

Resolution Number

County of Mendocino
Ukiah, California

NOVEMBER 5, 2026

GP_2021-0002 / R_2021-0005 - DYM

RESOLUTION OF THE PLANNING COMMISSION, COUNTY OF MENDOCINO, STATE OF CALIFORNIA, MAKING ITS REPORT AND RECOMMENDATION TO THE MENDOCINO COUNTY BOARD OF SUPERVISORS REGARDING AN AMENDMENT OF THE LOCAL COASTAL PROGRAM (LCP), INCLUDING LAND USE MAP NO. 17 (MENDOCINO) AND THE COASTAL ZONING MAP, TO APPLY THE VISITOR ACCOMMODATIONS AND SERVICES (VAS) INN/BED AND BREAKFAST ACCOMMODATION (*1C) COMBINING DISTRICT TO ASSESSOR'S PARCEL NUMBER (APN 121-280-15) CURRENTLY ZONED RURAL RESIDENTIAL (RR5).

WHEREAS, the Applicant, Cally Dym, filed an application with the Mendocino County Department of Planning and Building Services for an amendment of the Local Coastal Program (LCP), including Land Use Map No. 17 (Mendocino) and the coastal zoning map, to apply the Visitor Accommodations and Services (VAS) Inn/Bed and Breakfast Accommodation (*1C) combining district to the subject parcel (APN 121-280-15), located in the Coastal Zone, in the town of Little River, on the west side of State Route 1 (SR 1) 700± feet north of its intersection with Little River Airport Road (CR 404), at 7720 N Highway 1, Little River; APN: 121-280-15 (the "project"); and

WHEREAS, pursuant to the provisions of the California Environmental Quality Act (Public Resources Code section 21000 et seq.; "CEQA") and the CEQA Guidelines (Title 14 California Code of Regulations section 15000 et seq.), a Mitigated Negative Declaration was prepared for the project and made available for agency and public review on October 1, 2026;

WHEREAS, in accordance with applicable provisions of law, the Planning Commission held a public hearing on November 5, 2026 at which time the Planning Commission heard and received all relevant testimony and evidence presented orally or in writing regarding the Negative Declaration and the Project. All interested persons were given an opportunity to hear and be heard regarding the Project; and

WHEREAS, the Planning Commission has had an opportunity to review this Resolution and finds that it accurately sets forth the intentions of the Planning Commission regarding the Mitigated Negative Declaration and the Project.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission, based on the evidence in the record before it, makes the following report and recommendation to the Mendocino County Board of Supervisors regarding General Plan Amendment GP_2021-0002 and Rezone R_2021-0005:

1. The Planning Commission recommends that the Board of Supervisors adopt the Negative Declaration prepared for General Plan Amendment GP_2021-0002 and R_2021-0005 and find that, on the basis of the whole record before them, that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration reflects the Board of Supervisors independent judgment and analysis.
2. The Planning Commission recommends that the Board of Supervisors find the Project consistent with applicable policies and goals of the County's General Plan, Local Coastal Program, and Chapter 3 of the Coastal Act as discussed in the staff report prepared for the November 5, 2026 Planning Commission meeting and summarized as follows:

- a. Pursuant to Coastal Act Sections 30210, 30212, 30212.5, and 30213, applying the *1C overlay to the site would marginally increase access to the coastline because it would ultimately require that coastal access be provided in conjunction with development of visitor accommodations. Existing LCP regulations require the provision of public facilities such as parking when developing public access sites. The applicant has agreed to designate sufficient units off site at the Little River Inn as lower cost accommodations in lieu of providing lower cost accommodations on site.
- b. Pursuant to Coastal Act Sections 30220 through 30223, future development of an inn would not interfere with the preservation of land suitable for recreation because the subject property was not previously designated as land intended for recreational use. The subject land was placed within the Rural Residential land use classification, which is intended “to encourage and preserve local small scale farming in the Coastal Zone on lands which are not well-suited for large scale commercial agriculture.” However, Passive Recreation is a principal permitted use within the Rural Residential zoning district. Community Recreation and Active Recreation are conditional uses. Applying the *1C overlay would either have no impact or marginally increase recreational opportunities due to the potential increase in public access via future development of visitor accommodations. Future public access would allow passive recreation along the access trail and at the bluff edge, such as sightseeing, hiking, or photography. Development of an inn may also indirectly increase recreational opportunities in the area by providing visitor accommodations near existing recreational areas, such as Van Damme State Park.
- c. Pursuant to Coastal Act Sections 30230 through 30236, applying the *1C overlay would not directly impact the protection of marine resources because it would not change any existing policies or implemented regulations within the LCP that are intended to protect marine resources. However, the *1C overlay may indirectly impact the protection of marine resources by inducing the future development of an inn on the property, which could conflict with existing LCP policies or regulations. Section (G) below discusses a theoretical inn development’s consistency with existing LCP policies and regulations.
- d. Pursuant to Coastal Act Sections 30240 through 30244, the subject property does not contain prime agricultural land. According to the Farmland Mapping and Monitoring Program (FMMP), the property contains both Grazing Land (G) and Urban & Built-Up Land (D). The property is bordered to the north by commercial uses, to the east by residential and visitor accommodation uses, and to the south by visitor accommodation uses. Applying the *1C overlay to the property would not destabilize established urban and rural boundaries because it is not at the periphery of urban or rural areas. The property was previously used for horse raising. The Department of Water Resources (DWR) Land Use Program 2024 Statewide Crop Map classifies much of the property as Pasture (P). Due to the size of a theoretical 10-unit inn as provided in the site plan, it is unlikely that remaining property could be used as viable pastureland or paddocks. As noted in the Negative Declaration, the California Department of Conservation’s Land Evaluation & Site Assessment (LESA) Model was used to determine the significance of agricultural land conversion based on soil resource quality, project size, water availability, surrounding agricultural land, and surrounding protected resource lands. The model determined that the impact of agricultural land conversion would not be significant, primarily due to the small project size and lack of surrounding agricultural land. The property does not contain prime agricultural land and surrounding lands are not used for agriculture. MCC chapter 22.12, the “Archaeological Ordinance”, provides that any CDP application be referred to the Northwest Information Center at Sonoma State University for literature review and establishes the process by which the Archaeological Commission reviews projects and surveys to ensure that impacts to resources are avoided or mitigated. Future development of an inn on the property under a Coastal Development Use Permit would be subject to referral and review under the

