

**TIOGA COMMUNITY HOUSING PROJECT
FINAL SUBSEQUENT EIR**

**PLANNING COMMISSION
MEETING**

16 APRIL 2020

Impacts of COVID-19

- Remote meetings are authorized by Governor Newsom's Executive Orders N-25-20 and N-29-20
- To join the meeting by video conference, go to <https://zoom.us/join> and enter Meeting ID 634-770-837
- To join the meeting by phone, call (669) 900-6833 and enter Meeting ID 634-770-837
- To observe the meeting (no commenting): Go to https://monocounty.granicus.com/ViewPublisher.php?view_id=1, click on "View Event" for the April 16 Planning Commission meeting.

Request to Postpone

- Mono Basin Regional Planning Advisory Commission (RPAC) requested hearing be postponed
- Discussion provided in staff report
- Board of Supervisors considered postponement at their April 14 meeting and impacts to standard processing procedures
 - Declined to direct Planning Commission to postpone
 - Will consider timing for the Board on April 21

Meeting Ground Rules

- Please remain muted and keep video off unless you are called to give public comment
- Please be respectful – this is a formal public meeting
- Please follow instructions to give public comment
- Participants can be removed from the meeting for inappropriate or disrespectful behavior.

Providing Public Comment

- Please limit comments to the time specified, do not repeat comments
- To queue up for public comment:
 - Videoconference: Select “Raise Hand” in the Chat Room
 - Phone: Enter *91
- Wait for the meeting moderator to call your name or phone number, and unmute you to speak
- Make your comment, then mute yourself
- Send email comments to cddcomments@mono.ca.gov. Comments less than 250 words will be read into the record, longer comments will be summarized

Project Documents

Project documents are posted at:

<https://www.monocounty.ca.gov/planning/page/tio-ga-inn-specific-plan-seir>

- The Draft Subsequent Environmental Impact Report (SEIR) is posted at the web address above, was incorporated by reference in the Final SEIR, and referenced throughout the staff report
- The Final SEIR was published to the same web page with the Draft SEIR documents.
- The web page is included in the staff report and referenced, along with the documents, throughout the report.

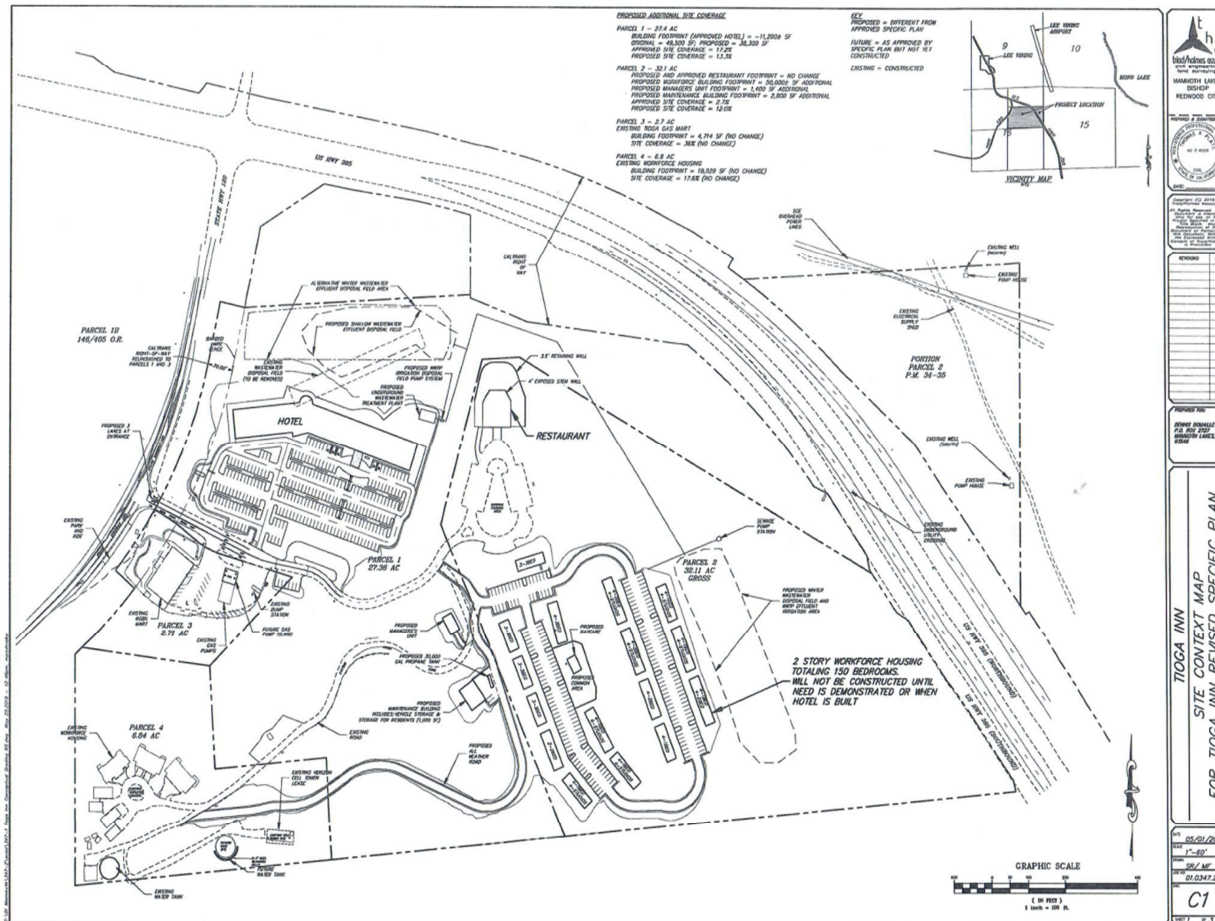
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PROJECT REVISIONS

