

## **Request for Statement of Interest**

# **Workforce Housing – Missouri Gulch, Mariposa, CA**

Missouri Gulch

5158 and 5160 Jones Street

Mariposa, CA 95338

**RELEASE DATE: March 10, 2025**

**DEADLINE FOR QUESTIONS: March 28, 2025**

**RESPONSE DEADLINE: April 10, 2025**

**RESPONSES MUST BE SUBMITTED ELECTRONICALLY TO:**

[edecker@mogaveroarchitects.com](mailto:edecker@mogaveroarchitects.com)

- 1. INTRODUCTION**
- 2. BACKGROUND**
- 3. SCOPE OF WORK**
- 4. RFI GENERAL TERMS AND CONDITIONS**
- 5. ATTACHMENTS**

### **1.0 INTRODUCTION**

- 1.1 Mogavero Architects on behalf of the Missouri Gulch Collaborative Stakeholder Committee comprised of representatives from Mariposa County, Yosemite National Park, Yosemite Conservancy, Mariposa County Unified School District, the Alliance for Community Transformations, Sierra Foothill Conservancy, the Southern Sierra Miwuk Nation, and Mariposa County Veterans Services, invite responses to this Request for Statement of

Interest (RFI) for Workforce Housing on a parcel known as the Missouri Gulch site in Mariposa, CA.

1.2 The purpose of this RFI is to identify interested and qualified developers.

1.3 Contact Information:

Edward Decker  
Mogavero Architects  
1331 T Street  
Sacramento, CA 95811  
Email: [edecker@mogaveroarchitects.com](mailto:edecker@mogaveroarchitects.com)

1.4 Timeline:

1.4.1 Release Date: **March 10, 2025**

1.4.2 Question Submission Deadline: **March 28, 2025 at 5:00pm PST**

1.4.3 Response to Questions Deadline: **April 3, 2025 at 5:00pm PST**

1.4.4 Statement of Interest Submission Deadline: **April 10, 2025 at 5:00pm PST**

## **2.0 BACKGROUND**

2.1 The purpose of this RFI is to establish a qualified group of Workforce Housing developers for the construction of multi-family rental housing that meets the needs of Mariposa County's workforce. The project targets residents with incomes between 80% to 120% Area Median Income (AMI) and may give priority to government workers. The project could also serve the broader population of residents based on feasibility and demand. This RFI does not constitute a Request for Qualifications or a Proposal.

2.2 This request does not commit the Missouri Gulch Governance Committee to enter into any agreement. Mogavero Architects and the Governance Committee will not pay for any costs associated with responding to this RFI. Not participating in this RFI does not preclude participation in future RFQ or RFP, if any are issued.

2.3 Mogavero Architects is the Architect hired by the Governance Committee to design workforce housing at the Missouri Gulch site and to manage the RFI by the Missouri Gulch Governance Committee.

2.4 The Yosemite Conservancy is the owner of the property. It is anticipated that there will be a transaction for purchase or lease between the conservancy and the selected party.

2.5 The Missouri Gulch site is comprised of three parcels which are cumulatively 9.7 acres, but it is anticipated that about 3 acres are developable

economically. The site is located at 5158 and 5160 Jones Street, Mariposa, CA 95338.

- 2.6 The need for Workforce Housing has been determined in an Integrated Mobility & Housing Strategy (IMHS) study conducted by The Yosemite Conservancy, National Park Service, and Mariposa Planning Department. IMHS study is attached below. See section **5. Attachments**.
- 2.7 A Transformative Climate Communities (TCC) Grant has funded the creation of a Governance Committee to regularly meet for community and stakeholder consensus.
- 2.8 The TCC grant is paying for a Survey, Geotechnical Study, CEQA Study, Civil Engineering and the majority of the Design from Schematic Design through Construction Documents. The grant totals nearly \$1 million dollars.
- 2.9 Past TCC awards have provided up to \$8 million dollars in follow up implementation grants for housing. The county is in a strong position for the next round of the award.
- 2.10 Tax-Exempt bonds are one option being considered. Therefore, Non-profit developers or Joint Power Authorities are encouraged to consider the opportunity.
- 2.11 Significant development research has been conducted to identify incentives, demographics, subsidies, and tax exemptions for Workforce Housing. Such findings will be made available in a future RFQ or RFP.

### **3.0 SCOPE OF WORK**

- 3.1 The Missouri Governance Committee is seeking a developer for workforce housing that includes predevelopment and development for multi-family workforce housing at the Missouri Gulch Site in Mariposa, CA. The site was identified by IMHS as a priority site due to its proximity to the Town of Mariposa.
- 3.2 The target demographic is School District employees, Yosemite National Park staff, and other local government workers who earn between 80-120% AMI although units can be made available to other demographic groups as well.
- 3.3 The program consists of three to four 3-story multi-family residential buildings with a unit mix including studios, 1-bedroom, 2-bedroom, and 3-bedroom apartments.
- 3.4 The anticipated project size is 60-80 units subject to a feasibility study.

### **4.0 RFI GENERAL TERMS AND CONDITIONS**

- 4.1 Non-Binding Request for Statement of Interest

- 4.1.1 This is a non-binding RFI. Any information received through this RFI process may be used to:
  - 4.1.1.1 Establish Minimum standards or specifications for future decision making.
- 4.1.2 Mogavero Architects and the Missouri Gulch Governance Committee reserve the right to use any information provided in this Statement of interest in any manner unless specifically requested otherwise.
- 4.1.3 All Respondents must address the specific request in the order outlined on this form.
- 4.1.4 Mogavero Architects is managing the distribution and response to this RFI, all decisions will be made by the Missouri Gulch Governance Committee.

#### 4.2 Minor Irregularities

- 4.2.1 The Governance Committee reserves the right to allow for the clarifications of questionable entries and the correction of obvious mistakes. The Governance Committee reserves the right to waive minor irregularities in responses, provided such action is in the best interest of The Governance Committee and their partners. Minor irregularities are defined as those which have no adverse effect on the committee's best interest.
- 4.2.2 Any revisions or clarifications to this RFI will be addressed via distribution of answers to questions via email to all respondents.
- 4.2.3 No questions will be accepted after the closing of the Q&A period as stated in this RFI. Oral responses are non-binding.
- 4.2.4 Respondents must clarify which portions, if any, of their response, are confidential.

#### 4.3 Submission of Responses

- 4.3.1 Questions and Statements of Interest must be submitted by email only to Edward Decker at Mogavero Architects:  
[edecker@mogaveroarchitects.com](mailto:edecker@mogaveroarchitects.com)
- 4.3.2 Responses to emailed questions will be provided in an email response to all inquirers at the same time noted in the schedule.
- 4.3.3 Phone inquiries will not be responded to.
- 4.3.4 Interested parties may only contact Mr. Decker via email and are specifically directed not to contact the Yosemite Conservancy and/or any other members of the Missouri Gulch Governance Committee.

4.3.5 Please provide a written Letter of Interest no later than **April 10, 2025, at 5:00pm Pacific Standard Time**. Please be sure that the entity that will be financially responsible and the responsible management entity are very clearly identified.

## **5.0 ATTACHMENTS**

5.1 Mariposa County Integrated Mobility and Housing Strategy attached below.



01.2023

MARIPOSA COUNTY



# INTEGRATED MOBILITY & HOUSING STRATEGY



**WRT** is a team of planners, urban designers, architects, and landscape architects based in San Francisco and Philadelphia. Working alongside communities nationwide, we design places that enhance the natural and social environment and deliver aspirational and implementable plans that unleash transformative impact.



At **Fehr & Peers**, we are passionate about transforming transportation consulting through innovation and creativity. We derive inspiration by partnering with communities to understand and shape local transportation futures objectively tailored to diverse needs.



### **MARIPOSA COUNTY PLANNING DEPARTMENT**

Steve Engfer, Interim Planning Director  
Sarah Williams, Planning Director, Ret.  
Mikey Goralnik, Senior Community Design and Development Planner  
Ben Goger, Mariposa County Housing Specialist

### **YOSEMITE CONSERVANCY**

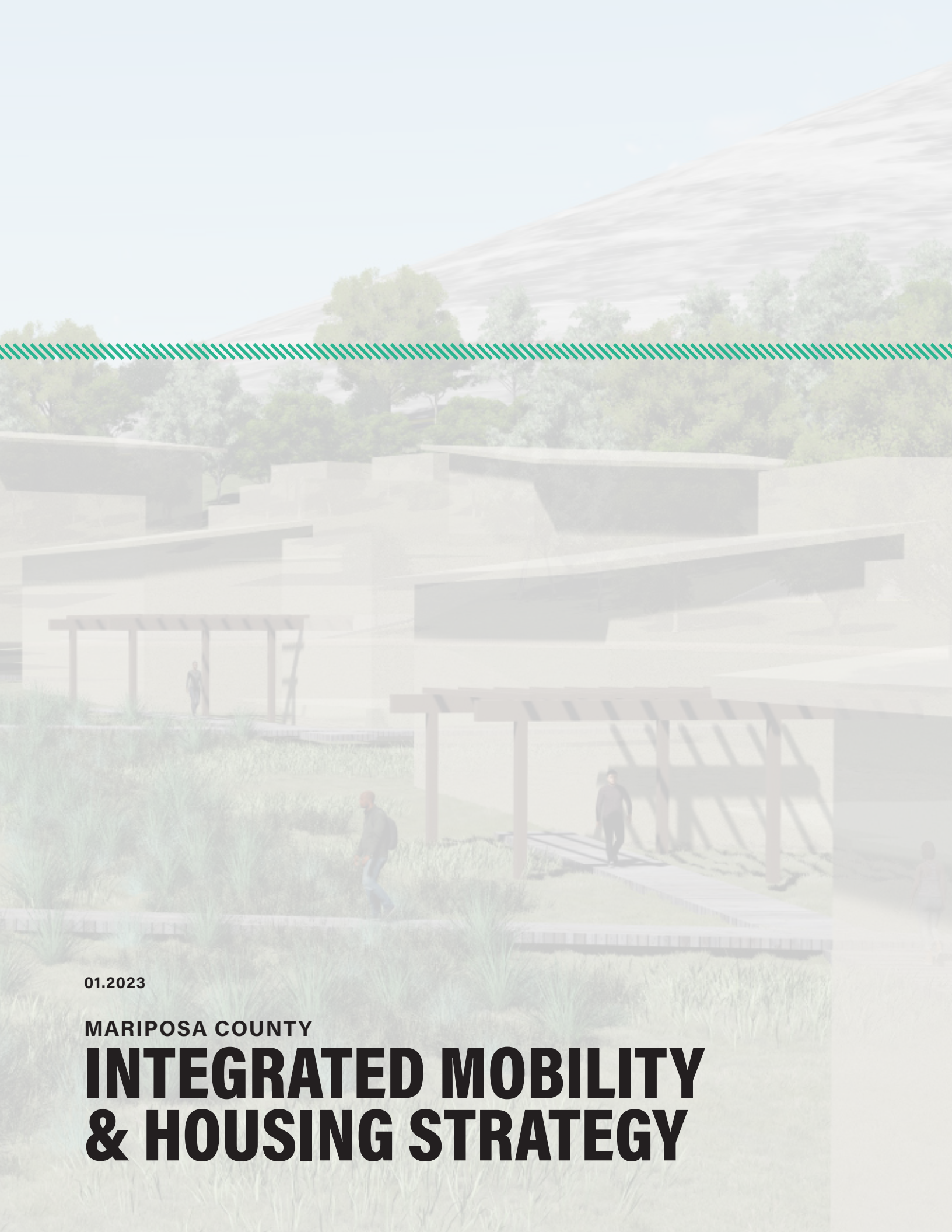
Jerry Edelbrock, Vice President & COO  
Ryan Kelly, Director of Projects