Archaeological Ordinance. A survey was conducted on the property in 2022, and the survey report was submitted to the Archaeological Commission for review at their meeting on July 12, 2023. The survey found no cultural resources on the site and was unanimously accepted by the Commission.

- e. Pursuant to Coastal Act Sections 30250 through 30255, applying the *1C overlay to the site would allow future development of visitor-serving facilities. Although visitor accommodations and services are considered a separate use type category in the Coastal Zoning Code, they may also be considered commercial uses within the meaning of section 30250. The site is contiguous with developed areas in that an existing gas station is located to the north, a visitor-serving facility to the south, and residential uses to the east. The property is also near the Little River Inn and the Cottages at Little River Cove. However, the site is not contiguous with developed areas in that it is not within or adjacent to a water district or sanitation district. The nearest water/sanitation district is the Mendocino City Community Services District (MCCSD) approximately two (2) miles north. Existing LCP policies and regulations are sufficient to protect the visual resources in the area and the proposed amendment would not change those policies and regulations. The policies within Coastal Element chapter 3.5 and MCC chapter 20.504 contain regulations to protect scenic and visual quality. Pursuant to section 20.504.015, the property is within a Highly Scenic Area. Therefore, any future development is subject to the development criteria in section 20.504.015(C). Applying the *1C overlay to the site may marginally increase transit ridership. Mendocino Transit Authority (MTA) provides bus service to Little River via "Route 60 – The Coaster". The Little River bus stop is located just north of the Little River Market, which borders the subject property to the north. If an inn is considered a commercial facility, its future development at the subject property would not require the use of coastal access roads because it would share use of the existing encroachment onto State Route 1 on the "Van Damme" property to the south. Future development of visitor accommodations would require the provision of additional public access to the coast. Parking would be available within the development. The site would be accessible from the nearby bus stop. The future development of an inn may marginally increase the use of nearby recreational facilities, such as Van Damme State Park. Applying the *1C overlay to the site would not increase the number of new residents because it would not increase the allowable residential density of the property. The CalEEMod model was used to estimate pollutant emissions, where it was found that construction and operational emissions would be below thresholds established by the Air Quality Management District. As noted in the submitted Transportation Assessment, the project would mostly redistribute existing lodging demand rather than inducing additional vehicle trips. Compliance with CalGreen building code standards would help prevent wasteful or inefficient use of energy MCC section 20.504.020 provides protections for special communities and neighborhoods, which includes the area of Little River from *"Schoolhouse Creek on the south to the northern boundary of the Steven's Wood Inn property on the north including all parcels with highway frontage on the east side of Highway 1 and all parcels west of Highway 1."* The subject property is within this neighborhood and is therefore subject to the development criteria in section 20.504.020(C).
- f. Pursuant to Mendocino County Code (MCC) Chapter 20.436, there are 188 visitor-serving units within one half (0.5) mile of the subject property across eight (8) visitor-serving facilities. Most nearby units are within either Van Damme State Park (74) or the Little River Inn (54). The property is within the Little River Planning Area, which spans from Van Damme State Park to Dark Gulch. There are 285 visitor-serving units within the Little River Planning Area. The development of an inn on the subject property would not encroach on resource lands because the property is not within the AG, FL, TP, or RL districts. Employee housing would not be allowed on the subject property under the *1C overlay. The applicant has not proposed employee housing. The subject property does not contain a single-family residence. It is feasible to require that future development of