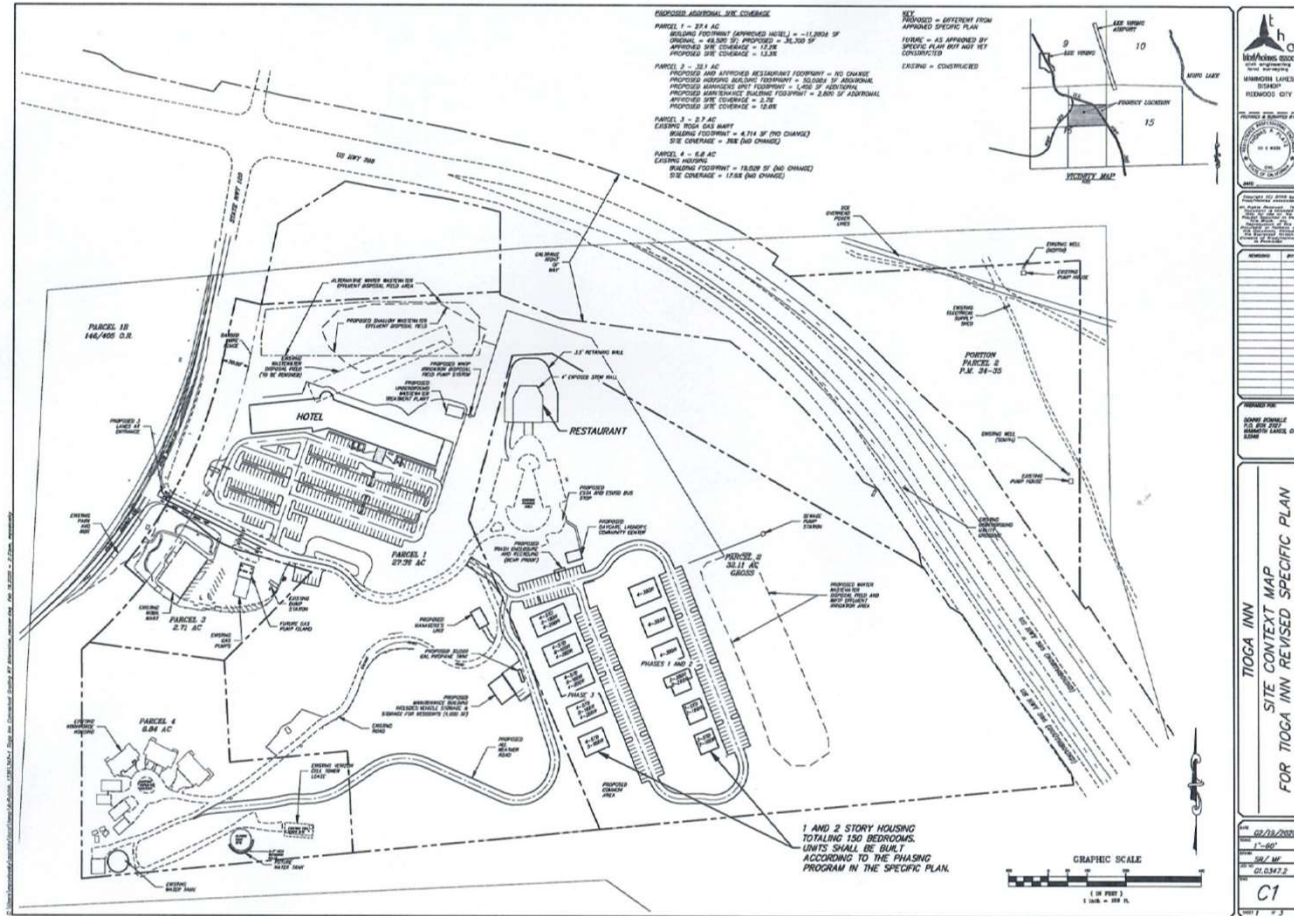
- The Tioga Community Housing Project SEIR as presented has been modified from the project described in the DSEIR.
- The FSEIR clearly states a **NEW PREFERRED ALTERNATIVE 6** that replaces the preferred alternative in the DSEIR.*
- The New Preferred Alternative 6 is clearly stated as the proposed project in the staff report.
- All modifications, including Alternative 6, are in response to comments on the DSEIR
- Many of the revisions can be seen by comparing the original layout with new Alternative 6 (next 2 slides); all revisions will be detailed later in this presentation

**See Table 2-1 in the FSEIR under Section 2, Substantive Project Changes in Response to DSEIR Comments.*

ORIGINAL DSEIR PROJECT DESIGN



NEW 'ALTERNATIVE 6'



TIOGA INN PROJECT HISTORY

ORIGINAL TIOGA SPECIFIC PLAN (1993):

- Hotel (2 stories, 120 rooms)
- Full-service Restaurant
- 10 hilltop Residential Units (8 were built)
- Gas Station with 2 Gas Pump islands
- Convenience Store (4,800 square feet)
- Infrastructure (water storage, propane, septic system)
- (Convenience store deli was approved via 2012 Director Review)

TIOGA INN PROJECT HISTORY

SPECIFIC PLAN AMENDMENT #1 (1995):