### **NATIONAL PARK SERVICE**

Cicely Muldoon, Yosemite National Park Superintendent  
Teresa Austin, Yosemite National Park Deputy Superintendent  
Joe Meyer, Chief of Staff, Yosemite National Park  
Jim Donovan, Strategic and Transportation Planner, Yosemite National Park  
Schree Yager, Housing Director, Yosemite National Park

### **ADDITIONAL STEERING COMMITTEE MEMBERS**

Kim Tucker, NPS Visitor and Resource Protection/Concessions Management Specialist, Ret.  
Mark Marschall, County Resident and NPS, Ret.



01.2023

MARIPOSA COUNTY

# INTEGRATED MOBILITY & HOUSING STRATEGY



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# 01

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## *MOBILITY AND HOUSING CHALLENGES IN MARIPOSA COUNTY*

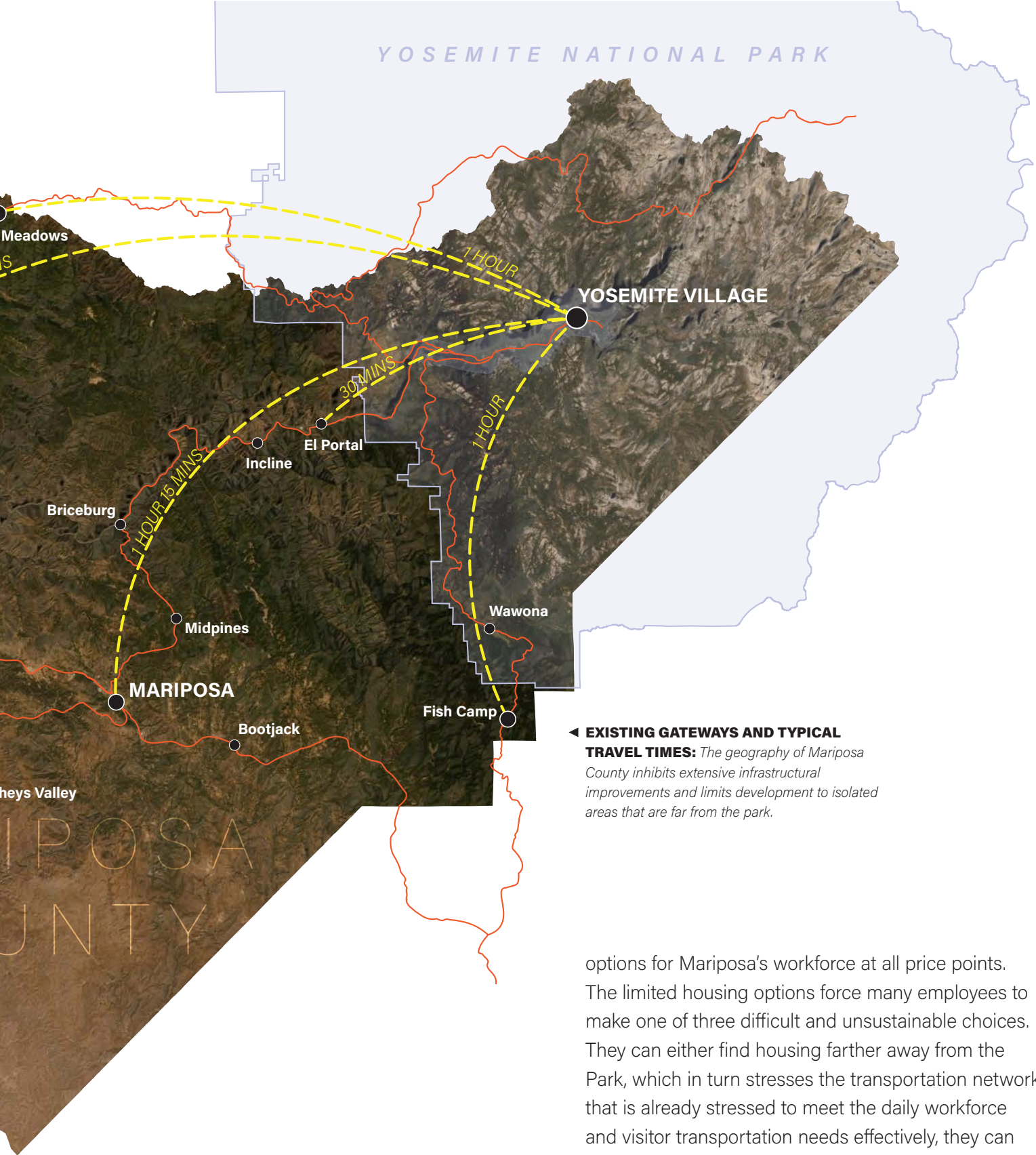
# YOSEMITE NATIONAL PARK & MARIPOSA COUNTY

## BACKGROUND

The County of Mariposa, in partnership with Yosemite National Park ("YNP" or "the Park"), is spearheading an effort to address the housing and mobility challenges that negatively impact the quality of life of Mariposa County residents. The integrated housing and mobility approach analyzes infrastructure and community resources, and applies an understanding of local challenges ranging from traffic conditions to development challenges and environmental hazards. Ultimately, it establishes a vision to incentivize and support affordable housing and mobility options for all Mariposans. By aligning enhancements in mobility (including both regional transit and active transportation modes) with future investments in housing, this project will result in both a better connected and more livable rural community, and a healthier, higher functioning Yosemite community.

The partnership with Yosemite National Park is important because the Park is both a major attraction for visitors and residents of Mariposa County, and also a major employer. In order to protect the natural resources within the Park, there are major spatial constraints on development, and there is insufficient housing to accommodate the wide network of Park visitors, Park employees, concessioner staff, and partner organizations that are vital to park operations. Housing options outside the Park are affected by the conversion of the historical long term rental market to short term rentals, due to high demand by park visitors, adding additional strain on year-round housing





◀ **EXISTING GATEWAYS AND TYPICAL**

**TRAVEL TIMES:** *The geography of Mariposa County inhibits extensive infrastructural improvements and limits development to isolated areas that are far from the park.*

options for Mariposa’s workforce at all price points. The limited housing options force many employees to make one of three difficult and unsustainable choices. They can either find housing farther away from the Park, which in turn stresses the transportation network that is already stressed to meet the daily workforce and visitor transportation needs effectively, they can seek employment outside of the Park and County, depleting Yosemite’s workforce and contributing to a rural gentrification effect that jeopardizes Mariposa County’s sense of place, or they can simply decline to accept an offer of employment by the National Park Service (NPS) or seek employment elsewhere.

▼ **MERCED RIVER CANYON:** Highway 140 winds northeast out of Mariposa through steep terrain subject to flooding, fire, and landslides, forming a tenuous link to Yosemite National Park.



As the mobility and housing issues in greater Yosemite have continued to go unaddressed, this third choice has become increasingly popular, leaving the Park with significant staffing shortfalls that impact park operations and the protection of its resources.

This project seeks to address this deficiency by planning for transit-oriented development in a rural context, with housing and transportation that connects Mariposa and other key county gateway communities with its major workforce center — Yosemite National Park. Critically, a mode shift to shuttle service or other group transportation will be effective within Mariposa County for a significant percentage of both visitors and workforce commuters if transit service, parking and staging are provided as part of an integrated transportation solution.

Like many rural gateways, Mariposa County faces major obstacles to development and infrastructural improvements. Extreme topography, extreme weather fluctuations, remoteness, and limited tax revenues all create an environment that restricts growth — in not altogether harmful ways. While the geography of the County inhibits the construction of additional highways and housing (as existing roads cling to hillsides through rugged river canyons) these obstacles have shaped the County into what it is today and have protected and molded it into a place that many people find desirable. In addition, much of the County is owned by Federal agencies, further reducing the remaining space for development. Nonetheless, Mariposa County is a special place, worthy of protection against unbridled buildout and wasteful land consumption. It has a carrying capacity like any other place, but pressures up against that capacity are felt more acutely than large urban centers.

With limited space for new housing, an influx of new residents working remote jobs, an increase in short term rental properties, and increased demand for a larger workforce to accommodate increasing tourist pressures, the supply of housing is diminishing and becoming more expensive. This is particularly evident with the fluctuations in population from tourist seasons, when infrastructure is strained, lodging is maxed out, and the desirability that brings people here to visit or live is stressed to the limit. Against this backdrop, this project frames strategic initiatives that fit the context of Mariposa County and help the County and the Park re-balance their relationship, for the betterment of those that live here, and the enjoyment of those that visit.

The project examines the key nexus between workforce and special needs housing development and an active transportation network, through operational strategies, policy recommendations, and physical site plans. The active transportation objectives hinge on meeting the daily workforce needs of NPS employees that commute to YNP from other parts of Mariposa County. By addressing the needs of these county residents, beneficial effects will extend to visitors and tourists that also rely on county infrastructure. Paired with this are new models of workforce housing that create community places, increase affordability and supply of housing, and foster healthy lifestyles for a more livable Mariposa County.