visitor-serving facilities on this site utilize appropriate building materials. The applicant submitted proposed exterior materials and colors with their Use Permit application. According to the submittal, exterior materials would include fiber cement siding, which imitates wood, aluminum roofing and doors, and concrete and earth retaining walls. Each of these materials would utilize mostly brown colors and some black color around windows and doors. Tree removal would not be necessary to accommodate either a theoretical 10-unit inn or the proposed 5-unit inn. However, the property is within a Tree Removal Area as shown on LCP maps. Pursuant to MCC section 20.504.015(C)(9), tree thinning or removal shall be made a condition of permit approval for circumstances in which concentrations of trees unreasonably obstruct views to and along the ocean and in scenic coastal areas. There is a group of non-native, potentially invasive eucalyptus trees along the northern property boundary that is proposed for removal both as a mitigation strategy to account for biological impacts as well as to provide views of the coastline. The proposed tree removal would not conflict with this section. It is feasible for the design and scale of a theoretical 10-unit inn development to be subordinate to surrounding landforms. As shown on the submitted plans for a 10-unit inn, the proposed welcome center would be 13.5 feet tall, the housekeeping structure would be 12 feet tall, and each inn unit would be 18 feet tall. As shown in Figure 4 below, the property slopes downward from State Route 1 to the bluff edge, except for a berm near the center of the property. Eight of the ten units could be located downslope of the berm, preventing those units from obstructing coastal views. However, due to ESHA buffers, septic infrastructure, and bluff setbacks, two of the units would have to be placed near the top of the berm.

- g. Pursuant to MCC Chapters 20.444, it is feasible to site a 10-unit inn development outside of the corridor preservation setback. MCC section 20.472.010 requires that parking spaces be surfaced with gravel at minimum, that required parking spaces be at least nine (9) by twenty (20) feet, and that handicapped parking spaces be at least fourteen (14) by twenty (20) feet. As shown on the submitted plans, the theoretical 10-unit inn development parking spaces would be surfaced with asphalt and would meet size requirements. Pursuant to MCC section 20.472.020(H), a total of twelve (12) spaces would be required for a 10-unit inn. As shown on the submitted plans, the theoretical 10-unit inn design would have twelve (12) spaces.
- h. Pursuant to MCC Chapter 20.492, geotechnical investigation was conducted in 2020 for a single-family residence at the site. The investigation was updated in 2025 to analyze the theoretical 10-unit inn development (see attachment M. The 2025 update determined that the 2020 recommendations for grading, foundations, retaining walls, and site drainage remain valid and suitable for the inn design. This indicates that a 10-unit inn design is feasible from a geotechnical perspective. Specific standards regarding grading, erosion, sedimentation, and runoff would be applied to the associated Use Permit.
- i. Pursuant to MCC Chapters 20.488 and 20.496, the applicant submitted a Biological Scoping, Wetland Delineation, and Botanical Survey Report completed in November 2022. Surveys were conducted in 2016, 2017, 2018, 2021, and 2022. The biologist also visited the site during the spring and summer of 2024 and found no significant changes to the vegetation or site conditions. Two special status plants were observed that constitute ESHA. The various plant communities observed on the property were not considered ESHA. However, an area of riparian vegetation adjacent to a stream just north of the property was considered ESHA, along with two (2) wetlands at the southeastern and northeastern corner of the property. No special-status wildlife was observed during surveys, but suitable habitat for special status wildlife was present. A Reduced Buffer Analysis was completed in accordance with Mendocino County Code (MCC) Section 20.496.020(A)(1). Several elements of the initial 5-unit inn design would have been located within one hundred (100) or fifty (50) feet of ESHA. However, during the development of a theoretical 10-unit inn design, the applicant revised their plans to locate all development outside of the minimum 50-foot ESHA buffers. For example, a new

asphalt driveway was originally proposed to be located within the 50-foot ESHA buffer due to a conflict with the existing septic system on the adjacent Van Damme property. The adjacent Van Damme property is part of the Little River Inn. The applicant is a co-owner of the Van Damme property. The septic system on the adjacent property is nearing the end of its useful life. As such, the ownership partners of the adjacent property are amenable to replacing the septic system in a new location that would allow the driveway to be reconfigured outside of ESHA buffers. The site plan was subsequently amended to show a driveway configuration that avoids 50-foot ESHA buffers. Therefore, it is feasible to develop a 10-unit inn on the property that would remain consistent with 50-foot minimum ESHA buffer requirements. Maintaining adequate buffers would ensure that habitat is not significantly degraded as required by section 20.488.010.

