIONAL TRANSPORTATION PLAN (RTP) UPDATE: Presentation and request for input on the update to the RTP, which also serves as the General Plan Circulation Element. This item may be carried to October if necessary to stay on schedule for the Tioga Inn Specific Plan site visit (item 8). *Staff: Hailey Lang – p. 29*

6. REPORTS

A. DIRECTOR

B. COMMISSIONERS

7. INFORMATIONAL

8. **11:15 a.m. TIOGA INN SITE VISIT: TIOGA INN SPECIFIC PLAN AMENDMENT AND SUBSEQUENT ENVIRONMENTAL IMPACT REPORT.** The meeting will adjourn to the Tioga Inn Specific Plan, 22 Vista Point Road, Lee Vining, CA, 93541, at 11:15 am.

More on back...

DISTRICT #1
COMMISSIONER
Patricia Robertson

DISTRICT #2
COMMISSIONER
Roberta Lagomarsini

DISTRICT #3
COMMISSIONER
Daniel Roberts

DISTRICT #4
COMMISSIONER
Scott Bush

DISTRICT #5
COMMISSIONER
Chris I. Lizza

The Planning Commission will attend a site visit and discussion of the project, which includes up to 150 new workforce housing bedrooms in up to 100 units, a third gas pump island and overhead canopy, additional parking, a new package wastewater treatment facility, a replacement 300,000 gallon water tank, a 30,000 gallon propane tank, modifications to open space boundaries and acreage, and modifications to parcel boundaries. *Staff: Gerry LeFrancois and Michael Draper – p. 36*

8. ADJOURN to regular meeting October 17, 2019

***NOTE:** Although the Planning Commission generally strives to follow the agenda sequence, it reserves the right to take any agenda item – other than a noticed public hearing – in any order, and at any time after its meeting starts. The Planning Commission encourages public attendance and participation.

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 to ensure accessibility (see 42 USCS 12132, 28CFR 35.130).

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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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SPECIAL MEETING DRAFT MINUTES

July 30, 2019

COMMISSIONERS: Scott Bush, Roberta Lagomarsini, Chris I. Lizza, Dan Roberts & Patricia Robertson

STAFF: Wendy Sugimura, director; Gerry Le Francois, principal planner (videoconference); Bentley Regehr & Hailey Lang, planning analysts; Christy Milovich, assistant county counsel; CD Ritter, PC secretary

PUBLIC: Colleen Julian

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Scott Bush called the meeting to order at 10:08 a.m. at the board chambers in Bridgeport, and attendees recited the pledge of allegiance.

2. **PUBLIC COMMENT:** None

3. **MEETING MINUTES**

MOTION: Adopt minutes of June 20, 2019, as amended: Item 6B: **Lizza:** Local opposition to Tioga Green in Lee Vining expressed at BOS and to proposed new California fisheries regulation changes that do not really fit. Tioga Pass limited opening tomorrow. (Lagomarsini/Lizza. Ayes: 5-0.)

4. **PUBLIC HEARING**

A. CONDITIONAL USE PERMIT 19-008/Julian Family Ranch. Proposal for an equestrian facility on an Agriculture (AG-10) parcel located at 1292 Larson Lane, Coleville (APN 002-450-010). Proposed uses include horse boarding for up to four horses, riding lessons, youth programs, and special events. A CEQA 15301 Class 1 exemption is proposed.

Hailey Lang described proposed activities that included youth programs and special events subject to noise regulations. Fifteen parking spaces available.

Horse boarding four units? Yes.

Robertson: Cond. #7: Parking for special events limited to 15 vehicles. *Lagomarsini: Parcel 20 acres, could expand parking.* Bush: If increase parking need Use Permit Modification. *Sugimura: Depends on size and scale.* Bush: Has 20 acres, create specific parking spaces.

Sugimura: Shown on site plan. Show meet size of parking stall: 10' x 20'.

Bush: If events require more parking, carry to next PC meeting, change project description, clean up details.

Lizza: Site plan not show parking delineation. Four boarding spots mean one horse per spot?

Robertson: 20 stalls in two barns. *Lizza: Why limit to four guest horses if 20 stalls?*

OPEN PUBLIC COMMENT: Colleen Julian, applicant, has lived in area long time, owns 60 acres. Only wants to take on four horses. Pasture of five acres for overflow parking. 15 spots along fence line could be 40. Not want dogs, kids, chickens running around.

Events? Offer something like pumpkin patch, pony ride, face painting.

Small rodeos? *Not now.*

Pumpkin patch hours? *Open-house style.*

Delay hearing to look at Western-style weddings? Another two years to restore dilapidated property. Need more than 15 spaces. *Sugimura: Special events need size and definition. PC discretion to define parameters of events.*

Le Francois: Lots of space for parking. Set persons limit, adjust parking accordingly.

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Events other than pumpkin patch? *Sugimura: Incorporate special events into use permit or one-time event permits. Maybe modify condition to say 15 spaces except for overflow parking in pasture for x events/year. No CEQA impact.*

Limit people, times/year? *Dealing with Walker and Coleville so maybe 100 people on Easter Egg Hunt. Opportunities for local residents. Maybe family-day event in summer.*

If four times/year events, no problem getting permit.

Lizza: Eliminate Condition 7.

Bush: Talk to CAO for any events on property requiring more parking.

Sugimura: Modify Condition 6: Amplified music or related systems permitted through special event permit from CAO. **CLOSE PUBLIC COMMENT.**

DISCUSSION: Bush: Fine with event with proper clearance.

Lizza: Limit events to parking available.

Bush: Events with increased parking go through CAO. Change Cond. 3 to 30 spaces to handle any/all events.

Sugimura: PC want definition placed on size, scope/scale of events? Strike Condition 7.

Roberts: Threshold of 100 persons?

Sugimura: Staff will have questions on intent.

Lizza: Events apply with special event code.

MOTION: Find that the project qualifies as a Categorical Exemption under CEQA guidelines 15301 and instruct staff to file a Notice of Exemption; make the required findings as contained in the project staff report; and approve Use Permit 19-0087 subject to Conditions of Approval: 1) Modify Condition 3 to allow 30 parking spaces; 2) Modify Condition 6: Amplified music or related systems permitted through special event permit from CAO. 3) Strike Condition 7: ~~Events are limited to the number of parking spaces available on site, currently 15.~~ (Lagomarsini/Lizza. Ayes: 5-0.)

B. GENERAL PLAN AMENDMENT 19-02: Housing Element Update. The Housing Element, a required element of the General Plan, provides analysis of the county's housing needs for all income levels and strategies to meet those needs. It is subject to detailed statutory requirements regarding content and must be updated on an eight-year cycle, meaning the proposed element would apply until 2027. The Housing Element contains three sections: 1) Goals and Policies, which identify programs that promote the production of housing; 2) Technical Appendix, which provides background information, including demographics and a detailed site inventory; and 3) Progress Report providing updates on programs from the prior Housing Element. GPA 19-02 also includes two changes to the Land Use Element to ensure internal consistency with the Housing Element and compliance with State law: emergency homeless shelters are added as a permitted use in the Public Facilities (PF) Land Use Designation (LUD), and supportive/transitional housing is added as a permitted use in the Agriculture (AG) LUD.

Bentley Regehr cited changes to Housing Element based on suggestions by commissioners and staff. Process has been under way since 2017 with needs assessment, outreach to RPACs (22 meetings), eight with PC and BOS. PF (Public Facilities) must provide emergency shelters. AG land can allow transitional or supportive housing.

No way to distinguish between RV and tiny home, so need State law.

Tiny home like mobile home? *Sugimura: Tiny homes register with DMV as vehicle. Building codes have no jurisdiction over vehicles. Challenge when it's not real property but RV or mobile home (three or more on property become mobile-home park). Set density.*

Robertson: Barrier to tiny homes. *Sugimura: For Mono to have jurisdiction could create mobile-home parks but applicants do not want. Going to HCD is barrier for people. Same as RV. No definitions and mechanisms to regulate. Immediate solution is more RMH property for tiny homes. Considered homes but not classified as such. Tiny homes on foundations like manufactured homes become real property.*

Robertson: County-owned parcels, expanding RMH. ADUs great tool to increase housing stock for residents. Some used for nightly rentals. *Regehr: Regulate size of unit. Forced to put numbers and units.*

Add ADUs? *Regehr: Existing or new construction.*

Sugimura: Have small unit with maximum ADU size permitted outright. No restrictions on use as STR. PC could determine. Program says five ADUs.

Robertson: STR not count toward Housing Element; increase long-term housing stock.

Roberts: Nightly rentals essential to the economy.

Robertson: Five units could be long-term housing. Liked rehabilitation programs as component of housing stock. Convert under-utilized. Program 3.5: Conversation happening in Mammoth Lakes, CofC

creative thoughts. Serious concerns about viability, cost. Tahoe/Truckee found owners want to use their units, so not want long-termers. Property owners want subsidized property management, knowing tenants well vetted, guarantee unit not be damaged. How convince people to transition.

Roberts: In inventory table 30: 0.72-acre parcel location? *Regehr: Redevelopment at Gull Lake?*

Robertson: Definition of development potential? *Regehr: Table has vacant sites, parcels below development threshold.*

Sugimura: Direct staff to correct APNs.

Lizza: p. 85. Discuss fire insurance on wildland/urban interface. Seeing depressed property values. State has way to insure insurers. Add paragraph. How STR threatens long-term housing? Table 31 on where STR OK, where not. Tioga Inn project is workforce housing. Address in analysis? Housing workforce.

Robertson: Count toward housing needs? *Regehr: If restricted.*

OPEN PUBLIC COMMENT: None. **CLOSE PUBLIC COMMENT.**

Milovich: Revise resolution. Table until proper documentation (*Roberts/Robertson. Ayes: 5-0.*)
No change to R19-02: Withdraw motion. (*Robertson/Lizza.*)

NEW MOTION: 1) Adopt Resolution R19-02 making the required findings and recommending that the Board of Supervisors certify the Addendum and adopt GPA 19-02 as modified by the following changes: a) For Program 1.11, identify that the minimum of five accessory dwelling units that are to be permitted during the Housing Cycle must be for long-term housing; b) Add language to the physical constraints section to include the difficulty of obtaining home insurance due to fire hazard; c) Modify Table 31 to show where short-term rentals are allowed and include a brief discussion on how demand for short-term rentals is a constraint to long-term housing; and d) Revisit the tables of identified vacant sites to confirm the parcels are vacant and have accurate APNs.
2) Authorize staff to make minor changes to the Housing Element based on any additional HCD input.
(*Robertson/Lizza. Ayes: 5-0.*)

5. WORKSHOPS

A. POLICY WORKSHOP ON LEGALITIES OF WALKER BASIN WATER TRANSFER: Stacey Simon presented history on Mono County's involvement. Walker Lake in Nevada on Hwy 167 an hour out, declining, less fresh-water inflow, salinity/dissolved solids increased, so lifeless. Nevada Department of Wildlife introduced Lahontan Cutthroat incrementally to salt. Find solution to decline of Walker Lake. Federal lawsuit headwaters from two Mono valleys, water used for irrigation in Nevada as well. Bulk of irrigation in NV. Lake declined when agriculture intensified. In 1992, Walker River Paiute Tribe filed litigation on its water rights. Interstate waterway. Allocated rights to all users. Tribe thought entitled to more water. Then others like Mineral County sought to intervene. Through courts slowly. Serving every water rights holder on system for due process took 15+ years. Multiple attempts to settle case. Parties asked for delays (stay) in litigation. Water for lake, uses protected upstream. 3,000 water rights holders. Water can be acquired through lease. Willing transactions acquire water to send to Walker Lake. Sen. Harry Reid was dedicated to Walker and Pyramid lakes, got \$300 million for acquiring water for delivery from basins to Walker Lake. Studies, habitat restoration too. Large money with federal and nonprofit players (Walker Basin Conservancy) that Mono has no control over. Lot of angst in Mono County, \$300 million toward water rights, wanted seat at table. Reached out to NFWS (National Fish & Wildlife Service) that needed local input. Entered MOU with Mono in 2012. NFWF (National Fish & Wildlife Foundation) fund Mono's environmental review, processing. Mono got grant to start program for implementation of Desert Terminal Lakes Fund. Analyze full range of what could be done, make determination on options. Working with consultants to analyze impacts. If too limiting in recommendations, no reason parties must play ball with Mono. Water purchased by NFWF released to flow this summer.