# DEFINING THE GATEWAY COMMUNITY

Several counties in proximity to Yosemite National Park, including Mariposa, Merced, Tuolumne, Madera, and Mono Counties, all share the benefits and face broader externalities related to housing and mobility challenges within the context of this global destination. Mariposa County has “gateway communities” that serve as access points for three of Yosemite National Park’s five entrance stations, and the County hosts the Arch Rock Entrance Station, accessible by CA Highway 140 — the “all-weather route” to and from Yosemite through the communities of Midpines and Mariposa.

The opportunities and challenges faced by gateway communities oftentimes depend upon the unique circumstances and relationships between the destination and the community. One gateway community is never the same as another, but there are nonetheless similar thematic narratives around the quality of life in these towns that set them apart from other rural communities. As well, gateway communities are often in remote locations, and grapple with severe weather events and natural hazards, which restrict (and protect) levels of development and investment to some degree.

This project sets forth a methodology for working in gateway communities that is transferable and replicable to other National Parks and destinations that depend on tourism as a primary economic driver, with life usually centered around a natural resource that employs a large workforce and relies on livable community characteristics to support that workforce.

**Tipping points for gateway communities in recent years have become more apparent**, with narrow margins that enable a happy and productive workforce

on the one side (and therefore deliver a well-managed and repeatedly sought-after destination) or dismantle the supportive services industry from within (leading to bad experiences and degraded resources). Mariposa’s situation is easily grasped by attempting to enter Yosemite on a busy summer day, or reviewing the local real estate listings. Below we discuss the context of Mariposa County as it relates to these thresholds, as a means of framing the situation and understanding the unique planning context of gateway communities.

## **AFFORDABILITY**

This project will address housing and transportation affordability challenges for all County residents, but is focused most directly on those residents that work for the National Park Service. Mariposa County has 10,411 housing units: 74% single-family homes, 7% multi-unit structures, 18% mobile homes, and the remaining housing units classified as “other.” Only 1.7% of the housing inventory was built since 2010, while 7.2% of the houses were first built in 1939 or earlier. Approximately 2,810 housing units were vacant, and 7,600 occupied. Of the occupied housing units, the percentage of these houses occupied by owners (also known as the homeownership rate) was 68% while renters occupied 32% (US Census; American Community Survey, 2019). Recent increases in vacation rentals have further squeezed the available rental housing market.

Housing in Mariposa County is deficient in both quantity and quality, and is dispersed throughout the county in rural areas unconnected to transportation. The County’s most recent Housing Element shows that Mariposa, like many counties, is not producing sufficient housing to meet its needs or state mandates.

## PROTECTING ASSETS

Yosemite National Park is a major driver of the regional economy, and the Park and its concessioner are the county's largest employers. Housing availability and proximity are major issues for the Park and for the County. **Lack of quality housing, coupled with long commute times, negatively affects the Park's ability to attract and retain employees.**

The Yosemite workforce fluctuates seasonally; it consists of approximately 800 National Park Service (NPS) employees in summer (400 winter) and 1,600 Hospitality employees in summer (800 winter). Additional Yosemite workforce employees come from Park partners such as the Yosemite Conservancy, NatureBridge, and others. **In-park housing is available for only a fraction of the workforce;** the majority of the remainder (a significant proportion of the county's 17,800 residents) reside in Mariposa County gateway communities.

## TOURISM/DESTINATION DEPENDENT ECONOMY (VULNERABLE TO CHANGE)

Over 90% of visitors, averaging 3,156 through Mariposa daily, arrive by private vehicles and only 6% arrive by transit; 17 tour buses per day travel through Mariposa. Yosemite entrance gate estimates reveal that **annual travel to the Park increased by approximately 1 million visitors from 2015 to 2016 and has remained above 4 million since 2017.**

Annual car counts at the SR-140 Arch Rock entrance for 2019 averaged 44,982/month, and 404,838 cars total through October 2020, already exceeding totals for 2018 and exceeding totals seen in October 2016. Amenities (restrooms and staging for any mode shift) are extremely limited.

The Yosemite Area Regional Transportation System (YARTS) currently makes six runs between Merced/Mariposa/Yosemite in the winter and eight runs in

the summer on a daily basis. **Only 2% of visitors use YARTS to get to Yosemite, while 7% utilize commercial tour operators and 91% of visitors travel by car, contributing to idling vehicles, notorious congestion at the SR-140 entrance, and diminished resident and visitor morale.**

Interestingly, 84% of Yosemite visitors highly rate availability and utility of the shuttle loop service provided by the Park Service, once they are in the Park, an indication of willingness to leave their private vehicles once they have arrived at their destination.

Approximately 92% of visitors obtain information several weeks or months prior to visiting the County, and 69% of visitors stayed overnight outside the Park prior to a visit. Mariposa is among the top three gateway communities for overnight stays. These data collectively imply that a mode shift to shuttle service or other group transportation will be effective within Mariposa for a significant percentage of both visitors and workforce commuters if transit service, parking, and staging are provided as part of an integrated transportation solution to get people to the Park.

## "ZOOM TOWNS"

Like many rural destinations Mariposa County found itself inundated with newly-remote employees during the pandemic. Second-home owners became permanent residents, in some cases overwhelming infrastructure and resources, but at the same time bringing a boost to many local businesses. Housing supply evaporated, and units that may have previously been one-year leases became overnight or short term accommodations.

While the community is adept at handling large fluctuations of tourists during the summer months, the consistent and unrelenting additional expectations increasingly impact hospitality and service industry

workers in particular. Burnout occurs without a shoulder season break, and overworked employees miss out on even the typical weekday lulls. As well, many businesses struggle to find enough workers to fill shifts, and tourists expecting to find restaurants and shops humming along instead find variable schedules or closures. This staffing issue extends to the School District, the Hospital, and the County Government, and is a key underlying motivator for the IMHS. Fostering community through increased services, transit options, and housing availability is critical in Zoom Towns.

### **CLIMATE CHANGE: WUI INTERFACE / INFRASTRUCTURAL FRINGE / SEEING MAJOR GROWTH TODAY**

Like many other gateway communities, the historical fire regime in areas around Mariposa County have been significantly altered by humans and climate change projections, including increasing temperatures, declining snowpack, and more frequent drought conditions, which will exacerbate imbalances in the natural fire environment and lead to more aggressive and difficult to control wildfires. Drought-induced insect outbreaks and tree mortality are already contributing to the change in wildfire risk. The accumulation of fuel loads and understory growth throughout the Foothills region makes this area particularly vulnerable.

Mariposa County recently prepared a Community Wildfire Protection Plan which identified important takeaways that affect planning in wildfire areas. The Wildfire Risk Assessment identified a number of WUI (Wildland-Urban Interface) communities in Mariposa County that are in very-high-risk areas. Recommendations include a streamlined development review process for fire mitigation across County departments; assessment programs to expand parcel-level mitigation to reduce structural ignitability; and

promoting the use of prescribed fires as a tool for landscape resilience and forest health. Ensuring that future growth in the gateway communities is carefully planned and designed with safe egress and landscape decisions will be important.

### **LOW-DENSITY DEVELOPMENT**

The ultra-low density land use patterns of existing county housing present challenges for participation in transit; current transportation options do not meet the needs of residents desiring to connect to public transportation for their daily work commutes into the Park. Newly completed workforce and other housing must be interconnected with multi-modal transportation facilities such as the shuttle, bus, or ride share contemplated in the Transportation Center Feasibility Study Phases I and II (FY 2014-15 and FY2017-18, respectively) and should also take advantage of the developing Mariposa Creek Parkway for active transportation connections.

Mariposa County residents on the whole spend an average of 28 minutes on their commute to work, compared to a national average of 25 minutes and a 26 minute average for surrounding communities (Alpine, Amador, Calaveras, Inyo, Mariposa, Mono, Tuolumne Counties). **Roughly eight percent of County residents “super commute”, spending 90 minutes or more on their daily commute to work.** Employees in the town of Mariposa have longer commute times on average (36.5 minutes), and one in five (21%) have “super commutes”. Meanwhile, Park visitation has reached all-time highs in the past three years, keeping traffic congestion and frustration for commuters and park visitors at all-time highs.

► **DIVERSE DESTINATIONS:** *Examples of gateway communities found around the country and their associated Parks.*

*ACADIA NATIONAL PARK*  
**Bar Harbor, ME**

*ARCHES NATIONAL PARK*  
**Moab, UT**

*GLACIER NATIONAL PARK*  
**Whitefish, MT**

*GRAND CANYON NATIONAL PARK*  
**Tusayan, AZ**

*GRAND TETON NATIONAL PARK*  
**Jackson, WY**

*GREAT SMOKY MOUNTAINS NATIONAL PARK*  
**Gatlinburg, TN**

*JOSHUA TREE NATIONAL PARK*  
**Twentynine Palms, CA**

*MESA VERDE NATIONAL PARK*  
**Cortez, CO**

*MT RAINIER NATIONAL PARK*  
**Carbonado, WA**

*OLYMPIC NATIONAL PARK*  
**Port Angeles, WA**

*ROCKY MOUNTAIN NATIONAL PARK*  
**Estes Park, CO**

*VOYAGEURS NATIONAL PARK / BOUNDARY WATERS*  
**Ely, MN**

*YELLOWSTONE NATIONAL PARK*  
**Gardiner, MT**

*ZION NATIONAL PARK*  
**Springdale, UT**

# PLANNING CONTEXT

The following planning document summaries provide important background information and planning context for the existing housing and transportation conditions in Mariposa County. Prepared by the NPS and the County over the past 40 years, these documents illustrate the progression of needs and recommendations that have led to the Integrated Mobility and Housing Study.

## **YOSEMITE GENERAL MANAGEMENT PLAN (GMP) 1980**

Ahead of the Yosemite National Park centennial in 1990, the 1980 GMP identified a bold vision by the NPS to redirect development to the periphery of the park and beyond in order to preserve the Park's natural resources. Five main goals were identified in the plan:

- **reclaim priceless natural beauty**
- **markedly reduce traffic congestion**
- **allow natural processes to prevail**
- **reduce crowding**
- **promote visitor understanding and enjoyment**

The plan maps the structures in each of the key areas of the Park, and identifies which structures to remove or relocate to the Park periphery. While many of the recommended relocations did not take place, this document illustrates that many of the congestion issues experienced today were already a problem at the time of the plan.

## **YOSEMITE HOUSING NEEDS ASSESSMENT (HNA) 2011\***

In November 2011, the NPS assessed the overall housing needs of Yosemite National Park to help

Park staff determine its need for NPS employee housing. The analysis methods used NPS's HNA web application and compared that analysis to the park superintendent certified numbers. After review, housing need was certified by NPS Directorate.