- j. Pursuant to MCC section 20.500.015 and Coastal Element Policy 3.4-1, the property is within a potentially geologically hazardous area because it is a blufftop lot. Accordingly, a Geotechnical Investigation was performed to determine the appropriate setback for new development from the bluff edge (see attachments Y & M). Pursuant to MCC section 20.500.020(B) and Coastal Element Policy 3.4-7 investigation recommended a bluff setback of thirty-six (36) feet. The investigation also discovered a small landslide southwest of the development area along the bluff. The investigation recommended that all structures be located at least fifty (50) feet from the landslide. The site plan shows that a theoretical 10-unit inn design could site all structures outside of the bluff and landslide setbacks. MCC section 20.500.020(A)(1) and Coastal Element Policy 3.4-5 require that structures be sited at least fifty (50) feet from faults. Coastal Element Policies 3.4-3 and 3.4-4 also require compliance with the Alquist-Priolo Act and prohibit infrastructure from crossing fault lines. However, the geotechnical investigation noted that no evidence of recent faulting was observed or shown in the vicinity on published geologic maps. Pursuant to MCC section 20.500.020(C) and Coastal Element Policy 3.4-6, only harbor development and related uses are allowed in mapped tsunami inundation areas. According to the geotechnical investigation, "since the bluffs are approximately 40 to 45 feet in vertical height, impact or inundation from a severe storm surge or tsunami event is considered a low (but nonetheless real) risk for the site." In addition, the location of development is not within a Tsunami Hazard Area as mapped by the California Geological Survey. The 10-unit inn design does not include any structures that would alter natural shoreline processes, such as bluff armoring structures. The property is within a High Fire Hazard Severity Zone as mapped by CAL FIRE. As such, it is not within an area of extremely high risk, such as the "Very High" severity zone. CAL FIRE did not respond with any comment on the proposed LCP amendment. Pursuant to MCC section 20.500.030(B)(1), the property is not within a flood hazard area as mapped by the Federal Emergency Management Agency (FEMA).
- k. Pursuant to MCC Chapter 20.504, Public coastal views in the vicinity are primarily from State Route 1, Van Damme State Park, and the Little River Blowhole Trail. Views of the coast through the subject property are primarily through State Route 1. Most of the site cannot be seen from Van Damme State Park due to elevation change between the two properties. Dense vegetation blocks views through the site from the Blowhole Trail. Eight (8) of the ten (10) inn unit structures could be located downslope of a berm near the center of the property, which would prevent them from blocking coastal views, but two (2) of the units, the welcome center, and the housekeeping structures would be located either at the top of the berm or upslope in areas that would block coastal views. The applicant provided photo simulations of the proposed structures. The photo simulations also show before-and-after views based on the proposed removal of eucalyptus trees along the northern property boundary, which would provide new coastal views from the highway. The property is within a mapped "Tree Removal Area" as described by Coastal Element Policy 3.5-5, which requires that "trees currently blocking views to and along the coast shall be required to be removed or thinned as a condition of new development in those specific areas." Additionally, the required public access trail would provide new

coastal views. These factors would mitigate the potential loss of views due to the development of a 10-unit inn. It is feasible to require that all structures within a 10-unit inn development be limited to eighteen (18) feet in height above natural grade, as shown on the submitted plans. Applying the *1C overlay to the site would not prevent future development from being required to minimize reflective surfaces and select building materials that blend with surroundings. Development of a 10-unit inn would require some structures to be located at the top of a berm near the center of the property. Those structures would be located within a group of Bishop pine trees. Eight (8) of the ten (10) inn units could be located near the toe of the berm. Two (2) of the units would have to be located at the top of the berm. The welcome center and housekeeping structures would be located further upslope of the bluff edge. Although two (2) of the units would be located at the top of a slope, they would be located within a group of Bishop pine trees, which would provide some visual screening. Most of the structures would be within a relatively open area, although the group of Bishop pine trees would provide some screening. However, alternative sites would not be available due to bluff setbacks, ESHA buffers, and a lack of other wooded areas outside of those areas. The theoretical 10-unit inn design would not minimize the number of structures. Seven (7) structures would be developed, including five (5) inn unit structures, the welcome center, and the housekeeping structure. It appears that several of the inn units could be consolidated into a single structure, but the visual resource benefit of consolidation would appear to be minimal due to the eighteen (18) foot height limit and other development constraints, such as blufftop setbacks and ESHA buffers. A single, larger structure housing all ten (10) theoretical units may reduce the possibility of locating units downslope of the berm. All structures except for the housekeeping unit could be clustered together near the group of Bishop pine trees and natural berm. The single-story inn units appear to be of similar or reduced scale to nearby visitor-serving facilities at the Cottages at Little River Cove and Little River Inn. The property is within a mapped Tree Removal Area. The applicant has proposed the removal of eucalyptus trees along the northern border of the property. Although trees often enhance views of the ocean area, eucalyptus trees (*Eucalyptus globule*) are not native to the area and are an invasive species recognized by the California Invasive Plan Council. Therefore, the removal of these trees would both improve public views of the coast and improve the ecological health of the habitat. Utility lines for a theoretical 10-unit inn are shown on the site plan. The applicant has clarified that the utility lines would be placed underground. As shown on the site plan, a 10-unit inn design would utilize the existing highway encroachment on the adjacent Van Damme property. The new driveway areas would be downslope of the highway at ground level and therefore would cause minimal visual disturbance. The property does not contain any historic structures, and the development of a 10-unit inn would not conflict with or modify any off-site historic structures.