- Allowed 2-bedroom apartment above convenience store
- Shifted location of water storage tank
- Revised phasing to construct convenience store before the hotel

TIOGA INN PROJECT HISTORY

1993 SPECIFIC PLAN AMENDMENT #2 (1997):

- Clarified promontory location of full service restaurant
- Affirmed that water & sanitation could serve only the Tioga Specific Plan
- Prohibited project access onto US 395
- Clarified Specific Plan financing
- Allowed public restroom/shower/laundry facilities in the hotel
- Set development standards for the hotel and full-service restaurant
- Provided new details regarding Master Sign Program and night lighting

Project Description

PROPOSED SPECIFIC PLAN AMENDMENT #3 (2020):

- Community Housing complex with up to 150 bedrooms in up to 100 units, and staffed daycare facilities
- Demolition of 6 unpermitted employee housing cabins
- New gas pump island with four fueling stations, underground storage tank, and overhead canopy
- Replacement of 300,000-gallon water storage tank with new tank of same size in same general location
- New 30,000-gallon propane tank
- New Wastewater Treatment Plant with subsurface irrigation system, expanded septic system/leachfield for winter disposal
- Changed layout of open space areas with expanded acreage of open space
- Additional parking for transit, park & ride, and oversized vehicles
- New internal access roads

SCOPE OF CURRENT EIR ANALYSIS

Scope of current EIR analysis was shaped by requirements of CEQA §15162 (Subsequent EIRs)

Following review of project application in 2016, Mono County CDD concluded that project would require SP amendment, and that the changes were potentially significant

Therefore an EIR was required and, per §15162, the EIR focus would on:

- *Substantial changes in SP amendment that may involve new significant effects or substantially more severe effects than previously analyzed*
- *Changes in project circumstances that may result in new or more severe significant effects*
- *New information since 1993 approvals showing one or more new significant or more severe environmental impacts*
- *Feasible alternatives and mitigations with potential to substantially reduce one or more significant effects*

Elements of 1993 SP & FEIR were excluded from current CEQA analysis only if they remained wholly unchanged; ALL elements of 1993 project were analyzed in Cumulative Assessment

There is no expiration date in CEQA for the reliability of certified EIRs apart from the significant changes in the project and surrounding circumstances, all of which were examined in the current CEQA documents

CEQA PROCESS

- **NOP:** Notice of Subsequent EIR Preparation was released & a scoping meeting was held during October 2016. Project was revised in response to NOP comments
- **Draft SEIR:** was completed & distributed for Public Review on 14 June 2019; the 60-day DSEIR Public Review ended on 13 August 2019
- **COMMENTS RECEIVED:** In all, 904 comment letters are included in FSEIR:
 - **AGENCIES** (6 letters): Caltrans, CalFire, ESTA, LRWQCB, LVFPD, Mono City FPD
 - **ORGANIZATIONS** (3): MLC, Californians for W. Wilderness, Sierra Club-Toiyabe Chapter
 - **TRIBES** (1 letter): Mono Lake Kutzadika'a Tribe
 - **LEGAL** (1 letter): Shute Mihaly Weinberger (for MLC)
 - **INDIVIDUALS** (196): 196 personal letters from individuals
 - **GENERATED** (697): 697 letters using a 'generated format' provided by MLC
- **LATE COMMENTS:** 78 additional letters were received too late for inclusion in FSEIR, but all are summarized and responded to in PC Staff Report
- **COMMENT LETTER SUGGESTIONS:** Comment letters were detailed and focused in the scope of issues raised and in the suggestions offered for lessening significant effects
- **PROJECT CHANGES:** As with NOP, recommendations in the DSEIR comment letters formed the basis for many project changes. The changes included new **PREFERRED ALTERNATIVE 6**

FSEIR OVERVIEW

- FSEIR is organized to address the full range of issues raised

- **14 Topical Issues:**

#1: Aesthetics, Project Design, Preferred Alternative 6

#2: Light and Glare

#3: Alternatives

#4: Pedestrian Connectivity and Safety

#5: Deer Migration and Crossing

#6: Secondary Access and Fire Safety Plan

#7: Phasing Plan

#8: Housing Need, Population, Occupancy, Objectives

#9: Traffic Impacts at the SR 120/US 395 Junction

#10: ESTA, ESUSD & YARTS Bus Stops, and Parking

#11: Water Quality and Water Supply

#12: Significant Unavoidable Adverse Impacts

#13: EIR Scope of Analysis

#14: Impacts on Community Plan & Community Character

- **Formal Responses to 19 Comment Letters**

PREFERRED ALTERNATIVE 6

Modified project 'Alternative 6' was developed to lessen project impacts on aesthetics, light & glare