The HNA included a Local Market Analysis (LMA) of private housing nearby the Park to determine whether the local real estate markets could support the park's staffing needs for NPS employees, using the following parameters:

- Travel time not to exceed 60 minutes from home to assigned workplace;
- Affordability of monthly rent for NPS employees on public salaries or wage grades; and
- Viability as legally established dwellings (disqualifying sub-standard housing, non-permitted subdivisions of houses, garage conversions, etc.).

During the LMA, very few housing units were found available within a 60-minute commute of the park.

### **Yosemite's location presents an extremely difficult and complex housing environment.**

The park is surrounded by national forest, and the two-lane mountain roads leading to the park are often reduced to single-lane, one-way traffic due to construction, repair, or weather conditions. The park attracts approximately four million visitors annually, which require a large park staff. These visitors also bring with them a constant flow of vehicular traffic. All these factors contribute to extremely limited available housing in the communities within reach of the park.

*\* NPS considers this document to be obsolete due to substantial changes in the housing market since 2011.*

## YOSEMITE HOUSING MANAGEMENT PLAN 2012

The NPS prepared a Housing Management Plan (HMP) in 2012 to “provide only the number of housing units within the Park necessary to support the NPS mission.”

In December 2011, Yosemite’s NPS previous summer high season workforce was tabulated at 1,100 persons, including 558 permanent employees and 542 seasonal employees. 87 unpaid staff such as volunteers, interns, SCAs and VIPs worked at the park. The park staff typically doubles in peak season (May to September). However, Yosemite provides a combination of 367 dwelling units, trailer pads and tent cabins for use by NPS employees, and this is insufficient to meet the needs described by the park’s Housing Management Plan.

The balance of park housing is reserved for an influx of seasonal employees and NPS volunteers, who are typically housed one or two persons per bedroom. The Housing Management Plan indicates that 318 bedrooms are available in houses, dormitories and apartments reserved for seasonal employees.

Less than 20% of the park’s permanent employees reside in the park. At peak season, about 48% of the NPS workforce, including volunteers and seasonal employees, live in park housing. Also, during peak season (and peak staffing), 52% of the park’s workforce lives outside the park and commute to work each day. Without volunteers and seasonal employees, **the proportion of permanent, year-round park employees who reside outside the park and commute to work is approximately 70%.**

## YOSEMITE MERCED RIVER PLAN (MRP) 2014

Adopted in April 2014, the Merced River Wild and Scenic River Final Comprehensive Management Plan (Merced River Plan or MRP) is the guiding

document used by the NPS for policy direction related to employee housing. Specifically, Alternative 5 was selected as the Preferred Alternative, and identified key goals for Enhanced Visitor Experience and Essential River Bank Restoration.

### Proposed actions in Alternative 5 would:

- *Restore 189 acres of meadow and riparian habitat.*
- *Significantly increase the campsite inventory in all river segments (+36%) and in Yosemite Valley (+37%).*
- *Slightly increase available lodging corridorwide (+3%) and in Yosemite Valley (+5%).*
- *Increase parking for Yosemite Valley day use (+8%).*
- *Make significant changes to the traffic circulation pattern in Yosemite Valley to meet ecological restoration goals while reducing traffic congestion.*
- *Establish a user capacity of 18,710 people at one time for Yosemite Valley, with peak visitation estimated at 20,100 visitors per day.*
- *Manage user capacity for East Yosemite Valley by rerouting traffic at the El Capitan Traffic Diversion prior to reaching established limits.*

In addition to existing housing needs, **the Merced River Plan recommends that a significant number of in-park workforce housing units be removed and shifted to gateway communities where safe and sanitary living conditions can be guaranteed.**

This has the potential to create more housing opportunities for essential personnel that need to remain within the Park boundaries.

NPS staff occupies 221 units, equivalent to 405 bedrooms (0.54 units per bedroom or 1.8 bedrooms per unit) in the Merced River corridor, while 1,269 beds are currently required for concessioner employees in various forms of housing. Based on the 2014 MRP, the National Park Service is proposing a



## Merced Wild and Scenic River Comprehensive Management Plan Record of Decision

March 2014

Providing Access and Protecting Resources

▲ **MERED RIVER PLAN:** *Crowding and housing shortages are not new concerns to the National Park Service. Numerous studies over the years have sought to address these persistent issues from many angles. Our work builds upon these foundational documents.*

seasonal employee housing shortfall for concessioner employees of approximately 130 beds, equivalent to 70 units. The County continues to coordinate with the National Park Service to determine the number of housing units needed within the County to accommodate NPS and concessioner population.

Seasonal jobs in the tourism industry are primarily minimum-wage service jobs. Collaborative planning by the Park Service and the County as well as independent action by the County is necessary to ensure affordable workforce housing is available. Such housing should be supported by infrastructure, be energy efficient, in good condition, and have easy access to community services such as retail, government, transportation and medical, and financial services.

In order to fulfill concessioner employee housing needs, the MRP assumes a concessioner housing requirement of 1,124 beds, when adjusted for an increased commuter rate. The MRP would attain this goal by reducing the overall number of concessioner employee beds in Yosemite Valley from 1,151 to 862, relocating 160 beds/units in El Portal and retaining 118 beds/units in Wawona.

### **MARIPOSA COUNTY REGIONAL TRANSPORTATION PLAN (RTP) 2017-2042**

The 2017 RTP reflects the latest transportation project funding and planning assumptions, updates regional issues and policies, and updates performance measures for tracking plan progress.

Population growth over the period of the plan is expected to be moderate, due to expected employment and demographic trends including an aging population; however, increasing tourism traffic, especially to Yosemite National Park, may add increasing demands on the roadway system. Emerging transportation technologies may change the way people travel in the long-term, but the automobile and the roadway system are expected to continue to be the

dominant mode of transportation. Opportunities exist to improve roadway performance in several deficient locations, and stresses on the roadway system induced by climate change may add demands for investment in the roadway network in coming years.

#### **Key issues identified in the RTP include:**

- *Delays on state highways and local roads*
- *Lack of ample parking within Mariposa activity centers and communities*
- *Lack of bicycle and pedestrian paths, trails, and other facilities*
- *Public desire for increased transit connections and more frequent service*
- *Lack of private tour companies domiciled in Mariposa County*
- *Lack of staging areas in Yosemite National Park*
- *Lack of gateway and wayfinding signage*

### **MARIPOSA COUNTY COMPREHENSIVE HOUSING PROGRAM IMPLEMENTATION STUDY (CHPIS) 2018**

The 2018 CHPIS evaluated Mariposa County's housing market conditions, conducted community and stakeholder engagement, and produced a recommended action plan for the County to execute. A housing issues survey for the project received over 300 responses, a Citizens Housing Programs Advisory Committee of community stakeholders was established, and an open dialogue on community housing issues was recorded. Yosemite National Park staff played an integral role in these conversations.

A principal recommendation of the Strategy is that **new housing will be located within the Town of Mariposa to meet workforce needs and the needs of special populations, where infrastructure and services are more readily available.**

The following section is directly from the 2018 Comprehensive Housing Programs Implementation study:



## Action Step 8: BUILD PARTNERSHIPS TO ADDRESS HOUSING NEEDS OF SEASONAL WORKERS

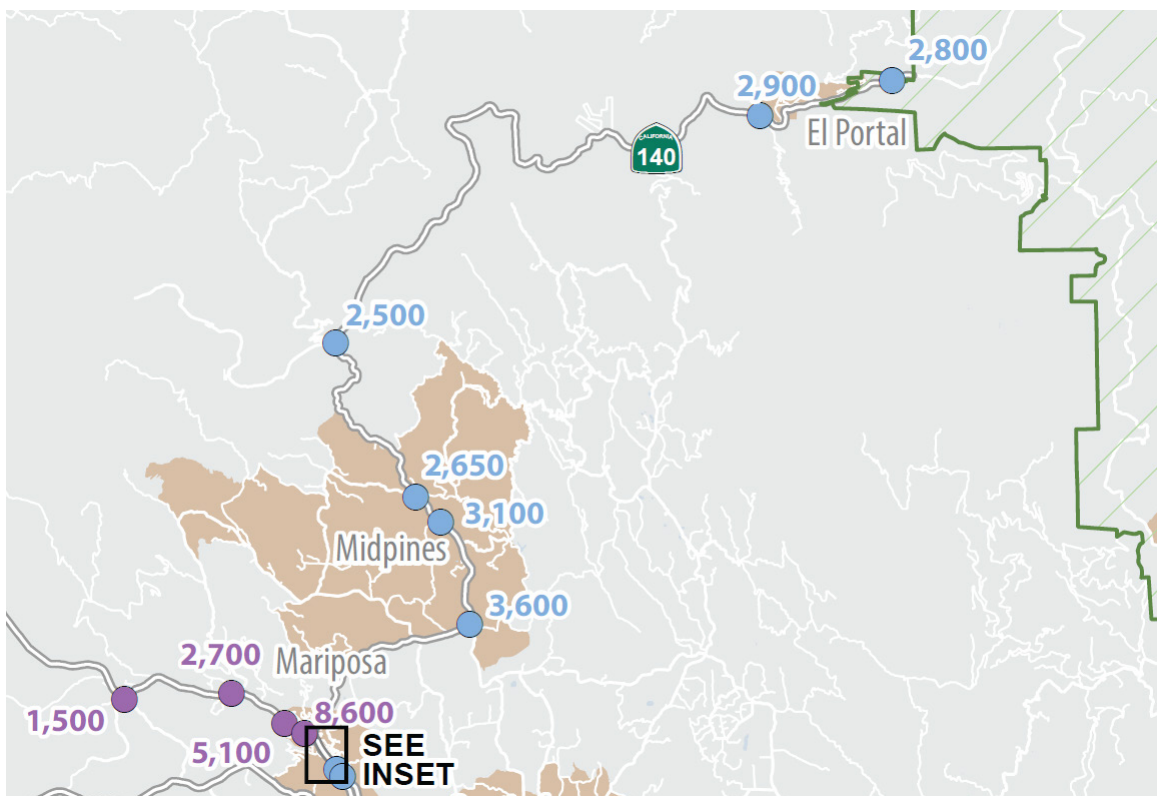
*Consistent with Mariposa Housing Element Objectives 2.7, 3.5, 4.4, and 5.13*

Workforce housing for employees is best addressed in partnership with public and private employers. Housing units may include single family homes, apartments, duplexes and dormitories, and recreational vehicles in extended stay developed campgrounds to meet the needs of a wide range of occupants. The County will work with employers by considering higher density developments in some circumstances, which may require amendments to the Zoning Ordinance. Continued collaboration with employers is needed to identify not only the employers' needs, but tenant-employee needs as well. Communication and collaboration between employers and County representatives regarding strategies for addressing

workforce housing needs and facilitating solutions must be an on-going effort.