- I. Pursuant to MCC Chapter 20.516, the applicant originally submitted a Site Evaluation Report for a 5-unit inn development. Following the determination that a theoretical 10-unit inn design must be evaluated, the applicant submitted a supplemental letter from the soil scientist describing the site's capacity to accommodate a septic system for a 10-unit inn. The supplemental letter concluded that a design could be prepared that accommodates the increase in units from 5 to 10, which would include the following changes to the original 5-unit design: (1) The primary leachfield would become a pressurized system, allowing for additional gravel to be placed in each leachline (creating more surface area). (2) The total leachline in the primary field would increase, from 300 feet to 475 feet. This would include the original primary leachline locations as well as several of the previously identified replacement leachlines. (3) The replacement leachfield location and configuration would change. The replacement area would extend east to include the area around Soil Profiles P1, P2 and P3. The replacement area design would become more complex (based on the soil conditions within those profiles) and would consist of several At-Grade leach beds. Secondary effluent treatment (i.e. aerobic treatment) would also be incorporated into the replacement area design. An existing well on the subject property

currently supplies water to the five (5) visitor-serving units on the Van Damme property to the south. The applicant originally submitted a Proof of Water test conducted in October 2018 which analyzed a proposed six (6) bedroom residence. The test report notes that a total of 850 gallons per day (gpd) of water is provided to the visitor-serving uses on the Van Damme property from the well on the subject property. The test report determined that a minimum of 2,960 gpd must be demonstrated to accommodate the originally proposed six (6) bedroom residence plus the existing visitor-serving units on the Van Damme property plus outdoor water use. The well pumped at a flow rate of 2.2 gallons per minute (gpm) during the test, or 3,168 gpd. The applicant submitted a supplemental letter in 2024 addressing the additional water well production needs of a 10-unit inn design. The supplemental letter estimated that the new water demand of the site would be 1,200 gpd for ten (10) visitor-serving units, 50 gpd for patio wastewater, and 100 gpd for outdoor use for a total of 1,350 gpd. The supplemental letter estimated the existing water demand of the Van Damme property to be 700 gpd, for a total demand of 2,050 gpd for both properties. The letter states that according to Division of Environmental Health guidelines, minimum water production requirements for the creation of a parcel and for second residential units are typically 1.6 times the assigned daily use. Therefore, the total required well production for both properties was determined to be 3,280 gpd. Given the previously determined flow rate of 3,168 gpd, an additional 112 gpd would be necessary to accommodate a 10-unit inn. The letter notes that the properties currently have 12,500 gallons of water storage, with an additional 5,000 gallons of storage proposed for a total of 17,500 gallons. Given the substantial water storage capacity, the letter asserts that the properties have the capacity to serve a 10-unit inn in addition to existing uses. When commenting on the Use Permit application in 2023, Caltrans noted that they do not support a new access to the subject parcel due to sight distance requirements being difficult to meet along the subject parcel's frontage. This is consistent with the applicant's intent to share driveway access with the adjacent parcel to the south. Caltrans noted that the proposed shared driveway meets their standards for a commercial road approach. The access was most recently repaved in 2016. Caltrans requested that the applicant obtain an encroachment permit to formally recognize the shared ownership and future maintenance responsibility of the existing access but did not request any additional information as noted in the 2022 letter. According to the Mendocino Council of Government (MCOG) 2010 Travel Demand Forecasting Model, a hotel/motel/resort is expected to generate 8.17 trips per room. This value was sourced from the ITE Trip Generation Manual. Therefore, the increased density would be expected to create about 82 trips per day. According to the Office of Planning & Research's 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA, "absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact." Therefore, the project would generate a less-than-significant number of new trips per day within a CEQA context. The applicant submitted a Transportation Assessment dated October 3, 2025. The assessment noted that new lodging land uses typically *"result in a redistribution of lodging demand, similar to other retail/goods and services land uses; if this is the case, then the trips to and from the proposed project are not new vehicle trips – rather, they are trips that would have been made regardless of the project and thus the project would have no effect on [Vehicle Miles Traveled]."* To confirm this presumption, the assessment reviewed Smith Travel Research occupancy data and Replica database trip length data. Based on those sources, the assessment concluded that *"the proposed project would not generate net new regional trips, and the trips coming to/from the project site would tend to be the same length or shorter than they otherwise would be. Therefore, the project's effect on VMT is expected to be a net reduction in VMT at the regional level, and the project's VMT impact is less-than-significant."* Vehicles travelling northbound on State Route 1 must cross oncoming traffic to access the project site's shared driveway. The speed limit in this area is thirty-five (35) miles per hour. The nearest intersection is Little