COMPARISON OF ORIGINAL PLAN AND ALTERNATIVE 6

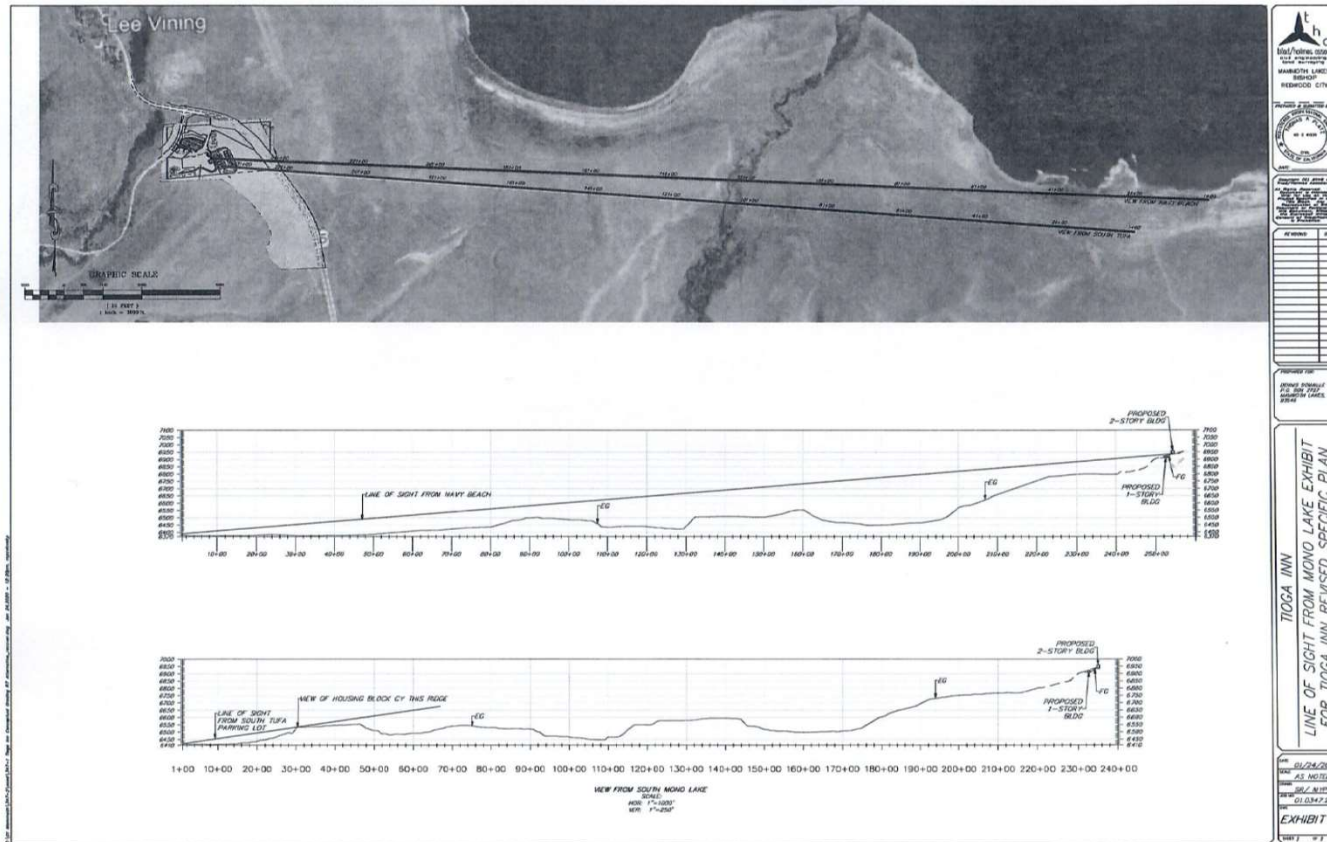
ISSUE	CHANGE
Pad Elevations	Pad elevations were lowered for northwestern-most units through additional grading
Roof Elevations	Eliminates second-story on all 6 of the (E-most, most visible) lower row of structures
Housing Structures	Total number of housing structures reduced from 15 to 11
Form and Orientation	The form of the housing structures was changed from long rectangular structures (with the longest walls facing east) to nearly square (with the shortest walls facing east)
Housing Footprint	Area of housing footprint reduced by modifying layout of E-facing project components from 6 rows (4 rows housing, 2 rows parking) to 4 rows 6 (2 rows housing, 2 rows of parking)
Daycare Relocated	The day care facility was relocated from a central point in the housing complex to the north end of the complex to achieve a more compact layout
Materials and Paint Colors	Shaker Gray paint will now be used on all east-facing project walls, and project roofs will be constructed of materials with a dull finish and dark muted colors
Outdoor Lighting Plan	Requirements were added for submittal of a detailed outdoor lighting plan to minimize light and glare impacts to the maximum feasible extent
Landscaped Berms	3-ft landscaped berms are provided directly below each of the 2 main residential parking lots to minimize visibility from offsite locations, eliminate direct views of lighting, filter 'glow'

Most of these changes are evident in comparing the original Concept Plan with the Concept Plan for new Preferred Alternative 6