Temporary solution? *Simon: Permanent solution if purchase water rights. Mono would prefer to lease water, less scary.*

Whole idea to keep Walker Lake where? *Simon: Improve to level far below 150 years ago, sustain farm-raised fish put/grow/take fishery.*

Water into lake that evaporates? *Simon: Desalinization. If squander opportunity for input, gone. Would happen without input from Mono. Ideas originated out of settlements. Eliminate cloud on water rights, owners' threat of future court tinkering with water rights.*

LADWP model? *Simon: Amount does not involve moving all irrigation water from these valleys. Significant portion but not dewatering. LADWP not compensated for loss of Mono Lake. Court tells what law is and has been. If diversion of water exceeds...*

Bush: Compromise for landowners. Biggest in North County. Large families with no children, take cash let land grow fallow. *Simon: Program not yet started, unsure how play out. Owners use water from Antelope Valley Mutual. Mono can only shape impact of already-approved project.*

What will North County look like 20 years hence? *Sugimura: NOP phase closed on issues for EIR doc. Working on incorporating comments into modified project description. Comments received. Analyze through EIR, modify alternatives with enough info so could be adopted. Will have preferred alternative.*

Simon: Not our project, not control it. We want to know impacts, mitigation measures but decisions outside Mono's jurisdiction. Help guide toward better choices on how move forward in Mono.

Water diverted, valley dehydrated? *Simon: Potentially risked good will of players by not proposing to analyze full range of options. Need data to advise about adverse consequences. Include worst and best.*

Grading practices? *Simon: Discussed since day one. Looking at all viabilities. Maybe new ideas.*

Bush: Nevada has its own interests. *Simon: Nevada already acquired 45% to hit targets from Nevada.*

Roberts: Mason Valley region due to development of industrial park, pressure taken off agriculture.

Simon: Nevada water acquisitions easier to deliver. Inherent reasons for bias. NFWF preference was water rights closer to Walker Lake. Nevada not running program but has interests; i.e., Mineral Valley.

Robertson: Mono part of water basin. *Simon: Nobody owns water, only right to use. Water rights different from property rights.*

Robertson: Options. Percentages on how much can sell. Create ways to protect. *Simon: no authority to restrict, just educate toward better choices. Mono is not water rights holder. Selling land as well.*

B. POTENTIAL GENERAL PLAN AMENDMENTS: 1) Direction from the Mono County Board of Supervisors, the Commission is requested to consider removing Multi-Family Residential – Low (MFR-L) from Chapter 25 as an eligible land use designation for short-term rentals in single-family residential units; 2) Correct a typographical error to Estate Residential setbacks to be consistent with State law.

Wendy Sugimura noted more GPAs added. Ch. 25 GPA 19-001, BOS requested MFR-L be eliminated (allow STR in MFR duplexes, triplexes, etc.). PC needs to deliberate before BOS consideration.

Setbacks 04.120: One setback for ER and RR = 30' = Cal Fire standard for > acre. Setbacks 10' rear and side for < acre.

Because of cannabis, had small-scale agriculture definition. Should be subject to primary residential use + small-scale.

Ch 4.280: Install on permanent foundation in MU designation. Easier to streamline CEQA for individual projects. No mitigation measure to stop work and notify appropriate agencies of archeological find. If human remains found, stop work.

Countywide STR change to owner and non-owner occupied. Change all nomenclature.

Update Safety Element's climate change policies. Revisit fire and flood in Safety Element.

Intent with GPA is stay non-controversial.

Corrected Chalfant in Hazard Mitigation Plan? *Sugimura: Will verify. Actually, Safety Element.*

Sugimura: Notify tribes with three-month comment window. To RPACs as well.

6. REPORTS

A. DIRECTOR: 1) Tioga Inn: Requests to extend comment (CEQA says no longer than 60 days, already was 60), workshop tonight in Lee Vining; 2) 3D Housing: Not yet finalized, need waste management; 3) Two SP amendments: June Lake Highlands wants STR on few parcels; 4) Four DR; 5) RTP will be out before end of year; part of Housing Element cycle; 6) Sage grouse: Listing target date Oct. 1; 7) Housing Mitigation Ordinance: Workshop to PC.

B. COMMISSIONERS: **Lizza:** Trying to sell business. To BOS on Tioga Green: Supervisor Stump minimized work of RPACs, he defended. Lee Vining kids doing fine, no impact on outskirts of town. Helped worker at no compensation. **Lagomarsini:** Chalfant turn-lane project under way after three years.

Robertson: Town purchased 25-acre parcel for workforce housing, in land-use planning process. 350 units. Aug. 20-23 workshops. **Roberts:** None. **Bush:** Watched BOS video, Lizza defended RPACs. Not everybody goes, discount what's said. BOS made the program. Ask more people to show up. Don't hate on what's there. When people show up, they're serious about what they're saying.

7. INFORMATIONAL: No items

8. ADJOURN at 12:54 p.m. to regular meeting September 19, 2019 (cancel August 15 meeting)

Prepared by CD Ritter, PC clerk

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To: Mono County Planning Commission

From: Kelly Karl, Assistant Planner

Re: Commission Interpretation of the parking requirement for a proposed mini storage facility in the Sierra Business Park (SBP).

RECOMMENDATION

It is recommended that the Planning Commission take the following actions:

1. Find that the parking requirement proposed for this mini storage facility is adequate or establish a new standard for this use as provided for in General Plan Section 01.040.

BACKGROUND

The Sierra Business Park (SBP) Specific Plan was approved in December 2000 and most recently amended in June 2014. The Specific Plan established development standards and specified the types of allowable industrial uses within the SBP. For parking, the SBP Specific Plan defers to Chapter 6 of the Land Use Element and Table 06.010 specifies the required number of parking spaces based on broad use categories.

The proposed project parcel is located in the Sierra Business Park, directly across from the Mammoth Yosemite Airport at 471 Industrial Circle (APN 037-260-003), is currently undeveloped, and has a Specific Plan (SP) land use designation (Figure 1).

PROJECT

An interpretation of the parking requirement is needed because the mini storage use does not fall into any of the categories specified in Table 06.010 in Chapter 6 of the Land Use Element. The SBP Specific Plan allows mini storage as a permitted use, however, this use is not adequately covered by the existing categories in Table 06.010 (Figure 2). The two closest categorical matches to the proposed project are “manufacturing & industrial uses” and “warehouse, wholesale stores” which would both require 37 parking spaces for the proposed mini storage business. Table 06.010 also provides an “other” category which specifies that “for any uses not specifically mentioned herein, the Commission shall determine the number or amount of parking required.”

The property owner has drafted preliminary plans (Attachment 1) for Mountain Storage, a 37,933 square foot mini storage facility with a 2,675 square foot caretaker’s unit above the rental office and proposes a total of six parking spaces, two standard 10’ X 20’ for the caretaker’s unit, and a total of four spaces for the mini storage business including three standard 10’X 20’ spaces and one ADA-compliant space. The site plan proposes a 33’ one-way drive aisle at the main entrance between Building A and Building B, serving multiple rows of storage units in Building A and one row in Building B. A breezeway is also proposed between Building A and Building B, subject to Long Valley Fire Protection District approval, to provide sheltered access to storage units during inclement weather. The drive aisle on the north side of Building B ranges from 25’-8” to 29’-2” and the drive aisle on the west side of Building B reduces to 18’ during winter months when the snow storage area is in use and increases to 28’ when snow storage is not needed.

This proposal requires the interpretation of the Planning Commission, consistent with General Plan Table 06.010 and policy 01.040 (full text below) which allows the Commission to make interpretation on development regulations.

“Unless otherwise provided, any ambiguity concerning the content or application of the Land Development Regulations shall be resolved by the Planning Commission (§04.030, Interpretation of “Similar Uses”) or, on appeal therefrom, by the Board of Supervisors.”

FIGURE 1: PROJECT LOCATION



FIGURE 2: TABLE 06.010 REQUIRED NUMBER OF PARKING SPACES

TABLE 06.010: REQUIRED NUMBER OF PARKING SPACES	
Bed-and-Breakfast Establishments	In MFR-H, CL or C land use designations, same as Commercial Lodging.
Car Wash	One space for each bay.
Commercial Lodging	One space per sleeping room plus one space for each two employees on largest shift.
General Retail, Services & Offices	One space for each 200 sq. ft. of gross leasable floor area. No fewer than two spaces.
Guest Parking for Mobile-Home Parks	One space for each 10 lots.
Guest Parking for Multifamily	One space for each six units, no fewer than two.
Manufacturing & Industrial Uses	Two spaces for each three employees on largest shift, not fewer than one space for each 1,000 sq. ft. of gross floor area.
Other	For any uses not specifically mentioned herein, the Commission shall determine the number or amount of parking required.
Public Assembly (e.g., churches, theaters, community centers)	One space for each four seats, no fewer than one space for each 100 sq. ft. of largest room.
Residential Unit	Two spaces per unit. Tandem parking allowed for SFR and Accessory Units.
Restaurants, Bars & Food Carts	One space for each three seats plus one space for each employee on largest shift.
Schools, Academies	Two spaces for each classroom.
Service Stations, Automobile Repair	Two spaces for each working bay plus one space for each employee on largest shift.
Warehouse, wholesale stores	One space for each 1000 sq. ft.

ANALYSIS

The property owner retained the design services of RKA Architects, Inc., a firm specializing in self-storage/mini storage design, to draft the preliminary plans for Mountain Storage. RKA submitted a letter (Attachment 2) providing background and justification for the proposed parking requirement of six total spaces, two spaces associated with the caretaker's unit and four (including one ADA-compliant space) associated with the mini storage business. Below is a summary of the RKA's justification for the parking standard included in Mountain Storage's design:

- Self-storage facilities have a high turnover rate.
- Customers typically require only 15 minutes fill out their initial application and make the first payment, after which they rarely visit the office again until they vacate their unit.
- Customer visitation is typically only two times per month after initially loading their unit. When they do visit their unit, customers will typically park as close to the entrance to their unit as possible and do not use the rental office parking.
- Facilities in densely populated urban areas typically need 4 or 5 parking spaces.
- The City of Mesa's parking ordinance is based on these facts.

The City of Mesa's parking standard for mini storage is stated as "4 spaces plus 2 for manager's quarters; Drive aisles between buildings shall maintain a minimum distance of 24 feet" (Figure 3).