- 8.1 Convene regular working groups of County staff, National Park Service staff and representatives of the hospitality industry to estimate the annual demand for workforce housing. Seek options for securing adequate housing to accommodate expected demand.
- 8.2 Establish a subcommittee of the Housing Program
- 8.3 Consider defined stay limit for recreational vehicles to coincide with employee needs.
- 8.4 Identify potential sites and zoning to support development of workforce housing.

The 2018 CHPIS also identified the following issues contributing to housing development constraints:



▲ **MARIPOSA COUNTY REGIONAL TRANSPORTATION PLAN (RTP) 2017:** Average daily traffic volumes as of 2017 on Route 140 from Mariposa to the Arch Rock Gate of Yosemite National park (NOTE: the Detweiler Fire of 2017 may have impacted these figures). The plan predicted that these figures will double by 2040. This emphasizes the need for new mobility strategies along this vital corridor.

- Lack of sufficient infrastructure to support new residential development;
- Land use and zoning updates have not kept pace with changes in State housing law;
- High construction costs resulting from limited access to skilled subcontractors as well as State requirements for environmental sustainability and fire protection;
- Incomes growing at a slower pace than construction costs; and
- Lack of multifamily development capacity.

**MARIPOSA COUNTY HOUSING NEEDS ASSESSMENT 2019**

Mariposa County’s 2019 Housing Needs Assessment identified affordable housing as the number one community need with over 83% of respondents rating affordable housing as “important” or a “very important need in the community.” The study noted that 33.5% of owners and 38.5% of renters are housing burdened in Mariposa County illustrating the need to rapidly develop the strategies outlined in the 6th Cycle Housing Element and Comprehensive Housing Programs Implementation study.

**MARIPOSA COUNTY HOUSING ELEMENT 2019-2024**

Several recent documents have spurred the County to a more proactive approach to the development of community housing in Mariposa. One of these is the obligatory and highly informative Housing Element to the County’s General Plan that is updated every five years. This document summarizes current housing conditions, establishes the five-year Regional Housing Needs Allocation (RHNA) and assesses the County’s potential developable sites to achieve those needs. Past Housing Elements in the County showed very little progress in the development of low income or workforce housing. Much of the development

burden for such projects was placed on private developers, and many private developers could not make a project feasible due to lack of infrastructure and high cost of construction. Mariposa County’s 2019-2024 6th cycle Housing Element to the General Plan took a tack from previous housing elements and identified an approach to provide 195 housing units. The 6th cycle Housing Element also included mention of several groundbreaking new housing actions within the County: The Creekside Terrace Project (first new affordable housing constructed in 27 years), the preservation and rehabilitation of the Mariposa Oaks (an affordable apartment complex that was reaching the end of its affordability covenant and was resyndicated with a USDA loan), and the establishment of an Emergency Homeless Shelter.

**2021 CalSTA - CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE (CAPTI)**

This document acknowledges that California’s transportation sector is a significant contributor to greenhouse gas emissions (GHGs), and must do more to tackle climate change challenges. While this affects the health and safety of all Californian’s, the report recognizes the increased impact on disadvantaged and low income communities like Mariposa County. In addition, significant GHG loads are created in Mariposa County through the thousands of tourist vehicles that crowd their way to Yosemite. Specifically, this project addresses two key facets of the CAPTI Investment Framework:

- Promoting compact infill development while protecting residents from displacement
- Protecting natural and working lands
- Leverage transportation investments to incentivize infill housing production (strengthen transportation-land use connections)

Lastly, CAPTI supports multi-modal transportation, especially in rural areas where economic disparities can be exacerbated by barriers to transit options.

# PROJECT APPROACH

## EXPLORATION AND ENGAGEMENT

The study follows two parallel investigative tracks to outline a pragmatic, community-supported mobility and housing strategy. By combining geospatial analysis with guidance and direction from targeted stakeholders, the planning process identified recommendations that satisfy a range of priorities and perspectives.

Through site visits in June and August 2021, the analysis of GIS data layers, and the weighing of external factors such as site control and concurrent planning efforts, the process identified four primary development sites to explore in detail, along with additional sites acknowledged for their potential but set aside for future study. The assessment of each site is included in **Chapter 3**, and specific site development plans are detailed in **Chapter 4**.

At the same time, extensive public engagement has been conducted with county residents, NPS Employees and concessionaire staff, through in-person events and a virtual survey. The survey received 200 respondents over the course of six weeks, reaching a definitive cross-section of Mariposans. Input was received from first-time seasonal employees and veteran career NPS staff. More details on the engagement results are summarized in **Chapter 2**.

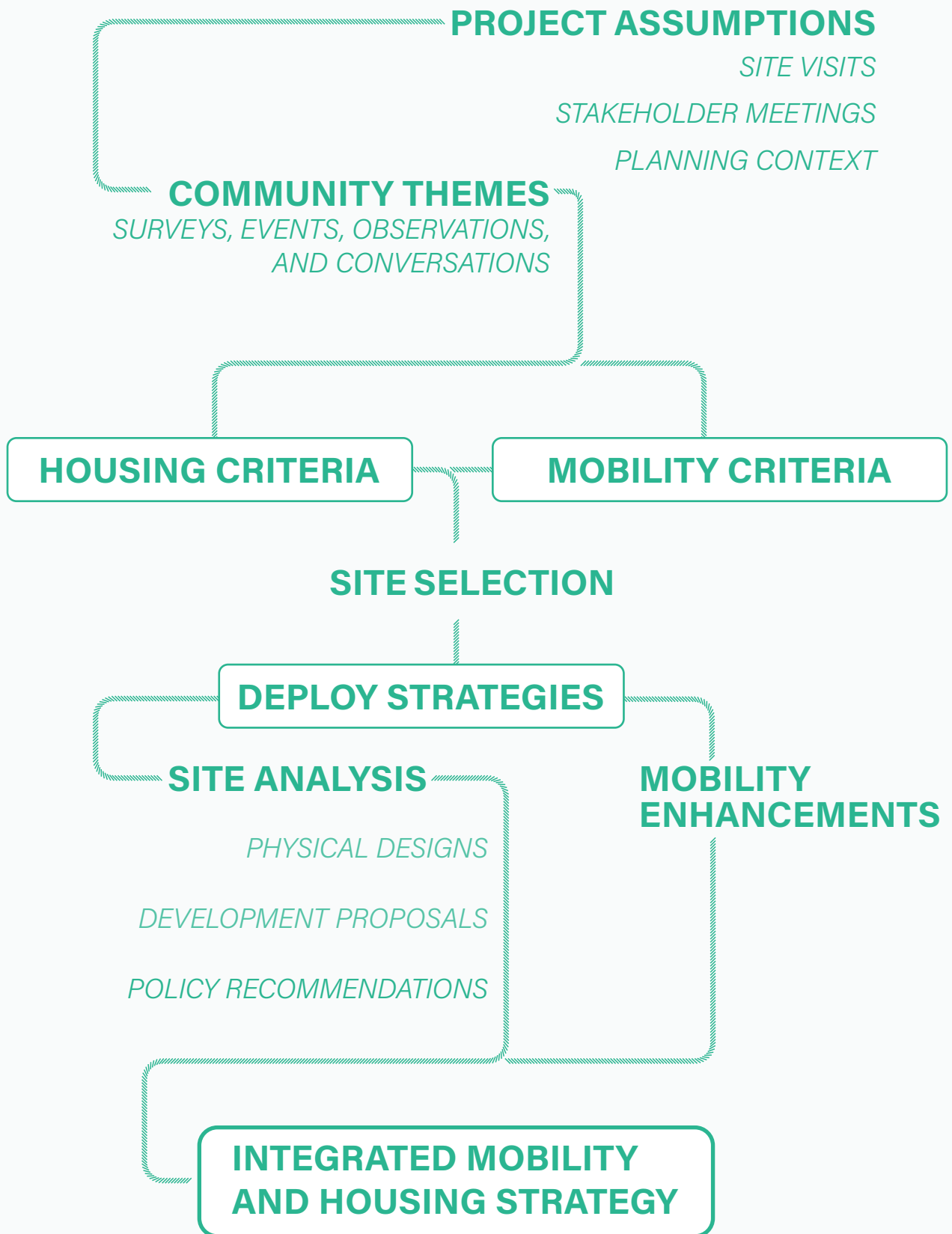
Most importantly, this diverse audience was able to provide context for the thematic drivers of this project, and the feedback received was used to improve and expand the knowledge of the project team and the intended outcomes of the development proposals. By knowing the thoughts of county constituents, the project moved forward deliberately with ideas that will

find purchase with those it may impact the most.

Throughout, the study was guided by a steering committee of retired NPS employees and current Mariposa County residents, park leadership, and the Yosemite Conservancy. The project team met with the steering committee on multiple occasions to glean their insights and share project progress. Yosemite Park leadership were instrumental in providing an inside perspective on the housing situation in the Park. The project team was also able to meet with representatives from the NPS Washington DC Housing Delegation, who oversee each of the National Parks and assess housing supply and condition. This broader, agency-wide perspective provided insights from case studies throughout the National Park system, including Acadia and Grand Teton.

This phase revealed two important project directives:

- First, with regard to housing, **the study's emphasis should be on providing additional accommodations for NPS employees**, not concessioner employees. The Park depends on concessioner staff for visitor services, but the seasonal nature of most of these employees and the limited timeframe of the concessioner contract makes it difficult to plan for these constituents.
- Second, with regard to mobility, **the study's emphasis should be on providing additional transportation options for residents (and perhaps visitors), without attempting to reform the ongoing operations of YARTS**. The team considers this to be an additional and standalone project in itself.