River Airport Road (CR 404). According to the 2008 State Route 1 Corridor Study Update, Little River Airport Road operated at Level of Service A. Between 2002-2006, one (1) collision occurred at this intersection for a rate of 0.07 collisions per million vehicles entering the intersection, which was below the statewide average of 0.22. Along the segment of State Route 1 between Little River Airport Road and Van Damme State Park, two (2) collisions occurred between 2002-2006 for a rate of 0.3 collisions per million vehicle miles, which was below the statewide average of 1.2. The Corridor Study Update recommended that a southbound left turn lane be installed at the Little River Airport Road intersection. According to the 2024 State Route 1 Existing Conditions Traffic Highway Capacity Analysis, the Little River Airport Road intersection operated at level of service B. The nearest studied roadway segment from Albion-Little River Road to Little River Airport Road operated at level of service A. Bicycles are expected to use the existing shoulders along State Route 1. Without the need for improvements to State Route 1, cyclists could continue to use the existing shoulders as before. The most likely source of pedestrian activity to and from the site would be other nearby visitor accommodation uses, such as the Little River Inn, or public areas like Van Damme State Park. Currently, there are little to no sidewalks and no crosswalks in the area. There is a pedestrian warning sign just across the street from the subject property. Given the low number of new trips expected to be generated by the development of a 10-unit inn and the lack of comment from Caltrans, it is expected that turning movements could be made safely and that future highway improvements could be made without adversely impacting traffic and circulation.

- m. In accordance with Coastal Element Table 3.7-2, the subject parcel is in the South Central CAC Area, which extends from Jug Handle Creek to the Navarro River. Excluding private residences used as vacation rentals and excluding the Town of Mendocino, the South Central CAC Area had fifty-two (52) existing *1 designated inn rooms in 1985 and was projected to demand an additional fifty (50) *1C rooms by 2005. Coastal Element Appendix 10 lists the existing private visitor accommodations in the Coastal Zone as of 1982. This table was revised in 2005. The list of properties within the South Central CAC area begins with Jug Handle Farm and ends with the Navarro Ridge Inn. According to this table, there were a total of eighty-two (82) units with the *1 LCP designation in 2005. This indicates that thirty (30) additional units were built between 1982 and 2005. When taken together, the total number of existing *1 and *2 VAS units in Table 3.7-2 and Appendix 10 was one hundred sixty-one (161). Table 3.7-2 projected an increase of fifty (50) *1 and *2 units (30%). 2026 calculations revealed an actual increase of sixty (60) units (37%). Therefore, the 20-year demand projection from 1991 (LCP adoption) to 2011 has been met. However, additional demand may have been generated between 2011 and 2026. According to the Mendocino County Tourism Commission's annual report for fiscal year 2022-2023 (attachment W), total visitor spending for people that stayed in hotels, motels, and vacation rentals throughout the County totaled 249.5 million dollars in 2022, a 25% increase from 2013. Visitors spent 156.9 million dollars on all types of accommodations, an 84% increase from 2013. Travel industry earnings for accommodation and food service alone were 187.5 million, a 68% increase from 2013. The average inflation rate in the United States between 2013 and 2023 was 2.62%. According to the submitted Traffic Assessment, for eleven (11) properties between Albion and Fort Bragg between 2018 and 2024, the highest observed occupancy rate over any month was 66.9%. Excluding 2020 because of COVID-19, the average occupancy rate was about 60%. A maximum density of two hundred eighty (280) *1, *1C, *2, and *2C units can be developed within the South Central CAC. As of 2026, two hundred eleven (211) units have been established for a "build-out" of about 75%. Between 2005 and 2026, twenty-nine (29) *1, *1C, *2, and *2C units were built. Applying the *1C overlay to the site would increase the maximum density of units in the South Central CAC by about 3.6%. The properties designated with a *1C overlay in the South Central CAC include the Agate Cove Inn, Brewery Gulch Inn & Spa, and two other unnamed properties that have not developed any VAS units. One of the properties remains vacant, while the other has developed residential uses. The Agate Cove Inn was originally a residence, was

converted to an inn around 1980, and was expanded by two (2) units in 2002. The Brewery Gulch Inn & Spa was built in 2001. Both the Agate Cove Inn and Brewery Gulch Inn & Spa have ten (10) units, the maximum allowable density. Given the increased tourism spending in Mendocino County, it is appropriate to apply the *1C overlay to the site for an applicant with current plans to develop additional VAS units. there are four *1C properties in the South Central CAC. Of the maximum 40 units allowed by those designations, 12 have been built since 1991. There are four *2C properties in the South Central CAC. Of the maximum 80 units allowed by those designations, 12 have been built since 1991. There are five *1C properties in the South Coast CAC. Of the maximum 50 units allowed by those designations, 9 have been built since 1991. There are six *2C properties in the South Coast CAC. Of the maximum 120 units allowed by those designations, zero (0) have been built since 1991. Of the *1, *2, and RV properties in the South Coast CAC that were included in Appendix 10, there has been a net increase of 29 units. This suggests that although the County has increased the potential supply of units on the South Coast, demand or development has not shifted or units have been developed on other properties.