FIGURE 3: CITY OF MESA MINI-STORAGE PARKING STANDARD

MESA ZONING
Circulation

ORDINANCE Chapter 32: On-site Parking, Loading and

Use	Minimum Standard
Farmer's Markets (See Section 11-20-29)	1 space per 400 square feet of designated vendor area
Recreation	
Bowling centers	5 spaces per lane plus ancillary use requirements
Golf driving range	1 space per tee plus ancillary use requirements
Miniature golf, amusement parks, batting ranges, and water slides	1 space per 500 square feet of outdoor recreations area plus ancillary use requirements
Health space and clubs, gyms, and tennis, handball, and racquetball courts and clubs	1 space per 100 square feet, excluding courts, plus 2 spaces per court
Skating rinks and dance halls	1 space per 75 square feet used for recreational activities plus ancillary use requirements
Group Industrial Buildings and Uses	
Shell buildings (no specified use)	75% at 1 space per 500 square feet plus 25% at 1 space per 375 square feet
Independent Industrial Buildings and Uses	
Mini-storage (dead storage only)	4 spaces plus 2 for manager's quarters; Drive aisles between buildings shall maintain minimum distance of 24 feet
Warehousing and Storage, excluding Min-storage	1 space per 900 square feet
Industrial	1 space per 600 square feet
Airport Buildings and Uses	
Aircraft Hangars	2 per aircraft, plus ancillary use requirements
Public Facilities and Uses	
Fire stations	1 space per bed, plus 1 space per 75 square feet for Community Room
Police Substations	1 space per 300 square feet, plus 1 space per 75 square feet for Community Room, plus ancillary use requirements

Mono County has approved storage and mini storage projects in the past and a small sample of these projects is summarized in Table 1. Other than specifying the width of the driveways at 20' to 24' for two-way traffic and loading/unloading, previously approved projects do not demonstrate an established parking standard for this use. Mammoth Airport Center, a multi-tenant and storage business in the SBP, adheres to the Manufacturing & Industrial Uses category in Table 06.010 and does not provide direction on a new parking requirement for mini storage use.

TABLE 1: MONO COUNTY MINI STORAGE SUMMARY

LOCATION	DESCRIPTION	PARKING REQUIREMENT
Walker River Storage 107384 Hwy 395 <i>Walker, CA</i> APN: 002-353-007	<ul style="list-style-type: none"> • ~2,920 sq ft (10 units) 	“...Driveways shall be a minimum of 24’ in width to accommodate two-way traffic and loading around the mini storage structure.”
Pilgrim Storage & Apartments 26 HFU Circle <i>Walker, CA</i> APN: 002-310-071	<ul style="list-style-type: none"> • ~11,693 sq ft (81 units) 	“...Driveways shall be a minimum of 24’ wide to accommodate 2-way travel.”
73 Kingsley Street <i>Bridgeport, CA</i> APN: 008-140-004	<ul style="list-style-type: none"> • ~7,650 sq ft (35 units) • Seasonal RV repair services. 	“A minimum of one of the 4 parking spaces shall be available for the existing storage/RV service building.”
Moore Storage 250 Highway 182 <i>Bridgeport, CA</i> APN: 008-213-009	<ul style="list-style-type: none"> • ~19,007 sq ft (47 Units) 	No specified parking requirement.
51549 Hwy 395 <i>Lee Vining, CA</i> APN: 021-160-011	<ul style="list-style-type: none"> • 4,000 sq ft (20 units) • Interim outdoor storage. 	“All driveways shall be 20 to 24 feet for two-way access.”
Mammoth Airport Center 66 Industrial Circle <i>Sierra Business Park</i> APN: 037-261-000	<ul style="list-style-type: none"> • 28,710 sq ft (23 units) Building A = 6 service units & Building B = 17 units 	48 parking spaces (including 2 ADA spaces)

GENERAL PLAN CONSISTENCY

The project is consistent with General Plan Land Use Designation policies, Countywide Land Use policies, and Mammoth Vicinity Area Plan policies contained in the Mono County General Plan Land Use Element.

The General Plan land use designation for this property is Specific Plan (SP) and the proposed mini storage use is a permitted use consistent with SBP SP policies and regulations. Parking standards within the SBP are governed by Chapter 6 of the Land Use Element. This project is consistent with Table 06.010 if the Planning Commission finds that the proposed use falls within the “other” category and approves the proposed parking requirement in the preliminary plans.

The proposed project is consistent with Countywide Land Use policies that seek to provide for industrial land use needs that do not create significant environmental impacts and are economically beneficial to the area.

The project is also consistent with the Mammoth Vicinity Area Plan’s commitment to maintaining the scenic and environmental integrity of the area while also providing for industrial land use needs in unincorporated areas. The project limits growth to an existing industrial park and protects the scenic quality of the Highway 395 Scenic Corridor by following the Sierra Business Park design guidelines for minimizing visual impacts.

MONO COUNTY LAND USE ELEMENT, COUNTYWIDE LAND USE POLICIES

Objective 1.F. *Provide for industrial land uses that are economically beneficial to the area and that are compatible with the environment.*

Policy 1.F.1. *Provide for local industrial land use needs.*

Policy 1.F.2. *Provide for light industrial uses (e.g., light manufacturing, assembly work, etc.) that do not create significant environmental impacts.*

Objective 1.I. *Maintain and enhance the local economy.*

Policy 1.I.1. *Land use designations shall provide sufficient land for the economic development of community areas.*

Policy 1.I.2. *Assess the economic costs and benefits of proposed development projects.*

MONO COUNTY LAND USE ELEMENT, MAMMOTH VICINITY

GOAL 21. *Maintain and enhance the scenic, recreational, and environmental integrity of the Mammoth vicinity.*

Objective 21.A. *Maintain and enhance scenic resources in the Mammoth vicinity.*

Policy 21.A.2. *Future development shall be sited and designed in a manner that preserves the scenic vistas presently viewed from US 395.*

Objective 21.B. *Provide for the land use needs of both the incorporated and unincorporated areas.*

Policy 21.B.1. *Contain growth in and adjacent to existing developed areas.*

Policy 21.B.2. *Provide for industrial land use needs.*

Policy 21.B.3. *Future development projects shall avoid potential significant environmental impacts or mitigate impacts to a level of non-significance, unless a statement of overriding concerns is made through the EIR process.*

SIERRA BUSINESS PARK SPECIFIC PLAN

Please click the link below to access the full text of the Sierra Business Park Specific Plan:

<https://www.monocounty.ca.gov/planning/page/sierra-business-park-specific-plan-july-2014>

The project is a permitted use (Figure 4) that is compatible with the purpose and objectives of the SBP SP, which seeks to provide for industrial uses while protecting the scenic resources in the region and along the Highway 395 scenic corridor. The SBP SP did not establish separate parking standards for the permitted uses established by the SP and defers to Chapter 6, Table 06.010 for parking requirements.

FIGURE 4: SBP SP DEVELOPMENT STANDARDS

DEVELOPMENT STANDARDS

1. USES PERMITTED

The following uses are permitted within the Sierra Business Park subject to approval by the Land Development Technical Advisory Committee (LDTAC) and any other applicable development permit.

1. Shipping and delivery.
2. Storage, mini-storage and warehousing for boats, recreational vehicles, automobiles, etc.
3. Janitorial services and supplies.
4. Rental agencies for motorized and non-motorized modes of transport, and service in connection therewith.
5. Rental agencies for snow and yard equipment, and service thereof.
6. Rental agencies for industrial and construction equipment, and service thereof.
7. Wholesale lumberyards and wholesale plumbing supplies.
8. Vehicular repair facilities, paint shops and tire recapping facilities.
9. Wholesale nurseries and garden shops.
10. Warehousing, rental, and service outlets for appliances, computers, components, and other similar products.

CEQA COMPLIANCE

The project is within the SBP SP, the proposed use is categorized as a permitted use in the SP, and the SBP SP has a certified Environmental Impact Report from 2000. No further environmental review is necessary.

INTERPRETATION OF “SIMILAR USES” FINDINGS

In accordance with Mono County General Plan, Chapter 1, Section 01.040, “...any ambiguity concerning the content or application of the Land Development Regulations shall be resolved by the Planning Commission (see Section 04.030, Interpretation of “Similar Uses”).” In accordance with Chapter 4, Section 04.030 the Planning Commission may interpret “similar uses” after making certain findings.

Section 04.0360, Required Findings:

1. *That the proposed use is consistent with this General Plan and any applicable area plans or specific plans:*

Mini storage use is a permitted use in the SBP SP however, this type of use is not specified in Table 06.010. Thus, this use falls within the “other” category of Table 06.010 and the Planning Commission will determine whether the proposed parking requirement of six total spaces is adequate for a mini storage business with a caretaker’s unit.

2. *That the proposed use is compatible with the intent of the land use designation and is applicable throughout the county in that designation:*

The proposed use is compatible with the industrial uses permitted outright in SBP SP; however, this use is not adequately covered by parking standards in Table 06.010. The parking requirement established by the Planning Commission for this mini storage project would only be applicable to mini storage businesses in the SBP.

3. *That the use is capable of meeting the standards and requirements of that designation;*

The SP designation allows for mini storage use on SBP parcels as an outright permitted use. Adequate site area exists for the proposed use and lot coverage is approximately 60% (calculated by the amount of impermeable surface), which is well below the 80% maximum allowable coverage for lots in the SBP. The project does not encroach on setbacks and provides a 20' front-yard setback, 10' rear and west-side yard setback, and maintains the width of the Perimeter Maintenance Zone on the east-side yard. The building height meets the 30' maximum height limit for pitched-roof structures in the SBP. Snow storage on the preliminary plans will need to be adjusted to meet the SBP standard of "25% of the area from which snow is to be removed (i.e. parking and access/roads areas)." Ingress/egress requirements will need comment from the Long Valley Fire Protection District.

4. *That the use will be similar to and not be more obnoxious to the general welfare (i.e., health, safety) than the uses listed within the designation.*

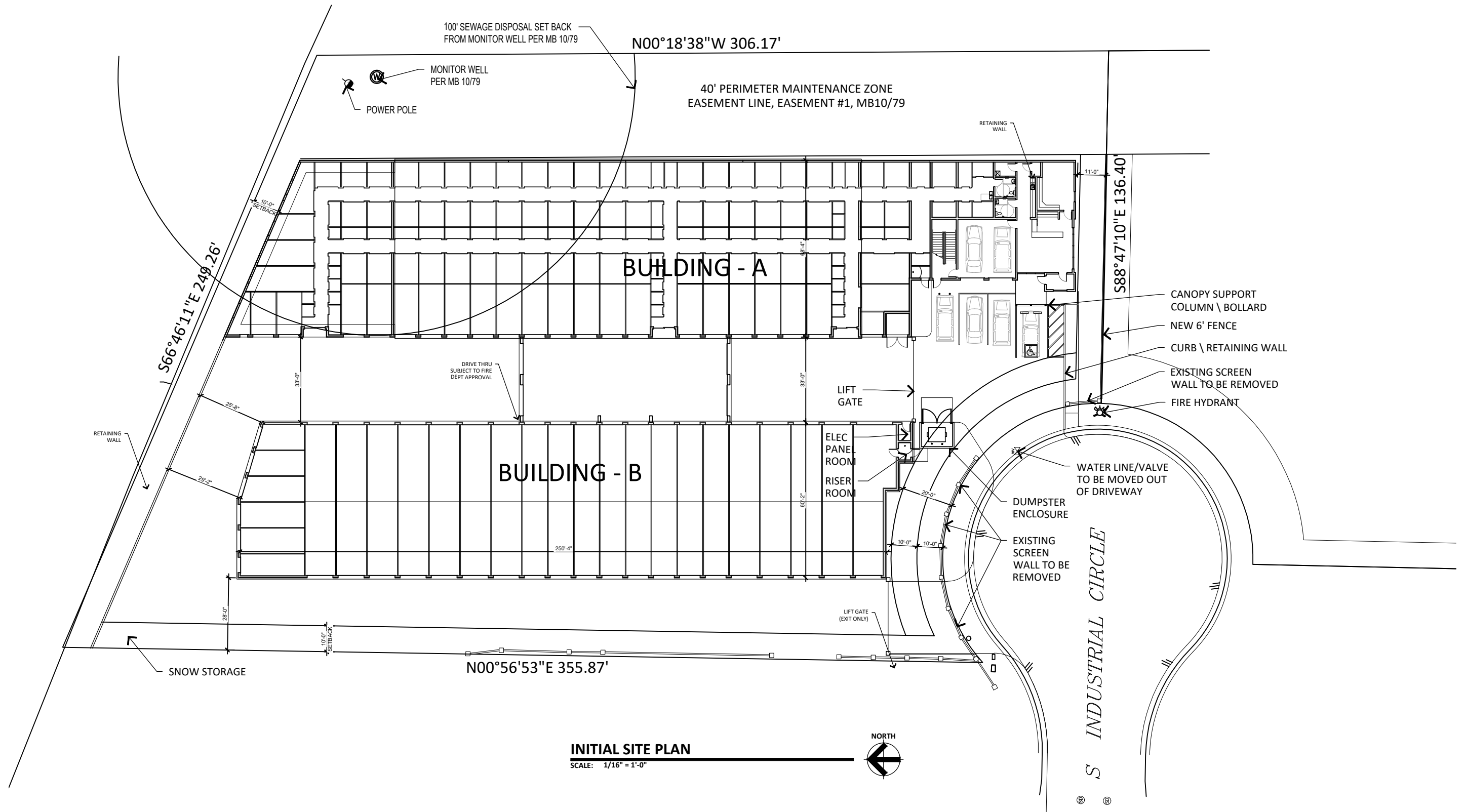
The proposed mini storage use is consistent with the SBP SP, is similar to and not more obnoxious than other existing industrial uses in the SBP and is not expected to cause significant environmental impacts or be detrimental to surrounding property. Project plans will be reviewed by the Long Valley Fire Protection District to ensure adequate ingress/egress and turning radius for emergency response vehicles.