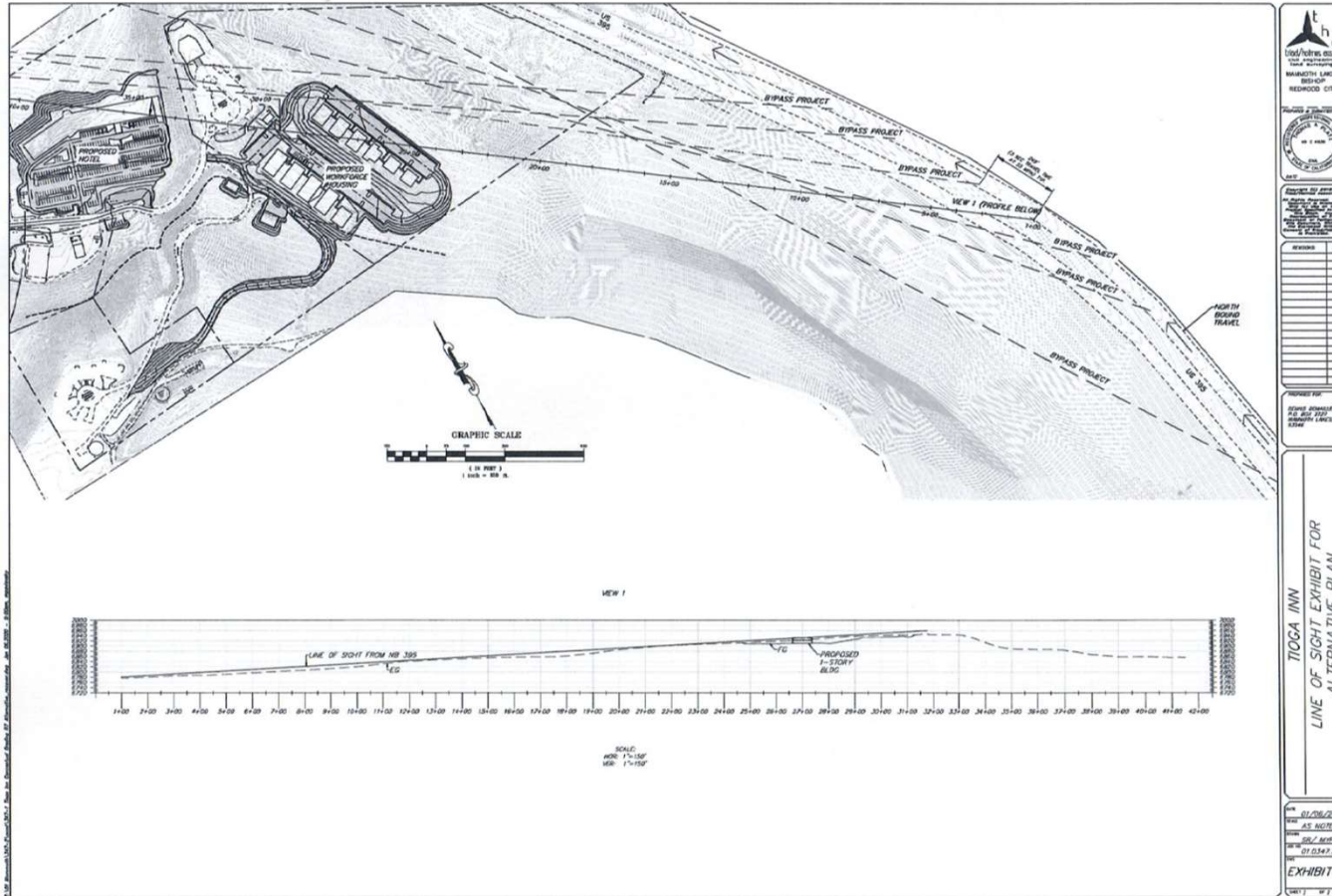
LINE-OF-SIGHT STUDIES

- **LINE OF SIGHT studies were prepared by Triad Engineering to determine extent to which Alternative 6 reduces project visibility from South Tufa, Navy Beach, US 395:**
 - **FROM NAVY BEACH:** Several of the 2-story structures on the upper row of housing units would be visible from Navy Beach. The 1-story units on the lower row would not be visible. The roughly 30 units that would be visible from Navy Beach are included in Phase 3, to be constructed only if occupancy in the Phase 1 & 2 units reaches 80%
 - **FROM SOUTH TUFA (at Water's Edge):** Project views from the beach at South Tufa would be similar to views from Navy Beach
 - **FROM SOUTH TUFA (Parking Lot):** Due to an intervening ridgeline, the residential structures would be entirely blocked from views at the South Tufa parking lot
 - **FROM US HIGHWAY 395:** One-foot of roofline on the lower row of 1-story units would be visible from US 395

LINE-OF-SIGHT TO S. TUFA, NAVY BEACH



LINE-OF-SIGHT TO US 395



t h o
 LAND DESIGN GROUP
 1000 UNIVERSITY AVENUE
 MARATHON LAKES RESORT
 REDWOOD CITY

PROJECT NO. 01-06-0001
 DATE 01-06-00
 DRAWN BY J. P. [unreadable]
 CHECKED BY [unreadable]
 SCALE 1" = 100'

TIOGA INN
 LINE OF SIGHT EXHIBIT FOR
 ALTERNATIVE PLAN

DATE 01-06-00
 AS AGRD
 DR/ [unreadable]
 01-06-00
EXHIBIT B
 SHEET 1 OF 1

UPDATED PROJECT ISSUES & Night Photos

Vista Point Drive & SR 120



UPDATED PROJECT ISSUES & Night Photos

down slope on SR 120 looking into project site



Daytime Photos



Daytime Photos



UPDATED PROJECT ISSUES & ELEMENTS

TOPIC	FSEIR UPDATE
Project Title	Project title changed: 'Tioga Workforce Housing' to 'Tioga Community Housing'
Preferred Alternative	Preferred alternative identified in DSEIR (Exhibit 3-3) has been replaced by modified 'Alternative 6'
Aesthetics	Alternative 6 was developed to lessen project impacts on key issue of aesthetics, light & glare
Alternatives	FSEIR provides full concept plans for Alternative 6 and for DSEIR Cluster Alternative
Day Care	FSEIR clarifies Day Care center will be staffed & open to onsite/Mono Basin residents
EV Charging	At least 2 EV charging stations will be provided in the residential complex
Eviction	3 Eviction Causes identified in SP: subletting, unleashed pets, improper trash disposal
Solar Panels	Will be used only on roofs orienting to the south/southwest/southeast
Unit Sizes	Increased square footage for studio/1-bedroom/2-bedroom units
Defibrillators	Two to be provided (1 each in daycare center, manager unit)