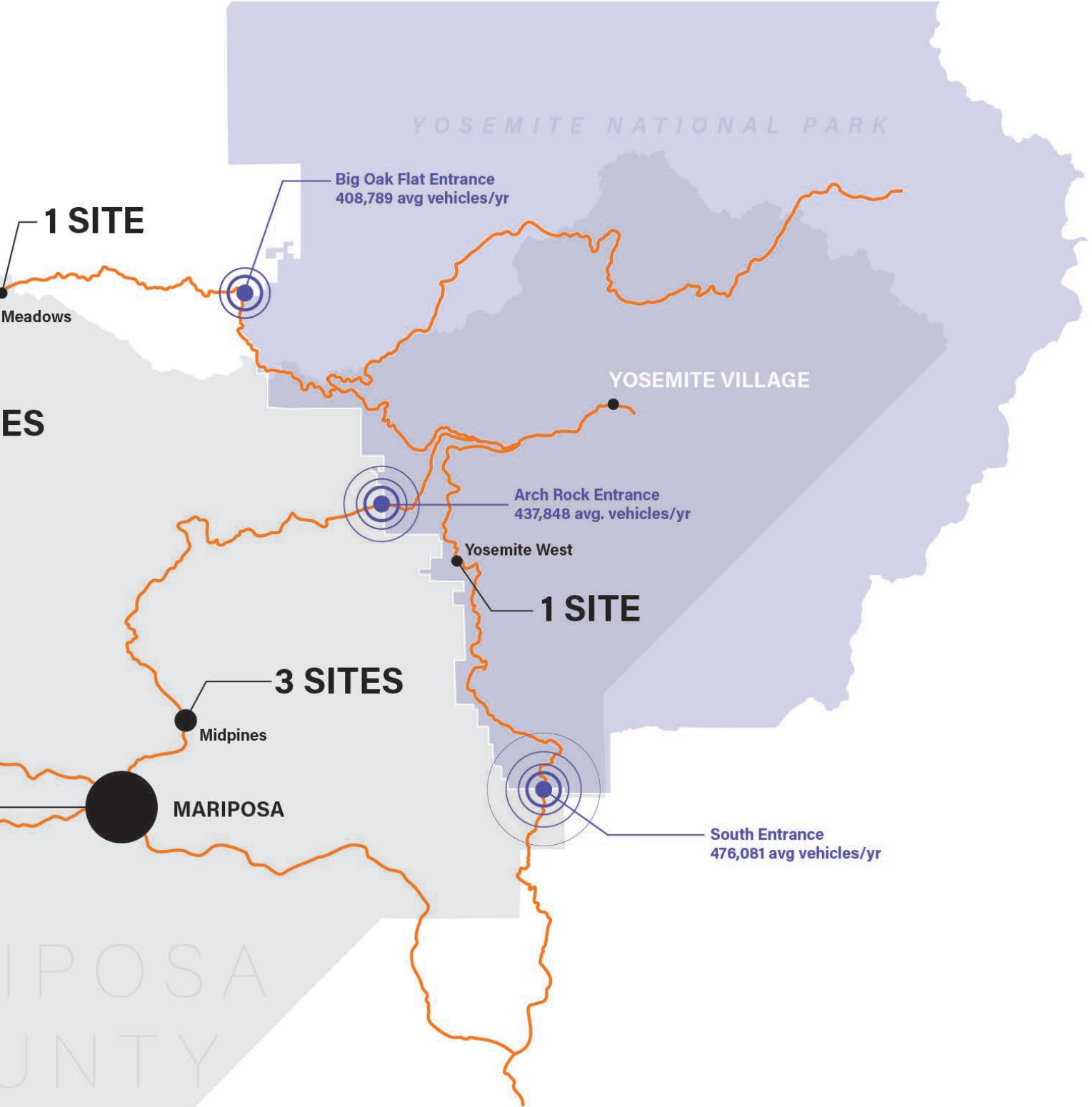
## DEVELOPMENT SITES — LONG LIST

The project team was provided with a list of 30 potential development sites within Mariposa County. Additional sites that had previously been in consideration were preemptively removed due to concurrent planning efforts and National Park Service development requirements.

The majority of the sites are found in the Town of Mariposa, where infrastructure and utilities are readily available compared to more remote areas of the County. In addition, as the county seat, Mariposa has a level of development that is concentrated around a historic and walkable downtown core that creates a sense of identity. Services are also conveniently located in town, with the regional grocery store acting as a primary community hub. In addition, the elementary, middle, and high schools are all located in town, along with the library, courthouse, sheriff's department, post office, and options for restaurants, dining and nightlife.

Outlying areas in consideration included Coulterville, a small community with potential for development but a lack of significant infrastructure and services. Coulterville is also over an hour and a half drive to Yosemite Valley. Buck Meadows sits at the north end of the County on Highway 120, a major arrival route to the Big Oak Flat entrance gate. A single site was considered in Buck Meadows for its potential to act as a hub for employees that are assigned to the Mather and Tuolumne Districts (i.e. not Yosemite Valley) of the north side of the park. One site was also proposed in Yosemite West, a cluster of vacation homes that sit just outside the park boundary, primarily for its proximity to the Valley. Lastly, three sites have been reviewed in Midpines, a small community on Highway 140 northeast of Mariposa. These three sites have access to some services, but face additional development

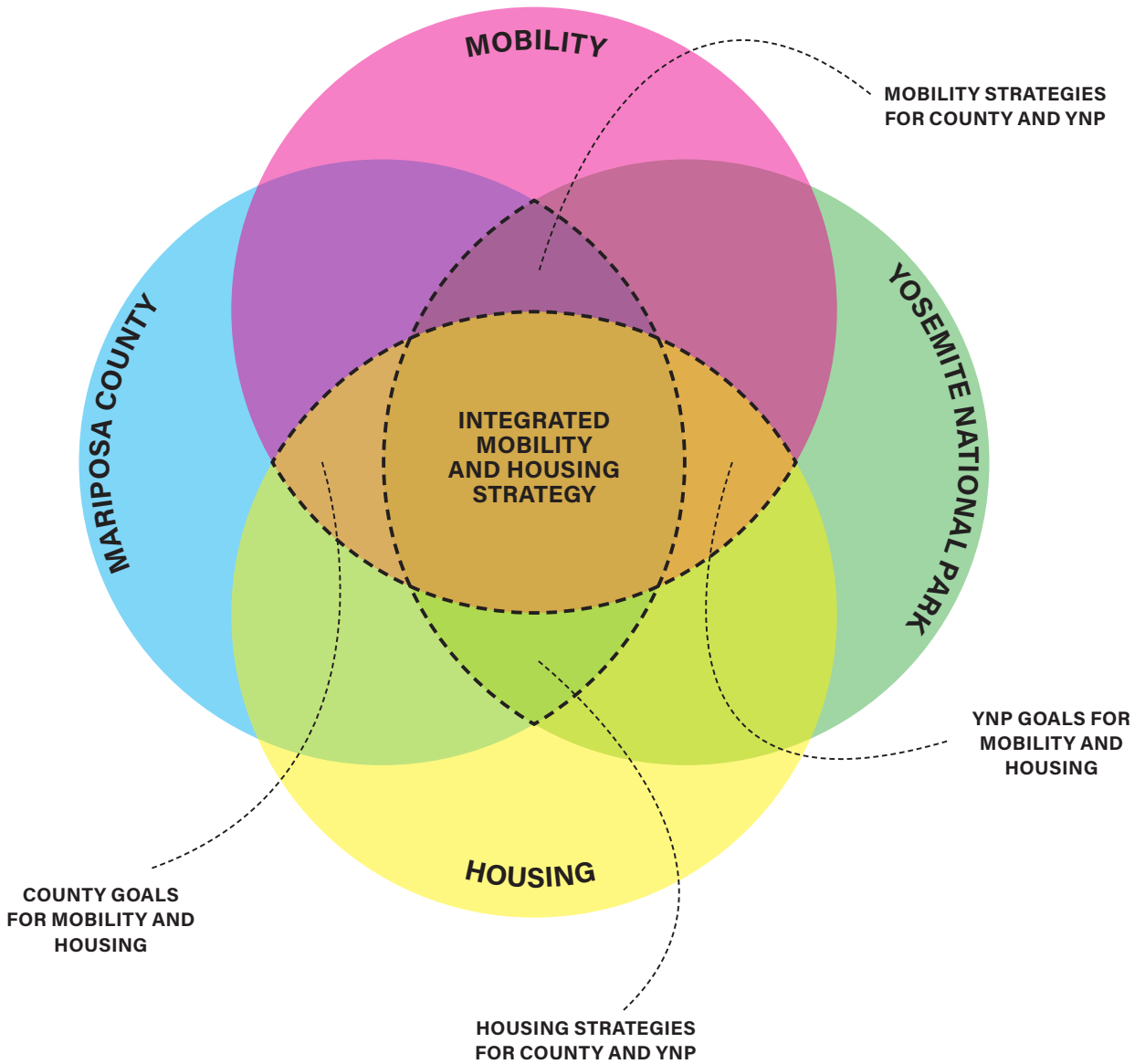




**▲ INITIAL SITE SELECTION:** *The IMHS has investigated potential development sites across Mariposa County, with a focus on properties within existing gateway communities.*

burden with regard to utility infrastructure. This became a significant consideration for site selection. While this project recognizes there are many locations around Mariposa County that are very rural in nature where Park Service employees call home, the development burden to consider new (and dense) housing units in these locales was ultimately deemed too unrealistic for potential development partners to consider.

▼ **PROJECT UNDERSTANDING:** *The team's approach to defining the scope of the project set the stage for stakeholder engagement, guided strategy development, and recognized the relationship of these integrated planning components.*



## **METHODOLOGY AND ASSESSMENT**

The project embraces the reciprocal relationship between Mariposa County and Yosemite National Park. It has examined this relationship through the integrated planning components of Mobility and Housing needs, to determine strategies for implementation that will make Mariposa more livable.

The goals of this approach are two-fold:

- 1. Help the County proactively confront underlying Equity and Quality of Life issues for its residents.***
- 2. Create opportunities for the Park Service to address key tenets of their mission as they relate to Visitor Experience and Resource Protection in Yosemite National Park.***

The result is a guiding document that works at the intersection of complementary planning considerations while acknowledging the charge of each of the primary project partners. By providing for the well-being of the workforce, Mariposa County becomes more resilient – better positioned to adapt to increased pressures and accommodate new challenges. It also helps address the lack of attainable housing at all price points and for all living situations, one of, if not the single most significant limit to achieving the County's vision of a livable, vibrant rural community. Meanwhile, by supporting an adequate workforce of capable and dedicated employees, Yosemite National Park remains a global destination, operationally sound and enjoyable to all.