CONCLUSION

If the Planning Commission interprets that the proposed parking requirement is adequate, a building permit application may be submitted, subject to comments on emergency ingress/egress from Long Valley Fire Protection District and the necessary adjustments to meet SBP snow storage requirements. Once submitted, Mountain Storage's building permit application will be taken to the Land Development and Technical Advisory Committee (LDTAC) per the development standards of SBP SP.

ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2: RKAA Architects, Inc. Letter

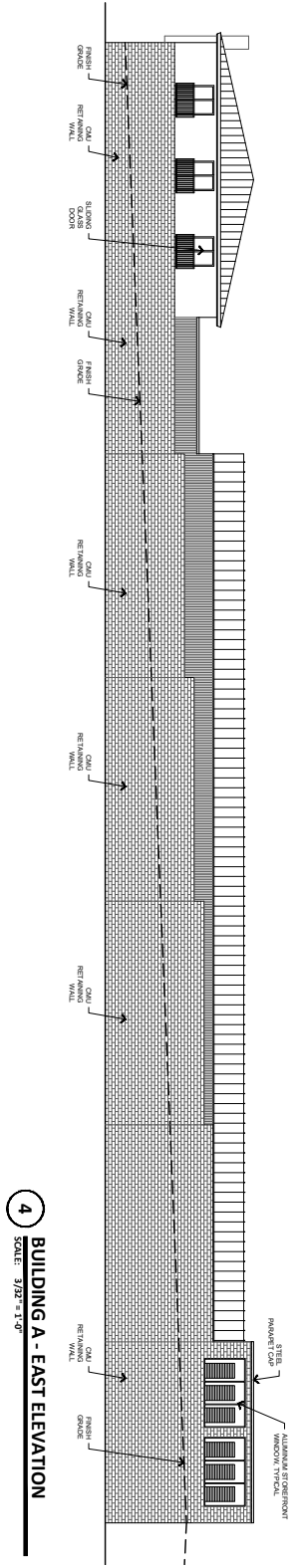


MOUNTAIN STORAGE
 471 INDUSTRIAL CIRCLE, LOT 3
 MONO COUNTY, CALIFORNIA 93546
 2019 JULY 31

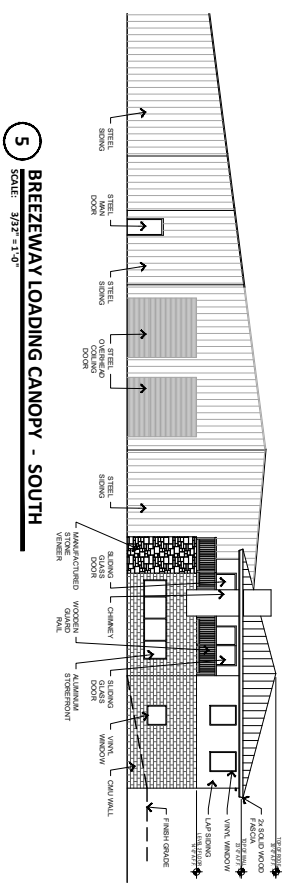
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 RIGHTS RESERVED.
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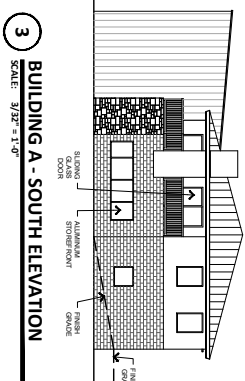




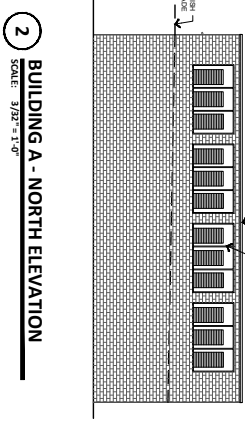
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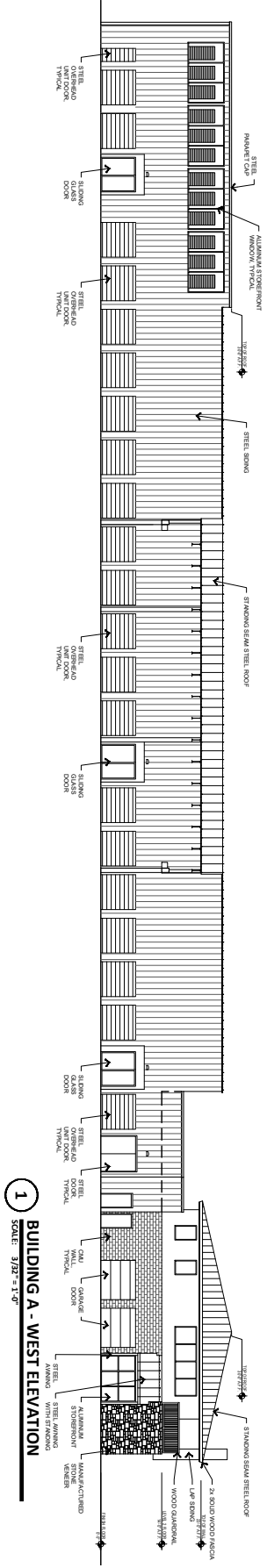
5 BREZEZWAY LOADING CANOPY - SOUTH
SCALE: 3/32" = 1'-0"



3 BUILDING A - SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



2 BUILDING A - NORTH ELEVATION
SCALE: 3/32" = 1'-0"

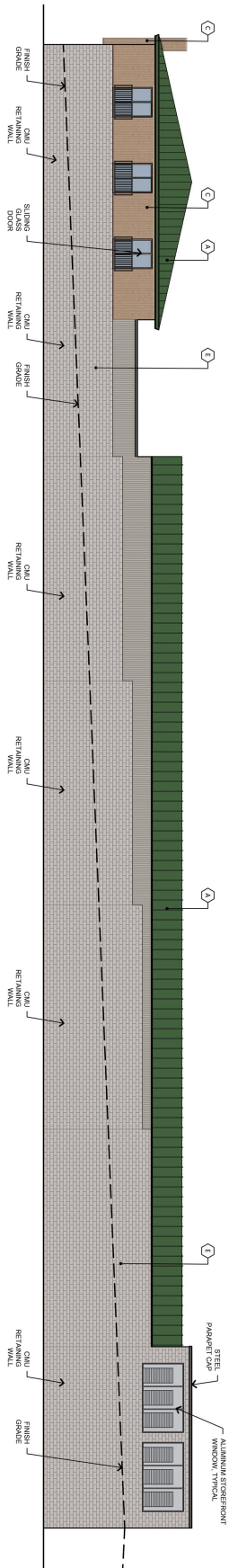


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SCALE: 3/32" = 1'-0"

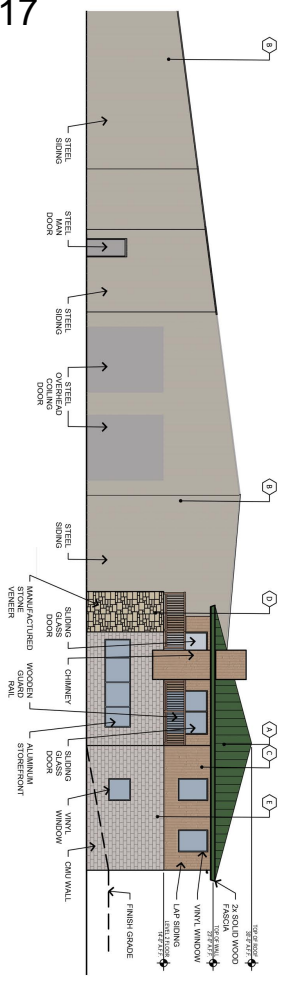
MOUNTAIN STORAGE
471 INDUSTRIAL CIRCLE
MONO COUNTY, CALIFORNIA 95546
2019 JULY 31

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RCAA 19137.00

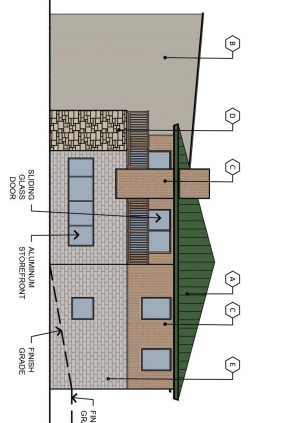




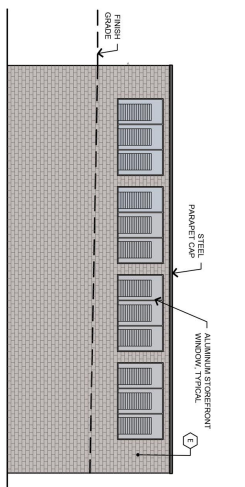
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SCALE: 3/32" = 1'-0"



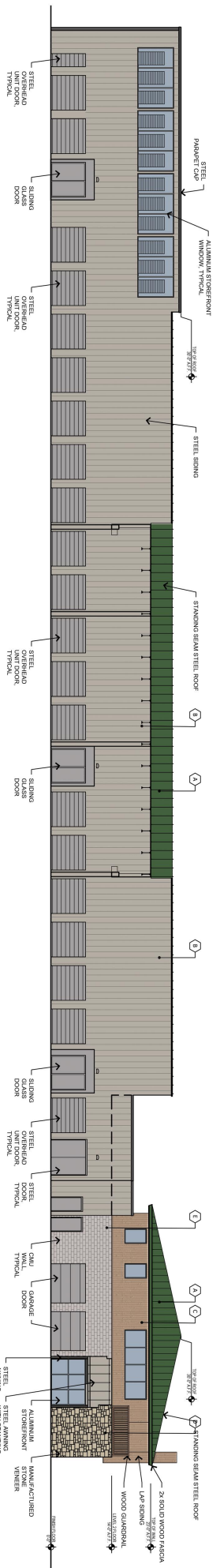
5 BREEZEWAY LOADING CANDY - SOUTH
SCALE: 3/32" = 1'-0"