3. The Planning Commission recommends that the Board of Supervisors approve General Plan Amendment GP_2021-0002 and R_2021-0005, making the amendment to the Mendocino County General Plan and rezoning APN 121-280-15, as shown in Exhibits "A" and "B" attached hereto and incorporated herein by this reference.

BE IT FURTHER RESOLVED that the mitigation measures identified in the mitigated negative declaration would not be applicable to the proposed General Plan Amendment and Rezoning because they are legislative actions would not involve any physical development. Instead, the measures would be implemented as conditions of a future Use Permit application for the development of an inn on the site.

BE IT FURTHER RESOLVED that the Planning Commission designates the Secretary as the custodian of the document and other material which constitutes the record of proceedings upon which the Planning Commission decision herein is based. These documents may be found at the office of the County of Mendocino Planning and Building Services, 860 North Bush Street, Ukiah, CA 95482.

I hereby certify that according to the Provisions of Government Code Section 25103 delivery of this document has been made.

ATTEST: ADRIENNE THOMPSON
Administrative Services Manager

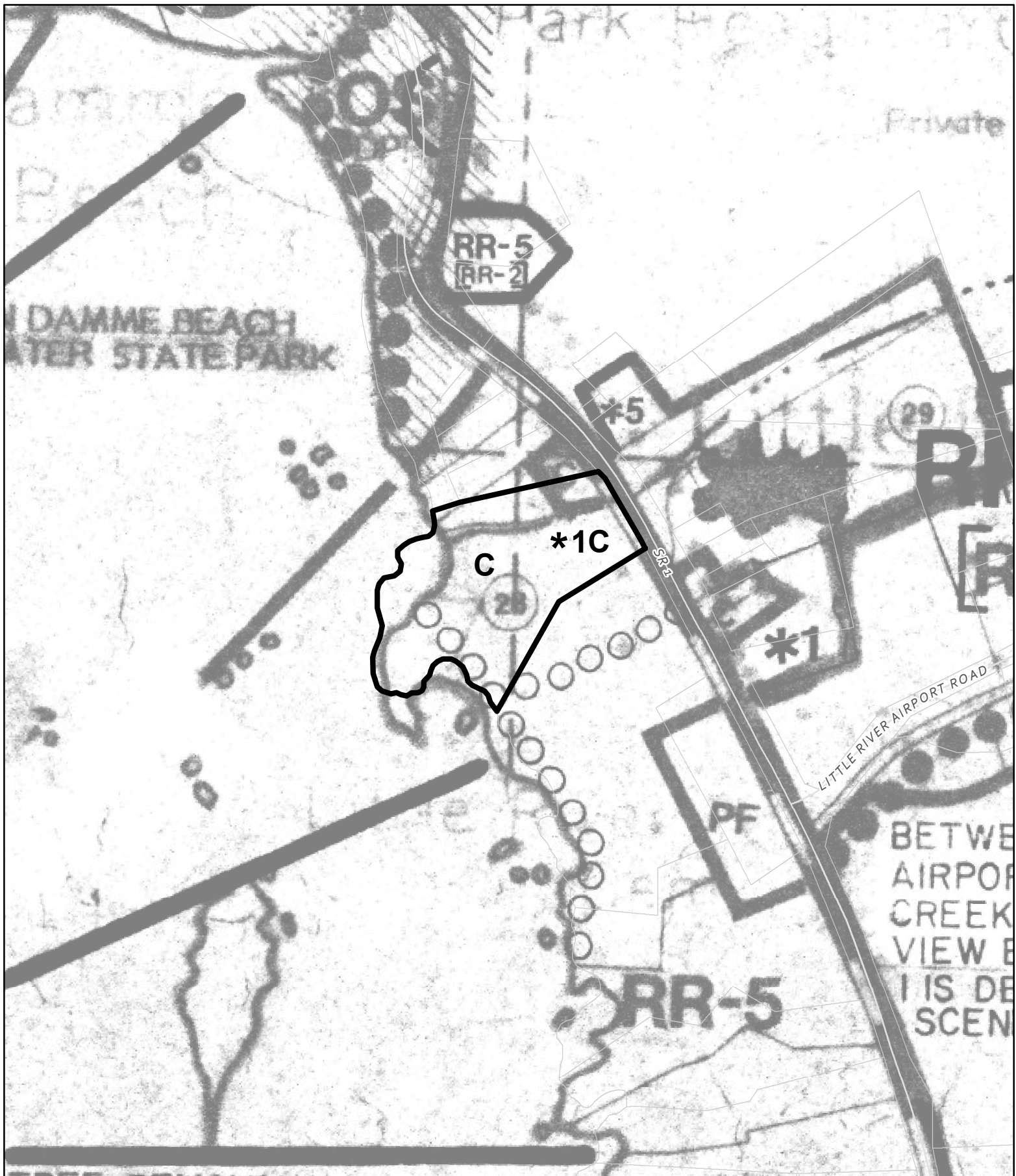
By:_____

BY: IGNACIO GONZALEZ
Interim Chief Planner

CLIFF PAULIN, Chair
Mendocino County Planning Commission

EXHIBIT A: GENERAL PLAN EXHIBIT

EXHIBIT B: REZONE EXHIBIT



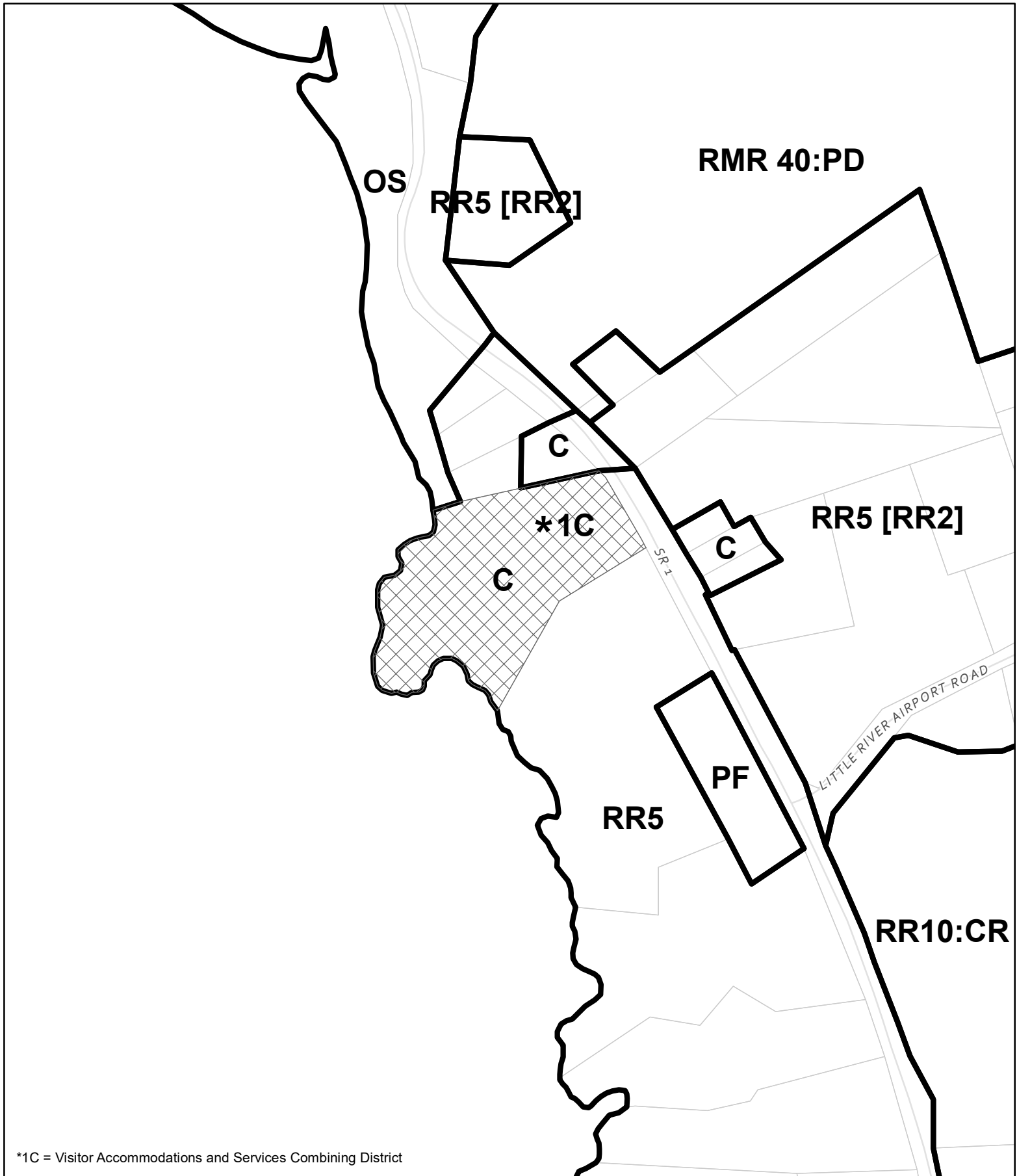
CASE: GP 2021-0002 / R 2021-0005 *1C = Visitor Accommodations and Services Combining District
OWNER: Cally Dym
APN: 121-280-15
APLCT: Cally Dym
AGENT: Amy Wynn, Wynn Coastal Planning & Biology
ADDRESS: 7720 N Highway 1, Little River

— Public Roads
 □ Assessors Parcels

0 180 360 Feet
 0 0.03 0.06 Miles
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LCP LAND USE MAP 17: MENDOCINO

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
 DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



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 Zoning Districts
 Public Roads
 Assessors Parcels

0 180 360 Feet
0 0.03 0.06 Miles
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ZONING DISPLAY MAP

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