With this in mind, the project team has coordinated with the steering committee and county staff and reviewed feedback from the community engagement efforts to identify filters and evaluation criteria that most effectively determine a development score for each of the proposed development sites. This was done for a target audience of Park Service employees that are not required to live and work in Yosemite Valley, however, essential workers would see benefits of decreased housing supply pressure as these non-essential employees found other housing.

Input was combined with a visual score on radar plot graphs developed from site evaluations. Sites were first ranked within a Primary Screen of critical factors related to their development potential. The resulting shortlist was then run through a Secondary Screen that included less critical but still important factors. The resulting sites were confirmed with county staff and the steering committee for inclusion in this project. Sites that scored highly but below the threshold for inclusion are noted for their potential for future study. Further details about the scoring for each site can be found in **Chapter 3**.



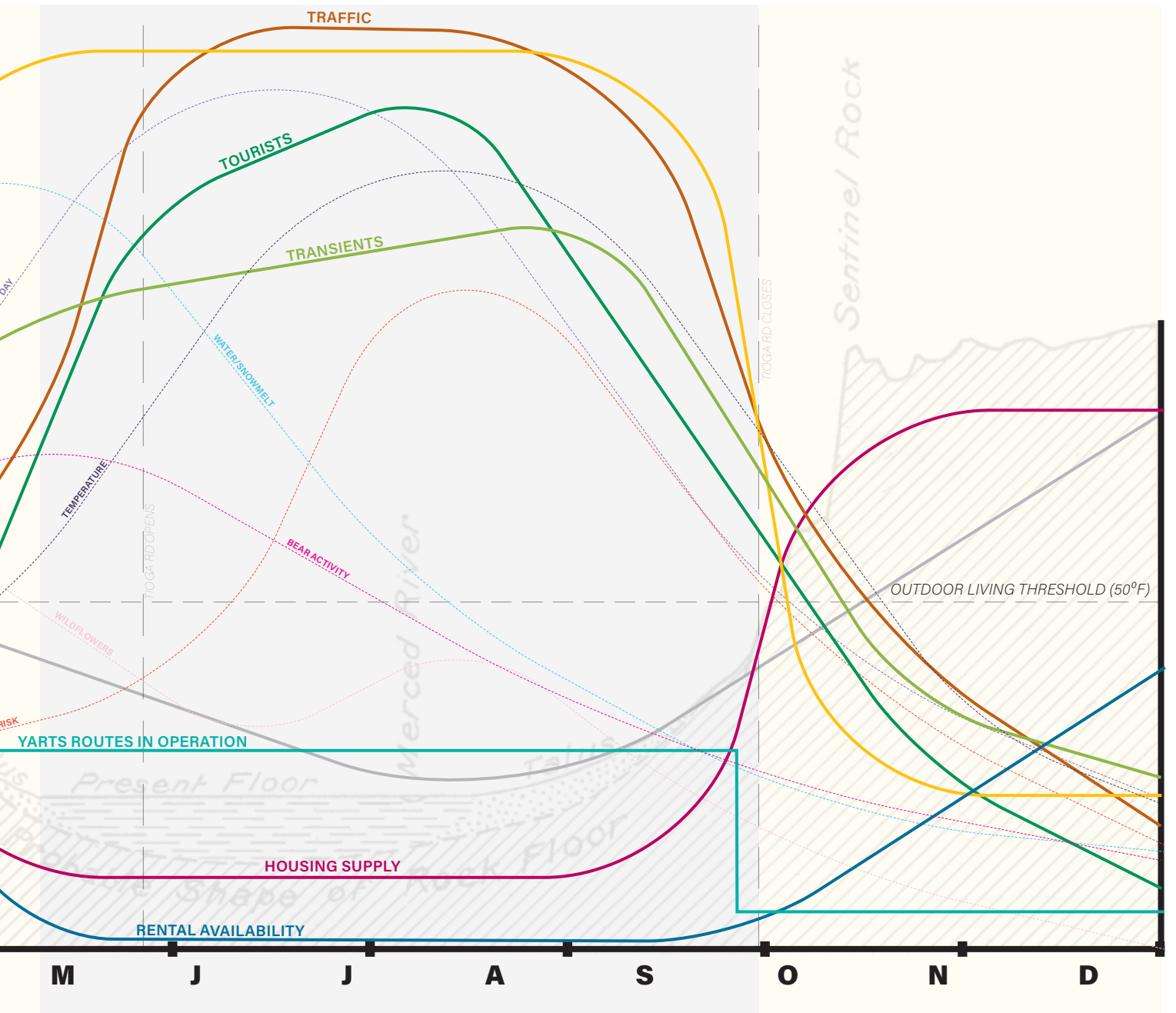
# PROJECT ASSUMPTIONS

In many ways, Yosemite operations and, more broadly, life in Mariposa County is seasonal; the summer high season brings more park employees, more tourists, more traffic, as well as more air pollution, more likelihood for wildfire, and more competition for accommodations. Summer is bookended by (rapidly expanding) shoulder seasons that give way to quieter winters. These fluctuations have historically been both the cause and result of operational paradigms and geographic realities — tourists have been drawn to warmer and longer days of summer vacations, which requires more park staff and puts increased demand on housing and infrastructure. But pressures are such that these flows may soon reach a tipping point. New ideas about park reservations, more visitors willing to venture into backcountry areas, and increased climate-driven events like wildfires may soon begin to influence a re-balancing. Already recent summers have seen dips in August visitation due to fires that close roads or make air quality hazardous.

**Without significant investments aligned with housing and mobility county-wide, capacities will remain stagnantly low and visitor experiences will suffer (or go elsewhere) as the Park Service struggles to recruit and retain qualified personnel, and the County continues to cope with the fallout of an overburdened resource and an out-of-sync economic engine.** This fallout takes many forms — lack of affordability, deteriorating health and wellness, environmental degradation, displacement, and loss of community identity. The project team understands the need for increased capacity in all forms in Mariposa County, and we see opportunities that begin to offer means of re-balancing these relationships.

The following six assumptions frame the project team's overall thinking around strategies to deploy and

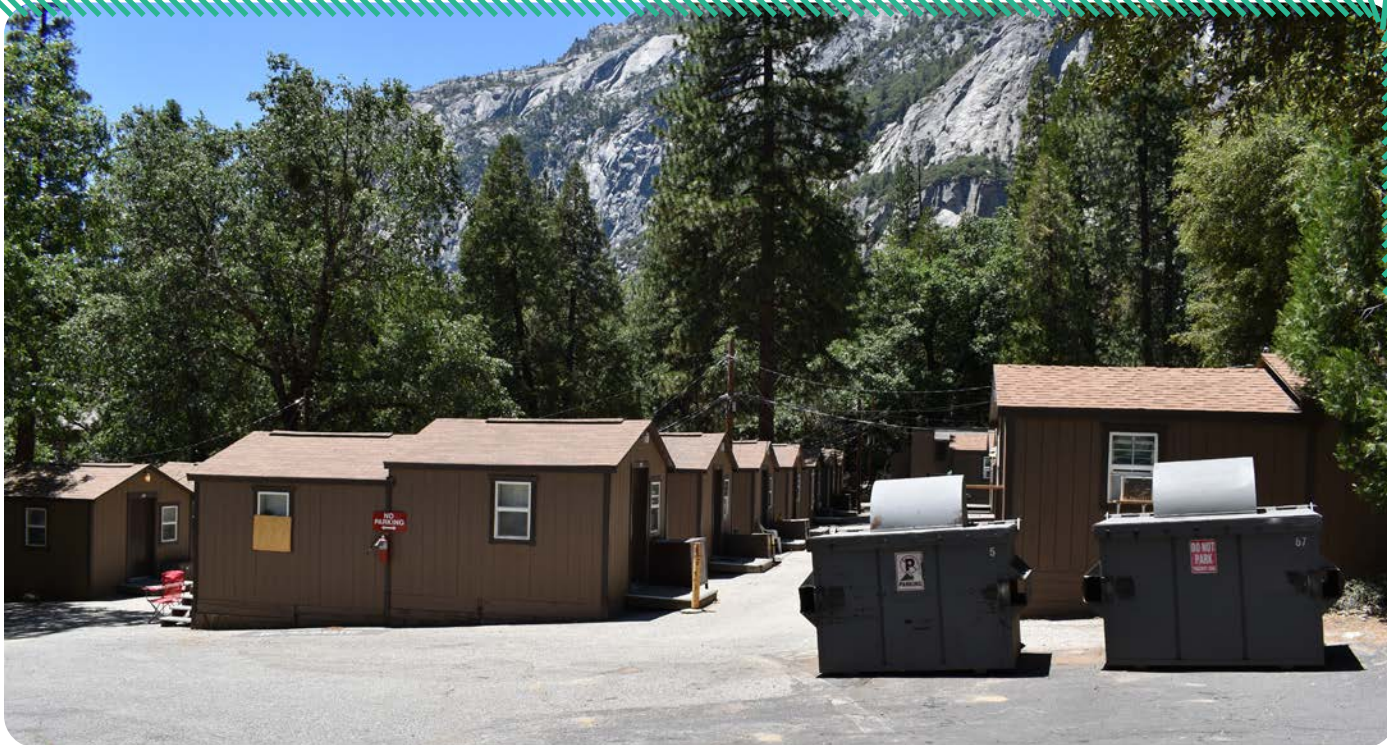




▲ **THE GATEWAY IN FLUX:** The seasonal nature of tourism and visitation to Mariposa County. These annual flows are important to the way of life in Mariposa and Yosemite — seasonality is a critical component of community resiliency — but their increased intensity and impact has been called into question. The IMHS strives to alleviate these pressures.

## Address Housing Challenges for All County Residents by Assisting the NPS Workforce

The County recognizes the broad housing challenges facing many Mariposans, and assumes this project can ameliorate some of those challenges through various development schemes. However, there is recognition that the economy of Mariposa is largely driven by tourism to Yosemite National Park, and that ensuring the Park Service can recruit and retain a talented and effective workforce (by providing housing that is affordable and available) is of critical importance. Ideally this will help ameliorate pressures countywide on housing for all residents, by creating an outlet to capture a major source of demand.