3 BUILDING A - SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



2 BUILDING A - NORTH ELEVATION
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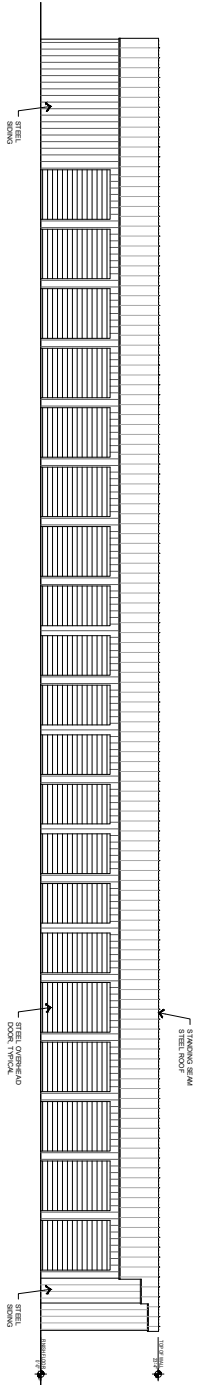
1 BUILDING A - WEST ELEVATION
SCALE: 3/32" = 1'-0"

- MATERIALS & COLORS**
- 1 STANDING SEAM ROOF: MFG-ASC BUILDING PRODUCTS
 - 2 WOOD SIDING: NATURAL CEDAR*
 - 3 CMU SPLIT-FACE BLOCK: NATURAL GRAY
 - 4 STEEL SIDING: MATE COLOR: ASH GRAY (25)
 - 5 STONE VENEER: TO BE DETERMINED
 - 6 WOOD PAILING: NATURAL CEDAR**
 - 7 ALUMINUM STONEMENT
 - 8 STEEL SIDING: MATE COLOR: ASH GRAY (25)
 - 9 WOOD SIDING: NATURAL CEDAR*
 - 10 MANUFACTURED WOODEN VENEER
 - 11 WOOD GLAZING
 - 12 2x4 SOLID WOOD FASCIA
 - 13 LAP SIDING
 - 14 WOOD GLAZING
 - 15 MANUFACTURED WOODEN VENEER
 - 16 ALUMINUM STONEMENT
 - 17 STEEL SIDING: MATE COLOR: ASH GRAY (25)
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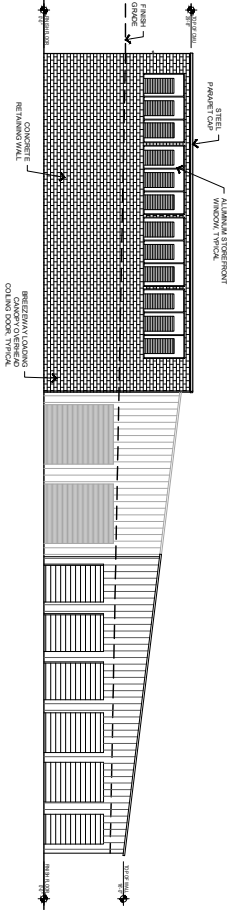
MOUNTAIN STORAGE
471 INDUSTRIAL CIRCLE
MONO COUNTY, CALIFORNIA 93546
2019 JULY 31

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RKAA 19137.00

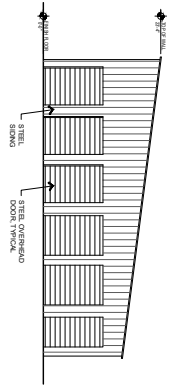




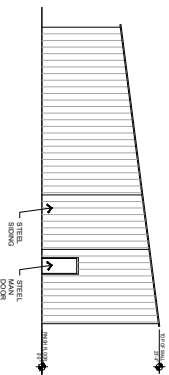
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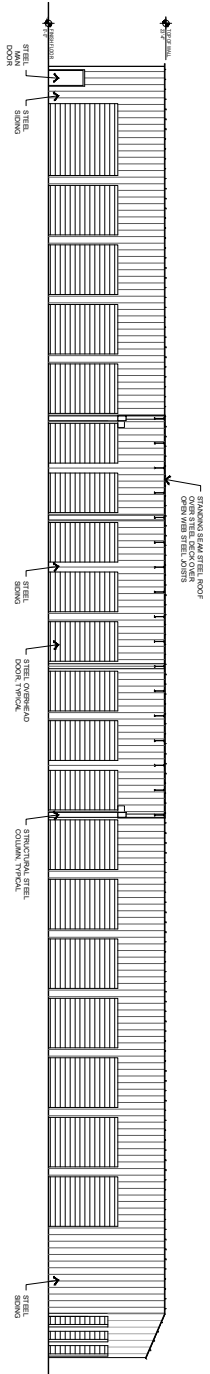
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2 BUILDING B - NORTH ELEVATION
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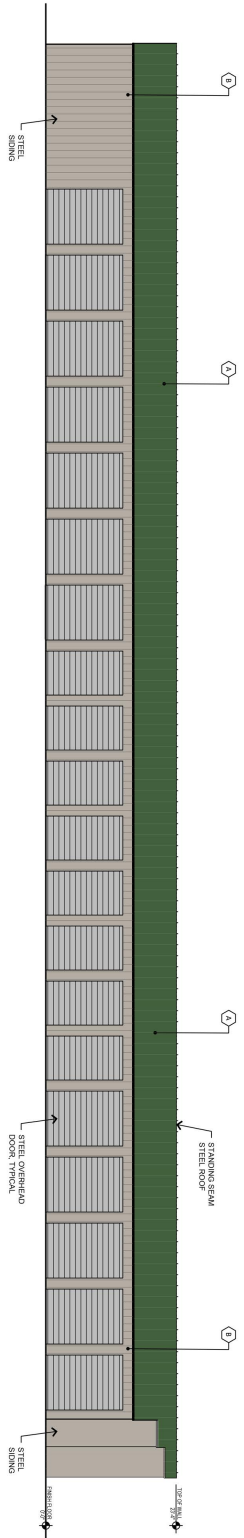


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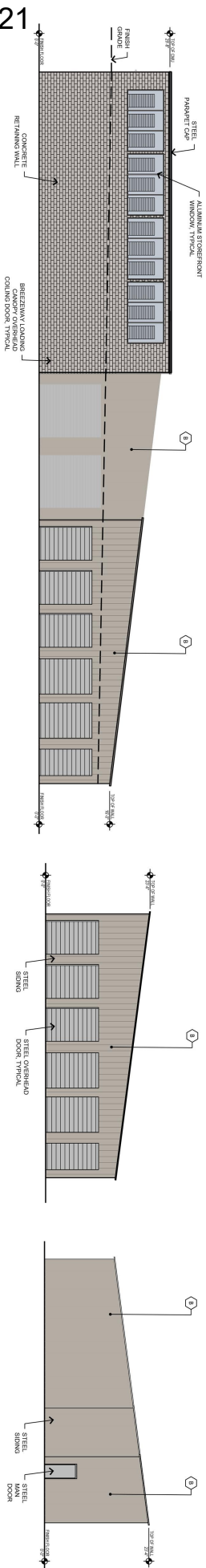
MOUNTAIN STORAGE
471 INDUSTRIAL CIRCLE
MONO COUNTY, CALIFORNIA 93546
2019 JULY 31

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RCAA 19137.00





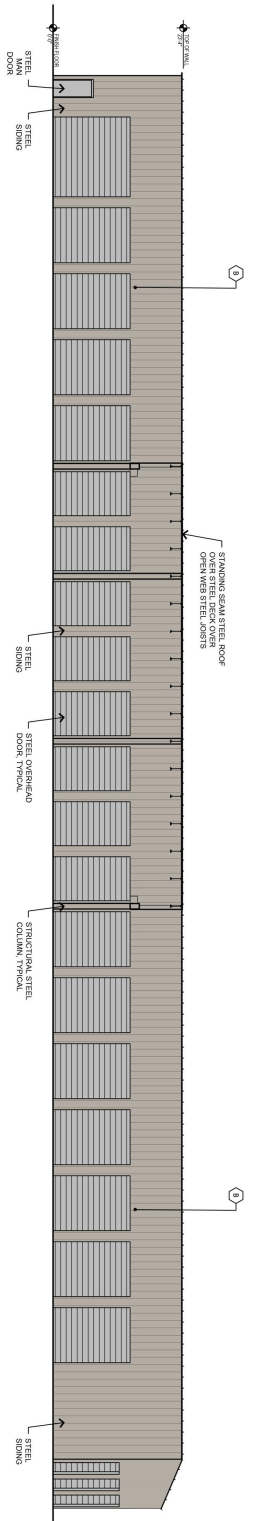
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5 BREZZEWAY LOADING CANOPY - NORTH
SCALE: 3/32" = 1'-0"

3 BUILDING B - SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

2 BUILDING B - NORTH ELEVATION
SCALE: 3/32" = 1'-0"



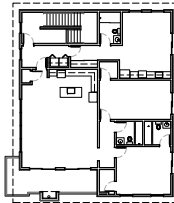
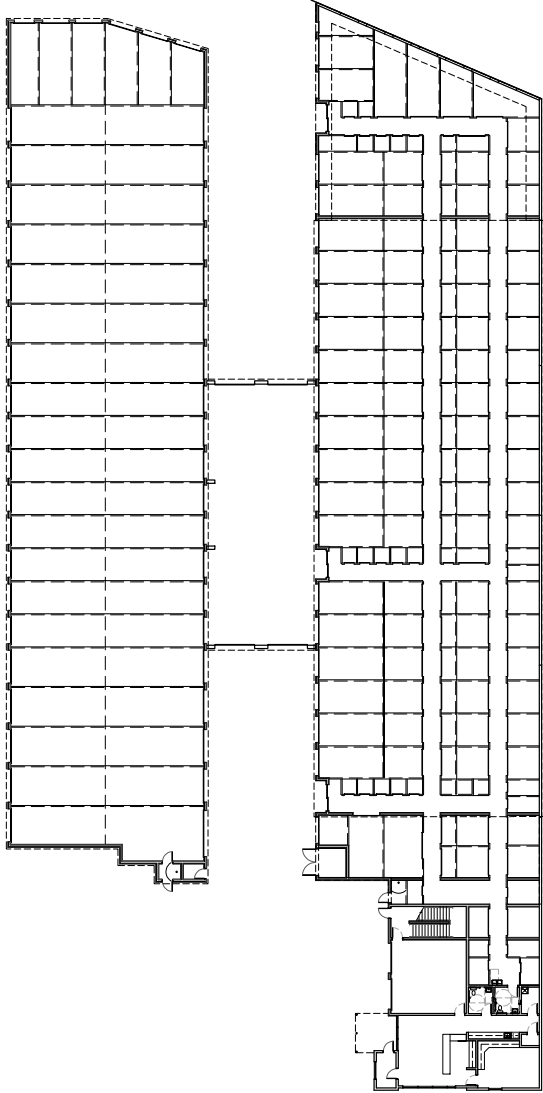
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- MATERIALS & COLORS**
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 - ③ GMI SPLIT-FACE BLOCK: NATURAL GRAY
 - ④ STEEL SIDING: MFG:ASC COLOR: ASH GRAY (25)
 - ⑤ STONE VENEER: TO BE DETERMINED
 - ⑥ WOOD PAILING: "NATURAL CEDAR"