UPDATED PROJECT ISSUES & ELEMENTS

Pedestrian Connectivity to Lee Vining

- Project team held substantial discussions with Caltrans during FSEIR preparation regarding potential for a pedestrian/cycling trail between the site and Lee Vining. Two main options were discussed:
 - *Onsite trail linking to future Caltrans pedestrian/cycling improvements at US 395/SR 120 junction;*
 - *Trail crossing from Vista Point to Lee Vining Creek (following SR 120 freeway rescission action and SR 120 redesignation as a conventional highway)*
- **Neither option was found to be feasible:**
 - *Caltrans has no plans to pursue improvements at US 395/SR 120 junction; does not concur with FSEIR significance finding on pedestrian safety*
 - *Caltrans expressed reservations regarding the safety of an at-grade crossing on SR 120 near Vista Pt Dr. due to high speeds, poor sight distances*
 - *Caltrans also had concerns about public uses on LV Creek due to SCE power facilities, maintenance costs, lack of logical connections across LV Creek, high cost of elevated pathways, and potential hazards of an at-grade crossing*
- Caltrans suggested an ADA sidewalk between Vista Pt. Dr. and US 395, based on prospect Caltrans may construct pedestrian safety features at SR 120/US395 junction, though there are no guarantees this will occur
- The ADA sidewalk & reserved ROW were added as a new project requirement, to hold open the potential for a future link

UPDATED PROJECT ISSUES & ELEMENTS

Deer Passage	<ul style="list-style-type: none">• Again following extensive discussion, this was found infeasible based on results of a 2016 Caltrans study of wildlife collisions• Study identified 6 'hotspots': US 395 around Mammoth airport was #1 hotspot, the project area was not among the 6 hotspots• Even if project area was a hotspot, Caltrans had concerns about a LV Ck. crossing due to roadway geometrics and SCE facilities• For these reasons, project region is not among the areas to be considered for a deer passage• FSEIR conclusions unchanged: direct impacts are less than significant, cumulative impacts are significant
Secondary Access	A secondary access will now be provided via SCE easement
New Phasing Plan	<ul style="list-style-type: none">• PHASE 1: 30 units, to be built following grading and occupied by hotel/restaurant construction workers• PHASE 2: 40 units, to be built following submittal of hotel building permit application<ul style="list-style-type: none">▪ All Phases 1 & 2 units to be available when hiring begins• PHASE 3: 30 units, to be built if and when units in Phases 1 & 2 reach an 80% occupancy rate<ul style="list-style-type: none">▪ Phase 3 units are in the most visible westernmost row, and the only units visible from US 395, Navy Beach

UPDATED PROJECT ISSUES & ELEMENTS

DSEIR Recirculation	<ul style="list-style-type: none">• Several comments suggested DSEIR recirculation to clarify the project purpose, revisit alternatives, identify and other concerns• CEQA Guidelines §15088.5(a) calls for recirculation when significant new information becomes available including:<ul style="list-style-type: none">○ New significant impacts○ Substantial increase in the severity of an impact○ Feasible alternative is rejected that would lessen a significant impact○ DSEIR so fundamentally inadequate as to preclude meaningful public review and comment• None of conditions cited in §15088.5(a) apply to project: no significant new impacts, no substantial increase in the severity of an impact, no alternative rejected that would lessen effects, and DSEIR was not so inadequate as to preclude meaningful public review and comment• Project has been substantially revised (Alternative 6, new project requirements), but no requirement for DSEIR to be recirculated
Evacuation Plan	The updated Specific Plan includes new Implementation measure 2b(5) requiring collaborative preparation of a public safety evacuation plan prior to LVFPD issuance of a 'will serve' letter

UPDATED PROJECT ISSUES & ELEMENTS

Landscaping Plan	Revegetation plan outlines topsoil health, dense planting, native species/bitterbrush dominant, weed controls (herbicides only by licensed applicator), monitoring
Bear-Resistant 'Cans'	All waste receptacles to be of bear- & raven-resistant design
Mitigations	A total of 45 mitigation measures outlined in the updated MMRP
Grant Funding	Grant funding is no longer part of any mitigation goals
Cultural Resources	<ul style="list-style-type: none"> • DSEIR did not find evidence of cultural resources; mitigation addressed events if resources discovered; voluntary monitoring • In subsequent meetings and their DSEIR comment letter, the Tribe pointed out that cultural resources unearthed during construction may not be recognized, asked that Tribal monitors be compensated. • To address concerns, applicant voluntarily modified mitigation to provide Tribe with up to 50 hours of compensated time for training of onsite construction crew • Following additional consultation, mitigation was further modified to allow Tribe to use the 50 hours for training and/or monitoring, at the Tribe's discretion. This was acceptable, and included in FSEIR