MOUNTAIN STORAGE
471 INDUSTRIAL CIRCLE
MONO COUNTY, CALIFORNIA 93546
2019 JULY 31

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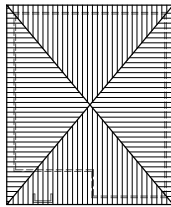
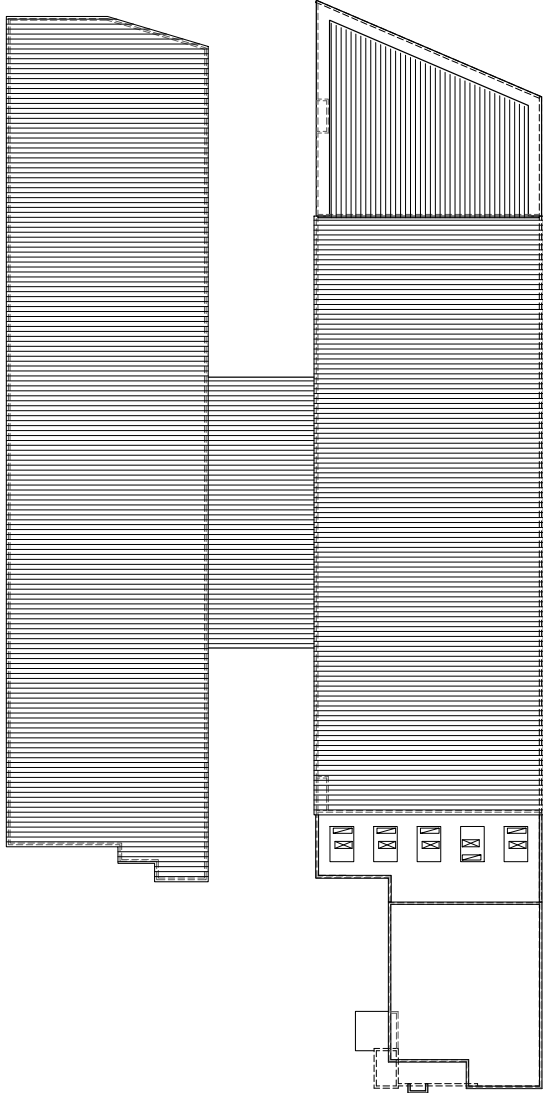
INITIAL FLOOR PLAN
SCALE: 1/16" = 1'-0"



MOUNTAIN STORAGE
471 INDUSTRIAL CIRCLE, LOT 3
MONO COUNTY, CALIFORNIA 93546
2019 JULY 31

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RKAA 19137.00





INITIAL ROOF PLAN
SCALE: 1/16" = 1'-0"



MOUNTAIN STORAGE
471 INDUSTRIAL CIRCLE, LOT 3
MONO COUNTY, CALIFORNIA 93546
2019 JULY 31

R-1
R-1-1
RKAA 19137.00



2019 August 29

TO: Mono County Community Development Department

RE: SELF STORAGE FACILITY PARKING REQUIREMENTS



Dear Mono County Staff,

It has come to our attention that there is a question regarding the applicability of the parking design for the proposed Mountain Storage project in Mono County. As a direct participant in the design and permitting process for storage facilities throughout the continental United States of America, we have established that there is rarely a need for the level of parking that most building department jurisdictions specify in their local zoning ordinances. It can rightly be argued that the parking turnover rate for self storage facilities is exceptionally high. Most customers are not in the sales area of a storage facility for more than 15 minutes, and once they report in for their initial application and payment, they rarely have need to visit the office\sales area again until it is time for them to vacate their storage unit. Additionally, the average customer visit once they have initially loaded their unit is only a couple of times per month. When people do visit their storage unit after their initial loading, they have no need to go to the office and will park directly in front of or as close as possible to the entrance to their unit, leaving the spaces in front of the office clear for first time\last time visitors.

Because of this, most facilities, even in densely populated urban areas, have little need for more than 4 or 5 parking spaces. This holds true for even large facilities with hundreds of smaller units. This general rule is even more appropriately applied when we are discussing less densely populated areas such as Mountain Storage is located, or facilities with a smaller total number of units such as Mountain Storage is proposing, and even more so when discussing a facility with a larger average unit size such as what Mountain Storage currently shows.

One jurisdiction that has established their parking ordinance based on these facts is the City of Mesa here in the greater Phoenix area. It is the 3rd largest city in Arizona with some areas that are higher in residential unit density than most cities in America, yet their storage facility parking ordinance reads thus:

Independent Industrial Buildings and Uses

Mini-storage (dead storage only) - 4 spaces plus 2 for manager's quarters

It is because of this established record that we feel very confident in recommending that the parking currently proposed for the Mountain Storage project be accepted as the foundation for any future self-storage facility parking ordinance.

Sincerley,

Michael Keltz \ Architect



RKAA Architects, Inc. has done it again! For the 2nd year in a row, we are proud to announce that we have been awarded ISS's Best of Business Award for 'Best Architectural Services' for our outstanding client feedback when it comes to self-storage. How can we help you succeed in 2019 and beyond? Read more here:

<https://www.insideselfstorage.com/best-business/inside-self-storage-best-business-2019>

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Mono County
Community Development Department

PO Box 347
Mammoth Lakes, CA 93546
760.924.1800, fax 924.1801
commdev@mono.ca.gov

Planning Division

PO Box 8
Bridgeport, CA 93517
760.932.5420, fax 932.5431
www.monocounty.ca.gov

September 19, 2019

To: Planning Commission
From: Jake Suppa, Code Compliance Analyst
Re: Cannabis Odor Mitigation Workshop

RECOMMENDATION

Provide any input and recommend staff gather empirical field evidence to continue refining the odor ordinance language.

FISCAL IMPACT

Approximately \$3,075.00 for a field olfactometer, calibration kit, odor mapping software, and training from the Community Development Department budget.

BACKGROUND

Mono County adopted General Plan Amendment Chapter 13, Commercial Cannabis, on December 5, 2017. Section 13.070.E. *General Standards and Requirements*, Odor Control, requires that odors generated by a project cause no unreasonable impact to adjacent parcels and an audit of the effectiveness of any odor mitigation system is required at use permit issuance and renewal of the operations permit (under Mono County Code chapter 5.60).

Subsequently, a code compliance complaint was filed on October 10, 2018, regarding odors produced at an unregulated medical grow. When the site inspection occurred, no detectable odor was present past the premise, but the incident raised the issue of how to objectively evaluate odor impacts in a fair manner. Given the existing mitigation requirements, the issuance of cultivation permits, and the possibility of a valid future compliance case, Code Compliance staff proactively initiated an odor mitigation ordinance to provide objective standards and procedures to address future complaints.

Presentations were made to the Regional Planning Advisory Committees (RPACs), including Antelope Valley, Bridgeport Valley, Mono Basin and June Lake, this past summer to gain input on the threshold of significance for an odor standard.

DISCUSSION

The Planning Commission should provide feedback on whether to implement an ordinance with accompanying use of a field olfactometer, the maximum allowable odor levels and dilution threshold, and whether the threshold applies to all operations or is specific to land use designations. If desired, Code Compliance staff can purchase a field olfactometer to gather field readings in order to provide additional data for determining allowable odor levels and dilution thresholds.

This staff report was reviewed by the Community Development Director.

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Mono County
Community Development Department

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www.monocounty.ca.gov

September 19, 2019

To: Planning Commission

From: Hailey Lang, Planning Analyst
Gerry LeFrancois, Principal Planner

Subject: 2019 Regional Transportation Plan (RTP) workshop

RECOMMENDED ACTION

Conduct workshop and provide any direction to staff.

BACKGROUND

The Regional Transportation Plan (RTP) is 20-year planning horizon transportation planning policy document. The RTP provides a clear vision of the region's transportation goals, policies, needs, and assessments. The RTP also serves as the Circulation Element of the General Plan.

The purpose of the Regional Plan is to:

- Provide a clear vision of the regional transportation goals, policies, objectives and strategies – this vision must be realistic and within fiscal constraints;
- Provide an assessment of the current modes of transportation and the potential of new travel options within the region;
- Project/estimate the future needs for travel and goods movement;
 - Identify and document specific actions necessary to address the region's mobility and accessibility needs;
 - Identify guidance and document public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing;
 - Identify needed transportation improvements, in sufficient detail, to serve as a foundation for the Development of the Federal Transportation Improvement Program (FTIP), and the Interregional Transportation Improvement Program (ITIP);
- Facilitation of the National Environmental Protection Act (NEPA)/404 integration process decisions;
- Identification of project purposes and need;
- Employ performance measures that demonstrate the effectiveness of the transportation improvement projects in meeting the intended goals of MAP-21 (Moving Ahead for Progress in the 21st Century Act);
- Promote consistency between the California Transportation Plan, the regional transportation plan, and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and state and federal agencies responding to statewide and interregional transportation issues and needs;

- Provide a forum for: 1) participation and cooperation; and 2) to facilitate partnerships that reconcile transportation issues that transcend regional boundaries; and
- Involve the public, federal, state, and local agencies, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality, and environmental issues related to transportation.

Staff is working to update the document in order for the Local Transportation Commission (LTC) to approve by December 2019. CEQA compliance will be met through an Addendum, which is applicable when proposed changes to a project do not create any new or substantially more-severe significant environmental impacts than was analyzed in the original environmental document, in this case the 2015 RTP/General Plan Update Environmental Impact Report. An addendum does not require public circulation.

The following revisions are slated to be integrated into the 2019 update:

- Language describing the LTC's public involvement process as it relates transportation planning (Title 23 CFR part 450.210);
- A comparison with the California State Wildlife Action Plan (Title 23 CFR part 420.2(j));
- Quantifiable performance measures to better align with State and Federal goals (Title 23 CFR 450.306; 23 CFR 450.324(f)(3) & (4) 23 CFR 450.340(e) & (f))
- Updated demographic data;
- Updated mileage data;
- Updated average daily traffic (ADT) data;
- Language pertaining to measuring and analyzing vehicle miles traveled (VMT) rather than levels of service (LOS) (SB 743); and
- Updated Financial Element (Title 23 CFR 450.322 and Government Code 65080).

The RTP also serves as the majority of the Circulation Element in Mono County's General Plan. Therefore, after the LTC approves the RTP, a General Plan Amendment will be brought before the Planning Commission to make a recommendation to adopt the updated RTP into the Circulation Element of the General Plan. The RTP adoption will likely be packaged with other amendments since General Plan Amendments are limited to four per year.

This staff report was reviewed by the Community Development Director.

ATTACHMENT

- RTP Update PowerPoint

2019 REGIONAL TRANSPORTATION PLAN UPDATE

Mono County Planning Commission
September 19, 2019

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Public Involvement Process

1. Establish early and continuous public involvement opportunities.
2. Provide reasonable public access to technical and policy information.
3. Provide adequate public notice of public involvement activities and time for public review.
4. Ensure that public meetings are held at convenient and accessible locations and times.
5. Use visualization techniques.
6. Make public information available in electronic format.
7. Demonstrate explicit consideration and response to public input.
8. Include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems.
9. Provide for a periodic review of the effectiveness of the public involvement process.

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State Wildlife Action Plan (SWAP)

- RTP must include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources.
 - SWAP mentions that the eastern Sierra has a wildfire risk of four to six times above current conditions. Transportation infrastructure that relates to wildfire include access roads. The LTC is committed to fire-safe communities and will continue to look into the feasibility of additional access roads when necessary.

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Performance Measures from 2015 Update

1. Maintain farebox recovery ratios at or above 10%.
2. Maintain high levels of public participation in transportation planning process.
3. Reduce auto emissions in Mammoth Lakes.
4. Fully analyze environmental impacts, short-term and long-term, of transportation decisions.
5. Expand accessibility to the airports in the county and increase usage at those airports.
6. Expand ridership on all transit systems (interregional, regional, community, Dial-A-Ride).
7. By 2025, the mileage of non-motorized facilities in the county should increase by 10%.
7. Roadways that fall below a PASER 5 should be scheduled for Preventative Maintenance System programming.
8. Integrate livable community design standards into the transportation planning process.
9. Integrate resource-efficient design standards into the transportation planning process.
10. Continue to research methods for reducing Deer-Vehicle Collisions (DVC).
11. Continue to review and catalog the number of calendar days mountain passes and seasonal roads are open to the public.

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Performance Measures

- RTPAs are encouraged to integrate a performance-based planning approach into their goals, objectives, and targets.

Table 19: Mono County RTP Performance Measures

Goal	Measure	Frequency	Metric	Type
Infrastructure	% of County Roads Above 70 PCI	Ongoing	PCI	Quantitative
Infrastructure	% of Bridges in Good Condition	Ongoing	NBI	Quantitative
Infrastructure	County data collection program	Ongoing	Numeric	Quantitative
Mobility/Accessibility	% of facilities ADA compliant	Ongoing	Numeric	Quantitative
Mobility/Accessibility	Added miles of sidewalk	Ongoing	Miles	Quantitative
Mobility/Accessibility	Added miles of trails	Ongoing	Miles	Quantitative
Mobility/Accessibility	Added miles of bike paths	Ongoing	Miles	Quantitative
GHG	GHG Checklist	2020	Numeric	Qualitative
Healthy Communities	Number of Complete Streets projects	Ongoing	Numeric	Quantitative
Healthy Communities	Number of recreational projects completed near multi-family developments	Ongoing	Numeric	Quantitative
Housing Linkage	Number of units allocated towards RHNA	Ongoing	Numeric	Quantitative
Disadvantaged Communities	Number of planning and/or public works projects located in DC areas	Ongoing	Numeric	Quantitative
Safety	Number of Retroreflective Signs Added	Ongoing	Numeric	Quantitative
Safety	Miles of Striping added	Ongoing	Miles	Quantitative

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Data Updates

- Demographic data
- Population projections
- Mileage
- Average Daily Traffic (ADT)

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Levels of Service (LOS) to Vehicle Miles Traveled (VMT)

- CA passed 743, which mandates jurisdictions to no longer use LOS in transportation analysis and modeling. The intent is to promote the reduction of GHGs and the development of multimodal networks.
- VMT can be used to:
 - Assess the differences in travel demand and impact between regions and other states.
 - Project future revenue streams from fuel taxes and proposed VMT fees.
 - Compare personal travel and freight/commercial vehicle travel.
 - Project future congestion levels.
 - Estimate the amount of travel resulting from local residence and freight activity versus external travel.
 - Assess the impact of various population forecasts.
 - Support many more measures of interest for transportation planning.
 - VMT can be coupled with other measures such as capacity, speeds, vehicle type, and trip purpose in order to have a comprehensive traffic analysis.

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Financial Element

- Updates to include:
 - Funding sources and amounts
 - Financially constrained projects
 - Financially unconstrained projects
 - Funding challenges
 - LTC projects (Mono County)
 - LTC projects (Mammoth Lakes)
 - Current programming and financing
 - Highway Improvement Program projects (SHOPP, STIP, HSIP, ATP)
 - Short-term and long-term projects

8

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Map Updates

2002-2015
Animal Mortality
Locations

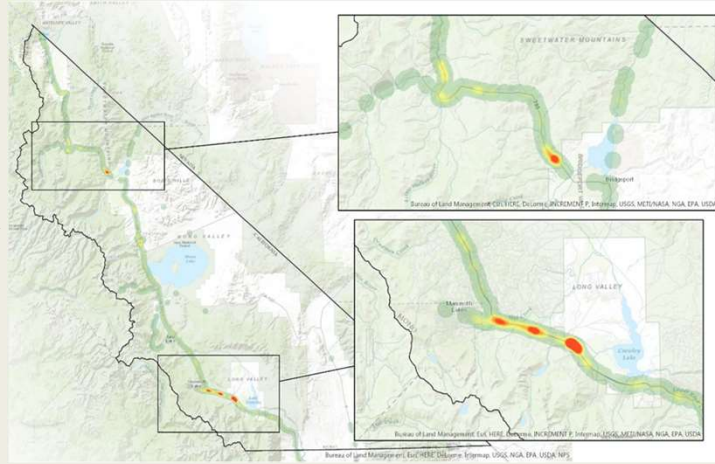


Table 9: Wildlife Collision Hotspots

Hot Spot Ranking	Name	Length (miles)	Deer Mortality per year	Total Deer Mortality (14 years)	Deer Mortality per year per mile
1	Mt Morrison Rd to Benton Crossing Rd	0.47	6.1	80	12.93
2	McGee	0.43	4.2	56	9.84
3	Hot Creek Hatchery Rd.	0.41	2.6	34	6.38
4	Buckeye Rd.	0.74	4.5	60	6.03
5	Jct 395 / SR 203	0.4	2.0	29	5
6	Bodie Rd.	0.44	2.0	31	4.5

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**Mono County
Community Development Department**

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Planning Division

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www.monocounty.ca.gov

September 19, 2019

To: Mono County Planning Commission

From: Michael Draper, Planning Analyst
Gerry LeFrancois, Principal Planner

Re: Tioga Inn Specific Plan Amendment #3, "Tioga Workforce Housing"

RECOMMENDATION

It is recommended that Planning Commission take the following actions:

1. Participate in site tour and workshop

BACKGROUND

The third amendment to the Tioga Inn Specific Plan, the Tioga Workforce Housing project proposal, encompasses multiple elements, many of which were analyzed in a Final EIR and Specific Plan that was certified by the Mono County Board of Supervisors in 1993. The original concept, as reflected in the 1993 documents, was to provide a full range of services and facilities for tourists (visiting Yosemite National Park, the Mono National Scenic Recreation Area, the Lee Vining Chautauqua and the eastern Sierra Nevada generally), as well as meeting facilities, jobs and employee housing opportunities for area residents.

Several of the uses approved in 1993 were constructed and placed into operation during the late 1990s. Construction of the hotel and restaurant elements was postponed due to a general economic downturn and other factors. The purpose of the current project proposal is to support the earlier approved components with modifications and new elements that respond to current conditions in housing, tourism, and employment.

PROJECT DESCRIPTION

The proposed Tioga Workforce Housing project is located at 22 Vista Point Road, close to the intersection of State Route 120 and US 395 and about ½ mile south of Lee Vining. The 1993 approved plan provided entitlements to: a 120-room, 2-story hotel with coffee shop; swimming pool; banquet room and gift shop; parking for onsite uses; signage plan; septic system; overflow/oversize vehicle parking; a full-service promontory restaurant; restaurant parking; maintenance building; propane tanks; two gas islands with eight fuel pumps and canopies; lighting; two underground storage tanks; Tioga Gas Mart; Delicatessen; 10 hilltop housing units; and a 300,000-gallon water storage tank. These entitlements remain intact and approved regardless of the outcome of the currently proposed project.

The current proposal retains the goals and concepts developed in 1993, with several newly added elements. Most significantly, the current proposal would provide up to 150 new workforce housing bedrooms in up to 100 new units. The current proposal also provides for a third gas pump island and overhead canopy, adds additional parking (to accommodate onsite guest vehicles as well as a general-use park-and-ride facility and bus parking for Yosemite transit vehicles), incorporates a new package wastewater treatment system (to replace the existing septic system) tied to a new subsurface drip irrigation system, replaces the existing water storage tank with a new tank of the same size in the same area, adds a new 30,000-gallon onsite propane tank (the new tank would eventually replace the existing 5 onsite tanks with a combined 2,500-gallon capacity), modifies the boundaries and acreage of designated open space, and modifies parcel boundaries. Project documents are available at <https://monocounty.ca.gov/planning/page/tioga-inn-specific-plan-seir>.

Table 1-1. TIOGA INN SPECIFIC PLAN, PROPOSED MODIFICATIONS AND CHANGES SINCE 2016 NOP			
LAND USE	LAND USES APPROVED IN 1993 SPECIFIC PLAN	SPECIFIC PLAN CHANGES PROPOSED IN OCTOBER 2016	SPECIFIC PLAN CHANGES AS NOW PROPOSED
HOTEL	120-room TWO-STORY hotel with varied guest services, and parking.	120-room THREE-STORY hotel with varied guest services and parking.	Changes to the hotel are NO LONGER PART of the application; existing Specific Plan provisions will remain in effect.
PROMONTORY RESTAURANT	Full-service restaurant with up to 5,000 square feet of interior dining area. ¹	Full-service restaurant with 200 seats and up to 5,000 square feet of interior dining area.	Changes to the full-service promontory restaurant are NO LONGER PART of the application; existing Specific Plan provisions will remain in effect.
WORKFORCE HOUSING	The 1993 Specific Plan included 10 hilltop residential housing units (of which only 8 were built). Six additional residential cabins were subsequently constructed about 300 feet south of the flagpole; no formal approvals were granted for the 6 cabins.	The 2016 application included up to 80 new workforce housing units to be located in an area currently designated as Open Space-Preserve. The 6 existing cabins would be demolished and replaced by the proposed workforce units.	The amended application includes up to 100 workforce housing units, with daycare, in an area currently designated as Open Space-Preserve; the Open Space-Preserve acreage would be expanded; the Open Space-Facilities and Open Space-Support acreage would be reduced. The 6 existing workforce cabins would be demolished and replaced by the workforce units.
GAS STATION & MINI-MART; DELI	2 gas pump islands, each with 1 underground storage tank and an overhead canopy with lighting	<ul style="list-style-type: none"> ▪ 1 new Gas Pump Island with 1 new underground storage tank, and an overhead canopy with lighting (for a total of 3 islands) 	<ul style="list-style-type: none"> ▪ As proposed in the 2016 NOP (i.e., a total of 3 gas pump islands).
MINI-MART; DELI	<ul style="list-style-type: none"> ▪ 4,800 sf mini-mart with picnic area, restrooms and accessory facilities. ▪ Delicatessen² 	No Changes Proposed	No Changes Proposed
WATER STORAGE	300,000-gallon potable water storage tank near the hilltop residential units.	Demolition of the existing 300,000-gallons water storage tank, and construction of a new 300,000-gallon potable water storage tank in the same general location.	As proposed in the 2016 NOP (i.e., demolition of the existing tank and replacement with a new tank of the same size in the same general location.

¹ The 1993 Specific Plan implementation measures discuss restaurant size only in terms of the interior dining area (max 5,000 sf) with provision for an exterior sit-down dining area on the observation deck and an interior and exterior cocktail lounge. Reference to 100 restaurant seats is found only in the discussion of environmental impacts pertaining to traffic (1993 SP, p. 59). The 1993 Specific Plan goals, policies and implementation measures make no reference to 100 seats, but the 100-seat provision is considered to be a specific plan limit, and has been added to the proposed Specific Plan Amendment #3.

² The delicatessen was not a part of the 1993 approvals. This use was retroactively approved through a 2012 Mono County Community Development Department Director Review.