UPDATED PROJECT ISSUES & ELEMENTS

<p>Impact on LV Community Plan & Character</p>	<ul style="list-style-type: none"> • GP goals & policies provide guidance for specific areas and issues; a nexus must be established between an impact & GP policy to be legally enforced by County • Most service providers (ESUSD, Post Office, Public Health, EMS, Social Services) anticipated no difficulty in serving this project • LVFPD did identify concerns; CDD has outlined options to address their concerns, and has offered to provide assistance if desired by LVFPD • The project population is estimated to be somewhere between 194-300, and likely will fluctuate over time as has the population of Lee Vining • Even at high end of forecast population (300 new residents), LV would retain its identity as a small community • Onsite bus services (ESUSD & ESTA) and YARTS will reduce personal auto use • New Phasing Plan will enable LV community, services to adapt incrementally
<p>Housing Need, Population</p>	<ul style="list-style-type: none"> • Project objective per DSEIR §3.3 is to provide sufficient onsite housing to accommodate a majority of onsite employees • Project will add 150 new jobs to the 37 existing jobs (187 total) • The 100 units would thus house about two thirds of the new employees • Project jobs are seasonal; Mono Co. seasonal workers hold ~1.4 jobs on average • Many of the site workers will hold second jobs • Goal is to enable employees to fill seasonal job changes without having to move • Project will comply with new Housing Mitigation Ordinance requirements • Project population is well within General Plan growth estimates (practical & theoretical) that were adopted less than 5 years ago, with Mono Basin RPAC participation

UPDATED PROJECT ISSUES & ELEMENTS

Traffic Impacts at the SR 120/US 395 Intersection

- DSEIR Traffic Analysis forecast the SR 120/US395 intersection would in the future operate at a deficient LOS (E or worse) during mid-day peak hour conditions, with or without the proposed housing project. Based on this finding, the DSEIR recommended two alternative mitigations:
 - *Installation of a traffic signal at the intersection, or*
 - *Conversion of the intersection to a roundabout*
- Either would improve conditions to less than significant levels; the DSEIR stated grant funds would be sought to finance these improvements.
- In its comments on DSEIR, Caltrans indicated it would be the applicant's responsibility to fund the improvements, and requested the DSEIR identify the appropriate Fair Share contribution.
- County met with Caltrans in Sept. 2019 to discuss their comment letter recommendations. At the meeting, Caltrans indicated the July traffic counts and projected traffic increases appeared to overestimate traffic on US 395 and at the intersection, since they were taken in July 2018 and thus reflected peak season conditions.
- In response, more counts were taken in Oct. 2019. The October volumes were just over half the levels counted in July 2018. Caltrans staff indicated the October counts were more representative of typical year-round conditions, and recommended the Traffic Study be revised to reflect the October data.
- County staff agreed the July counts were not representative, but viewed the October counts as also unrepresentative of 'typical' conditions. To be conservative, the County opted to use the July data in the updated report, and to include a 2%/yr. growth rate in background traffic. The updated analysis continues to show a significant impact at the intersection during peak season (July 4- Labor Day).
- The updated analysis also concludes that there is no feasible mitigation:
 - *Caltrans confirmed that a roundabout at the intersection is unfunded, not reasonably foreseeable at this time, and the Tioga traffic studies would not likely increase the statewide priority of this project enough for it to be competitive for funding.*
 - *Caltrans also indicated that the intersection does not satisfy traffic signal warrants for any of the analysis scenarios evaluated for the project, and that a traffic signal is not recommended.*
- Based on Caltrans' input, DSEIR mitigations calling for a roundabout or intersection signalization have been deleted, and impacts are identified in the FSEIR as significant and unavoidable, with or without the project. As noted, Caltrans does not agree with this significance determination.

SIGNIFICANT EFFECTS

FSEIR identifies 5 significant unavoidable adverse impacts:

IMPACT	SIGNIFICANT DIRECT & CUMULATIVE IMPACT	SIGNIFICANT CUMULATIVE IMPACT
HYDROLOGY: Exposure to Seiche, Tsunami or Mudflow	✓	
BIOLOGY: Impacts on Wildlife Movement		✓
SERVICES: Impacts on Police Services (unsafe pedestrian travel on 120/395)	✓	
TRAFFIC: Turning movements (E-bound SR 120 to N-bound US 395)	✓ (with or without project)	
AESTHETICS: Scenic Resources, and Light & Glare	✓	

NEW COMMENTS

- New comment letters received in the past few days raise issues that are now before the Planning Commission for information, consideration and direction.
- In whole, the responses to the new issues include suggestions for 3 new mitigation measures, and modifications to 1 existing mitigation measure.
- All are described in the following 5 slides.

SIERRA NEVADA RED FOX

- The Sierra Nevada Red Fox in the eastern Sierra, and notes evidence of domestication. The Sierra Nevada Red Fox is a State Threatened Species. To address these concerns, staff proposes Planning Commission consideration of one new mitigation measure, and modification to an existing mitigation measure, as outlined below.
- **NEW MITIGATION MEASURE BIO 5.3(a-6) (Signage):** Signage stating “Do Not Feed the Wildlife” shall be posted on the exterior of each housing structure, the Day Care Center, and the Manager’s Unit, and shall also be posted on the road leading into the housing complex and in each of the 3 residential parking lots. Additionally the sign shall be posted at the entry to Vista Point Drive, and at the access points from Vista Point Drive into the gas station, the hotel, and at the access road leading to the full service restaurant.
- **AMENDED MITIGATION MEASURE BIO 5.3(a-4):** Badger **and Fox** Survey: A pre-disturbance denning badger **and denning fox** survey shall be scheduled within three days prior to the start of vegetation and ground-disturbing project activities. The survey will be performed by a qualified biologist. The survey will include the entire area where disturbance will occur, as well as buffers of ~~100~~ **500** feet in all directions. Survey results will be reported to CDFW, Bishop, Mono County, and to the construction foreperson within 24 hours of survey completion, in order to formulate avoidance measures. Unless modified in consultation with CDFW, active badger **or fox** dens will be buffered by a minimum distance of 100 feet, until the biologist finds that den occupation has ended. **In the unlikely event that an active fox den that could be occupied by Sierra Nevada red fox is found, ground-disturbing work at the project will be halted pending consultation with CDFW regarding buffering and avoidance.**
- If the Commission approves of these changes, they will be incorporated into Resolution #1 for consideration by the Board of Supervisors, and the Final SEIR will be revised accordingly.