PROPANE	Unspecified number of above-ground propane tanks.	▪ Addition of one new 30,000 gallon propane tank and continued use of the existing propane tanks.	As proposed in the 2016 NOP (i.e., 1 new 30,000 gallon propane tank and continued use of the existing propane tanks).
SANITATION	Standard septic tank/leach field systems for each land use per Mono County Health & LRWQCB standards, with a 100% expansion field area for all onsite facilities.	The 2016 NOP proposal was for replacement of the existing onsite septic system with an onsite wastewater treatment plant to treat wastes before discharge to a designated leach field.	The amended application still includes an onsite wastewater treatment plant to provide subsurface treated water for landscape irrigation and habitat restoration, along with expansion of the existing septic system and leach field (still with a 100% expansion field).
TOTAL PROPOSED ACRES 67.83 (reduced from 73.7 acres in 1993)			

To date, the amendment process began October 18, 2016 when a Notice of Preparation (NOP) of the Subsequent Environmental Impact Report (SEIR) and Specific Plan was released. A public scoping meeting took place on October 27, 2016, and a comment period was open until November 17, 2016.

Following the NOP, Bauer Planning and Environmental Services, Inc., finalized the Draft SEIR which was released June 17, 2019 for public review. Following the release, a public workshop took place at the Planning Commission meeting on June 20, 2019, and a public meeting at the Lee Vining Community Center followed on June 30, 2019. The comment period for the Draft SEIR closed on August 21, 2019.

CEQA COMPLIANCE

The County of Mono, as Lead Agency, has determined that proposed amendments to the 1993 Tioga Inn Specific Plan constitute a ‘project’ subject to CEQA as defined in the CEQA Guidelines §15060, and require the preparation of a Subsequent EIR consistent with the requirements of CEQA §15162. CEQA §15162 states that ‘(a) *When an EIR has been certified...for a project, no subsequent EIR shall be prepared...unless the lead agency determines...one or more of the following: (1) substantial changes are proposed in the project which will require major revisions of the previous EIR...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 regarding project circumstances] which will require major revisions of the previous EIR...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...at the time of the previous EIR...shows...(A) one or more significant effects not discussed in the previous EIR..., (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...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, but the project proponents decline to adopt the...measure or alternative; (b) If changes to a project or its circumstances or new information becomes available...the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise, the lead agency shall determine whether to prepare a subsequent Negative Declaration, an addendum, or no further documentation. (c) Once a project has been approved, the lead agency’s role in project approval is completed unless further discretionary*

approval on that project is required... (d) A subsequent EIR...shall be given the same notice and public review [as a Draft EIR]....”

In compliance with CEQA, the Draft Subsequent EIR focuses on (1) substantial changes in the proposed project that may involve new significant effects or substantially more severe environmental effects than were previously analyzed, (2) changes in the project circumstances that may involve new significant effects or substantially more severe environmental effects than were previously analyzed, (3) new information that was not and could not have been known in 1993 that shows one or more new significant environmental effects, or effects that are substantially more severe, or feasible alternatives and mitigations that were previously judged infeasible, or feasible alternatives and mitigations that would substantially reduce one or more significant effects. The Subsequent EIR does not consider or analyze previously approved project elements (including the 120-room hotel and the full-service promontory restaurant) that have not changed since the 1993 approvals were granted.

Significant unavoidable direct and cumulative impacts of the project include:

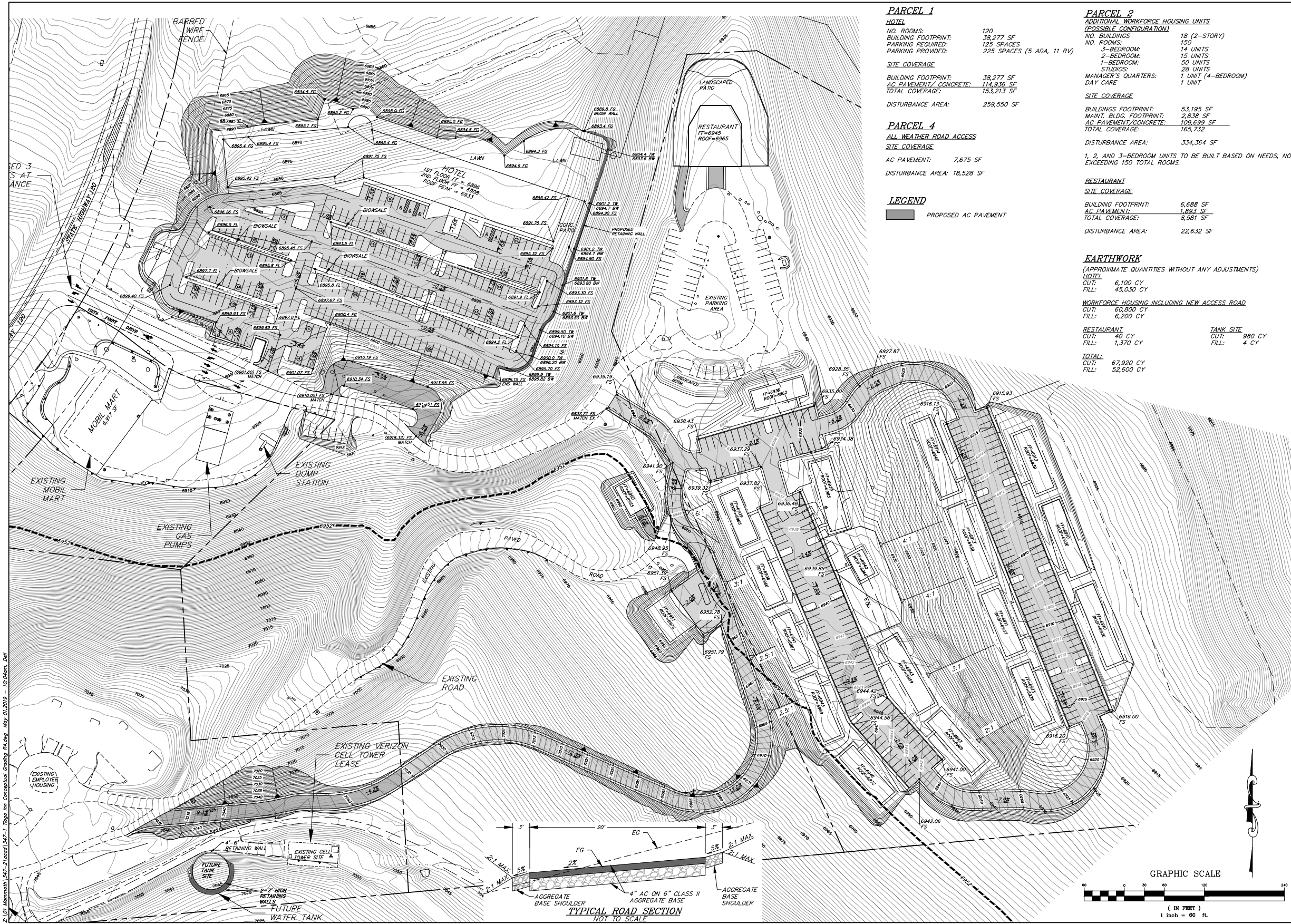
1. Exposure of people or structures to seiche, tsunami or mudflow
2. Impacts on wildlife movement or nursery sites (deer migration)
3. Require new police, school or other services
4. Design hazards (US 395/SR 120 intersection)
5. Impacts to scenic resources and visual character
6. Light and glare impacts

Staff is currently reviewing public comments received on the DSEIR. Repeated topics of concern include wildlife habitat and passage; emergency access and support; impacts to groundwater; lighting and aesthetics; and overall impacts to the Lee Vining Community.

This staff report was reviewed by the Community Development Director.

ATTACHMENTS

1. Site Plan



PARCEL 1
HOTEL
 NO. ROOMS: 120
 BUILDING FOOTPRINT: 38,277 SF
 PARKING REQUIRED: 125 SPACES
 PARKING PROVIDED: 225 SPACES (5 ADA, 11 RV)
SITE COVERAGE
 BUILDING FOOTPRINT: 38,277 SF
 AC PAVEMENT / CONCRETE: 114,936 SF
 TOTAL COVERAGE: 153,213 SF
 DISTURBANCE AREA: 259,550 SF

PARCEL 4
ALL WEATHER ROAD ACCESS
SITE COVERAGE
 AC PAVEMENT: 7,675 SF
 DISTURBANCE AREA: 18,528 SF

LEGEND
 PROPOSED AC PAVEMENT

PARCEL 2
ADDITIONAL WORKFORCE HOUSING UNITS (POSSIBLE CONFIGURATION)
 NO. BUILDINGS: 18 (2-STORY)
 NO. ROOMS: 150
 3-BEDROOM: 14 UNITS
 2-BEDROOM: 15 UNITS
 1-BEDROOM: 50 UNITS
 STUDIOS: 28 UNITS
 MANAGER'S QUARTERS: 1 UNIT (4-BEDROOM)
 DAY CARE: 1 UNIT
SITE COVERAGE
 BUILDINGS FOOTPRINT: 53,195 SF
 MAINT. BLDG. FOOTPRINT: 2,838 SF
 AC PAVEMENT / CONCRETE: 109,699 SF
 TOTAL COVERAGE: 165,732
 DISTURBANCE AREA: 334,364 SF
 1, 2, AND 3-BEDROOM UNITS TO BE BUILT BASED ON NEEDS, NOT EXCEEDING 150 TOTAL ROOMS.

RESTAURANT
SITE COVERAGE
 BUILDING FOOTPRINT: 6,688 SF
 AC PAVEMENT: 1,893 SF
 TOTAL COVERAGE: 8,581 SF
 DISTURBANCE AREA: 22,632 SF

EARTHWORK
 (APPROXIMATE QUANTITIES WITHOUT ANY ADJUSTMENTS)
HOTEL
 CUT: 6,100 CY
 FILL: 45,030 CY
WORKFORCE HOUSING INCLUDING NEW ACCESS ROAD
 CUT: 60,800 CY
 FILL: 6,200 CY
RESTAURANT
 CUT: 40 CY
 FILL: 1,370 CY
TANK SITE
 CUT: 980 CY
 FILL: 4 CY
TOTAL:
 CUT: 67,920 CY
 FILL: 52,600 CY

t h a
 triad/holmes assoc.
 civil engineering
 land surveying
 MAMMOTH LAKES
 BISHOP
 REDWOOD CITY

PREPARED & SUBMITTED BY:
 THOMAS A. FLETCHER
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DATE:

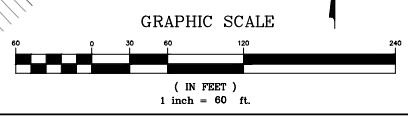
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REVISIONS:	BY:

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 MAMMOTH LAKES, CA
 93546

TIOGA INN
 CONCEPTUAL GRADING PLAN
 FOR TIOGA INN REVISED SPECIFIC PLAN

DATE: 05/01/2019
 SCALE: 1"=60'
 DRAWN: SR/MF
 JOB NO: 01.0347.2
 DWG: C2
 SHEET 2 OF 3



2:01 Mammoth 142-2 Parcel 1, 2, 4, 7, Tioga Inn Conceptual Grading Plan May 01, 2019 - 10:04am, Dell



LEGEND
 PROPOSED AC PAVEMENT
 PROPOSED DRAINAGE DIRECTION

t h a
 triad/holmes assoc.
 civil engineering
 land surveying
 MAMMOTH LAKES
 BISHOP
 REDWOOD CITY

PREPARED & SUBMITTED BY:

 DATE:

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TIOGA INN
CONCEPTUAL DRAINAGE PLAN
FOR TIOGA INN REVISED SPECIFIC PLAN

DATE 05/01/2019
 SCALE 1"=60'
 DRAWN SR/MF
 JOB NO. 01.0347.2
 DWG. C3
 SHEET 3 OF 3

2:01 Mammoth Lakes 2:0001:142-1 Tioga Inn Conceptual Drainage Plan May 01, 2019 - 10:02am Dell