SECONDARY ACCESS

- A new letter from Lynn Boulton recommends that the secondary access easement to be acquired from SCE be along the Gibbs Siphon Road, which is flat and wide enough for vehicles to pass in both directions (as opposed to another nearby SCE easement).
- This is to confirm that the secondary access now being acquired from SCE by the project applicant is the Gibbs Siphon Road.

SHUTTLE SERVICE

- The new letter from Shute Mihaly suggested that a shuttle service linking the site to Lee Vining be provided by the applicant to create a safe alternative to walking or biking along the highway.
- This is to confirm that the applicant will provide a shuttle service between the project site and Lee Vining. The service will commence when hotel construction is completed, and will provide qualified drivers, ADA-compliant equipment, regularly established routes and minimum drop-off and pick-up times. The shuttle service will be available for use by hotel guests and residents of the Community Housing Complex.
- At the direction of the Planning Commission, this commitment can be incorporated into a new Mitigation Measure SVCS 5.8(a-2), as outlined below.
- **NEW MITIGATION SVCS 5.8(a-2) (Shuttle Service):** A shuttle service shall be provided between the project site and Lee Vining, beginning when the Tioga Inn receives an occupancy permit. The shuttle service will be staffed by qualified drivers, will be equipped with ADA-compliant features, and will follow established routes with regular minimum drop-off and pick-up times. The shuttle service will be available for use by hotel guests and residents of the Community Housing Complex.
- If the Commission approves of this change, it will be incorporated into Resolution #1 for consideration by the Board of Supervisors, and the Final SEIR will be revised accordingly.

PHASING PLAN

- The new letter from Shute Mihaly suggested that the Phasing Plan be modified to more directly link the construction of housing units to the construction of the hotel.
- As currently described, Phase 2 of the housing complex would begin when the hotel construction application is submitted to Mono County.
- It is now proposed that Phase 2 of the housing complex begin when the hotel construction application is **deemed complete** by Mono County. To establish additional assurance, it is proposed that the phasing plan be incorporated into a new Mitigation Measure 5.6(a-1) (Phasing) as outlined below.
- If the Commission approves of this change, it will be incorporated into Resolution #1 for consideration by the Board of Supervisors, and the Final SEIR will be revised accordingly.
- **NEW MITIGATION MEASURE 5.6(a-1) (Phasing):** Construction of the Community Housing Units shall conform to the following phasing milestones:

PHASE	# OF UNITS	SCHEDULE
1	30	The 30 Phase 1 units would be built following completion of grading for the housing project as a whole (including phases 1, 2 and 3). The goal is to have the 30 phase 1 units available for use by construction workers during the hotel and restaurant construction process.
2	40	Construction of the 40 Phase 2 units would begin at the time that the hotel building permit application is deemed complete by the Mono County Community Development Department. The goal is to have all 70 of the phase 1 & 2 units available when hiring begins for previously-approved commercial job positions.
3	30	Construction of the 30 Phase 3 units would begin when the phase 1 and phase 2 units reach a combined 80% occupancy rate (i.e., when 56 of the Phase 1 and 2 units are rented). All Phase 3 units will be in the westernmost row of units.

VISUAL IMPACTS

- The letter from Shute Mihaly recommended that impacts on aesthetic resources be further reduced by eliminating all 2-story housing structures on the site.
- As currently proposed in Alternative 6, the westernmost row of six structures would be of 1-story construction, and the easternmost row of five structures would be of 2-story construction; the second story units would be in the line of sight (at a 5-mile distance) from Navy Beach; it is anticipated that these units would also be in the line of sight (at a 4-mile distance) from the water's edge at South Tufa.
- In response to this comment, the Planning Commission may want to recommend that the applicant further modify the Alternative 6 plan such that no units are in the line of sight from Navy Beach or from the water's edge at South Tufa, with adjustments to the number of stories, and/or base footprint and/or number of structures as needed to maintain a unit count of 100.
- Alternatively, the Planning Commission may want to recommend that the applicant eliminate the Phase 3 units that would be in the line of sight from Navy Beach.
- If the Commission recommends either change, the change will be incorporated into Resolution #1 for consideration by the Board of Supervisors, and the Alternative 6 Plan and the Final SEIR will be revised accordingly.
- If no change is recommended, the Alternative 6 plan will remain as shown, and the second story of 3 buildings on the upper row of structures would remain in the line-of-sight, at a distance, from Navy Beach and from the water's edge at South Tufa.

New Comments

Please note additional slides will be added to further address new comments received and for presentation to the Planning Commission.

CLOSING COMMENTS & DISCUSSION

- **FSEIR is now complete**
- **Text of DSEIR is being updated to incorporate new Preferred Alternative 6 and other project changes**
- **Public input has played a central role in this project, resulting in substantive project changes at each stage of review and comment**
- **Planning Commission Discussion and Questions**

Reminder: Providing Public Comment

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