## **Mobility Challenges for the Park Workforce, Residents, and Visitors are Linked**

This project recognizes that it's hard to get around Mariposa County, particularly for those trying to get to Yosemite either for work or leisure. Highway 140 provides a single tenuous link from Mariposa to the Park, and it is often over capacity. In the Merced River Canyon, threats of fire, landslide, and flood are ever-present, sometimes causing delays or prolonged closure. Recommended mobility strategies will support more flexible means of travel, alleviate traffic congestion during peak periods, incentivize transit options, encourage flexible scheduling, and unclog entrance station delays. By considering the needs of NPS employees, benefits for county residents and visitors will also be gained, as each of these user groups are confined to the same highway and infrastructures. Accomplishing an overall goal of fewer vehicles on the road (and therefore in the Valley) will ultimately provide increased levels of service for all users: easier commutes for NPS employees, more reliable mode choices for residents, and more enjoyable experiences for visitors.

▼ **PARK PRECEDENTS:** *Yellowstone National Park recently completed the Old Faithful Dormitory, a LEED Platinum staff housing building constructed with pre-fabricated modular units.*



## Designing for Density

The shortlisted sites have been selected for their favorable characteristics, which includes adequate acreage that can support unit counts worth undertaking from a development perspective. While the whole idea is to significantly increase housing availability, the team aspires to do so with a sensitive approach. This includes exploring building material selections that can impact structural capacity, and understanding local codes and fire restrictions that guide building heights, proximity, and massing. Lastly, we need to be mindful of the surrounding character of the sites and the impact of new development on existing rural character — in other words design for density that is appropriate to its context.

## Conservation Approach & Respect for the Land

The team will approach each site by first considering the existing conditions, and the opportunities and constraints framed by the landscape. For instance, steep slopes, drainages, woodlands, viewsheds, and trail connections. Sites will likely not be entirely built out. Protecting sensitive habitat and considering risks of fire or flood play an important role in the possible site development. Strategies that deploy smart site planning and reduce VMT and GHG emissions are assumed. This will help ensure development proposals don't risk detrimental impacts to the surrounding special character and setting of Mariposa County.





## Promote Community Objectives and Support Vital Rural Lifeways

Our survey results and stakeholder interviews revealed a desire for convenient community services, like schools, grocery stores, health care, and the proximity of first responders. But we also understand the sense of community that comes from living in Mariposa or in Yosemite Valley, and how much it is valued by current residents and park employees. We want to complement and enhance these qualities and explore how we can replicate the most favorable characteristics of life in Mariposa County.

## Identify Catalytic Implementation Opportunities

On the whole, this project aims to work with the community to locate favorable development sites to build housing and assess mobility improvements that enhance quality of life for all Mariposa County residents. Priority projects will be those that have potential for far-reaching impact, by catalyzing long-dormant or vacant parcels or by establishing development models that can be replicated on additional sites across the County. In addition, housing opportunities with obvious mobility advantages or potentials will be prioritized. Secondary project sites may also be identified for future study as a means of furthering the impact of the IMHS.







**COMMUNITY AMENITIES AND CHAR**  
 Please identify what features are most important to you from a survey of 200 respondents. Please rank 1-5.

<p><b>WALKING</b></p> <p>...</p>	<p><b>BICYCLING</b></p> <p>...</p>	<p><b>PUBLIC TRANSPORTATION</b></p> <p>...</p>
<p><b>BIKEWAYS</b></p> <p>...</p>	<p><b>WALKWAYS</b></p> <p>...</p>	<p><b>HOUSING</b></p> <p>...</p>

OTHER IDEAS?

MARIPOSA COUNTY  
 INTEGRATED MOBILITY AND HOUSING STRATEGY



# 02

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## *COMMUNITY PERSPECTIVES*

# ENGAGEMENT PROCESS

The IMHS is guided by the community through a series of engagement events and strategies including: **a steering committee convened at key project milestones, stakeholder interviews, a community coffee pop-up event with Yosemite employees, and a county-wide community survey.** This multi-pronged approach to gathering community feedback informed the development of livability themes in this chapter that summarize the key sentiments heard from the community.



## STEERING COMMITTEE

A key part of the community engagement strategy for the IMHS was dependent upon the development of a project steering committee. Steering committee members included a range of stakeholders including current and former County and NPS officials, and members from Yosemite Conservancy, all of whom live and work in Mariposa County. Meetings were held both virtually and in person with County staff and the project team during key project milestones.

Steering committee members include:

- Kim Tucker – Mariposa County Housing Programs Advisory Committee, National Park Service (ret.)
- Mark Marschall – National Park Service (ret.)
- Jerry Edelbrock – Yosemite Conservancy
- Ryan Kelly – Yosemite Conservancy
- Joe Meyer – Yosemite National Park
- Jim Donovan – Yosemite National Park

◀ **COMMUNITY COFFEE EVENTS IN YOSEMITE VALLEY:** *Project team members had a chance to talk to park employees and concessioner staff and better understand the perspectives and priorities of each group.*



## **EMPLOYEE INTERVIEWS**

The team conducted brief open-ended interviews with Park Service staff to gather their feedback and ideas on housing and mobility in Yosemite National Park. The candidness and creativity of the interviewees was apparent in open discussion and the following chapter captures key challenges and potential solutions and ideas to address housing and mobility challenges generated by YNP staff.

## **COMMUNITY COFFEE POP-UP AND TOUR**

On June 22, 2021, the team set up a community coffee pop-up engagement event with maps, precedent images, and key themes to hear directly from Yosemite Hospitality concessioner workers and NPS employees in Yosemite National Park. During these events the team was also able to tour existing housing options

and conditions available to those that live and work in Yosemite Valley.

The team toured the Valley to visit canvas tents, pre-fabricated cabins, staff dormitories, and historic single family homes. A number of housing units were in various stages of rehabilitation, as they have been serving park employees for many years. There was a wide range of architectural styles, but a shared aesthetic of color and materiality. We were also able to see the community (shared) facilities that accompany these housing typologies, including recreation centers, kitchens, and bath houses. Given the land constraints of the Valley, it's often not entirely clear where visitor zones end and private/employee spaces begin.

## COMMUNITY SURVEY

A housing and mobility community survey was conducted online for three months from May 25 to July 25, 2021 in order to collect information about housing and mobility trends and hear directly from the broader community across the County. The survey was very successful in reaching a broad representation of the community and **received 200 responses**. Many of the results from this survey are included in the following pages. A full detailed report can be found in the Appendix.

## LANDOWNER MEETINGS

As the selected shortlist of development sites narrowed, the team met with County officials and private landowners to discuss the potential for implementation of workforce housing. **Willing partners will be key to advancing the goals of the IMHS**, as properties with favorable characteristics are limited.

Of the final shortlisted sites, one is owned by the County, two are owned by the Yosemite Conservancy, a project partner, and one is owned privately by a family with longstanding community ties and presence. However, while these four sites ultimately advanced forward in the IMHS, other secondary and high-scoring sites exist in the County and will hopefully be folded into future conversations as the initial round of development starts to become available and the process becomes better understood.

## WASHINGTON DC AREA SUPPORT OFFICE (WASO) HOUSING INVENTORY PARK VISIT

In August 2021, the team was invited to join the WASO delegation visiting Yosemite to discuss housing policy, understand regulatory constraints, and share the IMHS's goals as they relate to NPS employee housing. This meeting enabled a deeper understanding for our

team around the various levels of legislation that guide housing policy for NPS employee quarters, specifically around assessing regional housing markets, establishing rental rates, and how the government has attempted to identify viable means of developing housing.

Attendees of this meeting included:

- Cicely Muldoon, Yosemite Superintendent
- Teresa Austin, Yosemite Deputy Superintendent
- Joe Meyer, Yosemite Chief of Staff
- Schree Yager, Yosemite NP Housing Manager
- Jim Donovan, Yosemite Community Planner
- Tegan Plock, NPS Human Resources
- Rick Maestas, NPS Facilities Operations
- Alicia Overby, NPS Program Manager
- Heather Marashi, NPS Pacific/West Region Housing Manager
- Clarice Henry, NPS Housing Office
- Ryan Kelly, Yosemite Conservancy
- Ben Goger, Mariposa County Housing Specialist
- Andrew Dawson, WRT

Guiding legislation at the federal level has attempted to manage the employee housing (and mobility — particularly commute times) question. Key policy documents include:

- *Public Law 104-333: The Omnibus Parks and Public Lands Management Act of 1996*
- *5 US Code § 5911 - Quarters and facilities; employees in the United States*
- *Circular No. A-45 Revised: Rental and Construction of Government Quarters*

These documents are often cited as the enabling sources for the production of housing units, but they

also present significant roadblocks to innovative development schemes. Importantly, they demonstrate that changes to NPS housing policy are difficult, requiring an Act of Congress or Presidential authorization. Details and excerpts from each document are included in Chapter 5.

### TARGETED CROSS-PARK ENGAGEMENT

This meeting informed further conversations with representatives from Grand Teton and Acadia National Parks, where developing employee housing has been met with mixed success, but nonetheless provide important case studies for consideration by the IMHS.

From Acadia, the Project Team met with Kevin Schneider, Superintendent, and John Kelly, Management Assistant, who have attempted a public-private partnership model for employee housing near Bar Harbor. The seasonal nature of Park Service employees and local hospitality workers and the regulations against mixing public employees in the same housing as market-rate renters derailed the project but they are optimistic and happy to share their lessons learned.

From Teton, the team spoke to Rusty Mizell, Chief of Facilities, where they have had success leasing private buildings to house public employees, as long as the landlord can agree to public quarters rental rates established by IQMIS, which are typically lower than private market rental rates.

*A typical concessioner WOB, or "cabin without bath".*



*Community Coffee Event in Yosemite Village.*



*Example of historic NPS staff housing typology.*



▲ **TOURING THE VALLEY:** *The team's research was supplemented by conversations with Park employees and tours around Yosemite Valley.*

# SURVEY RESULTS

The following themes were developed to capture and organize the community's key sentiments related to housing and mobility issues in Mariposa County. Importantly, the responses highlighted focus on the Yosemite workforce population and the unique circumstances of their experience. Each theme addresses various aspects of daily life in Mariposa County and is supported by information gathered through steering committee meetings, stakeholder interviews, survey questions, and general conversations with the public at pop-up events.

1

## PRIORITIZE THE FUNDAMENTALS

WHAT MAKES A GOOD PLACE TO LIVE?

2

## REINFORCE COMMUNITY STABILITY, CONNECTIONS, AND ROOTEDNESS

CAN WE FOSTER LONG-TERM RELATIONSHIPS AND CIVIC PRIDE?

3

## THE LANDSCAPE MAKES THE PLACE

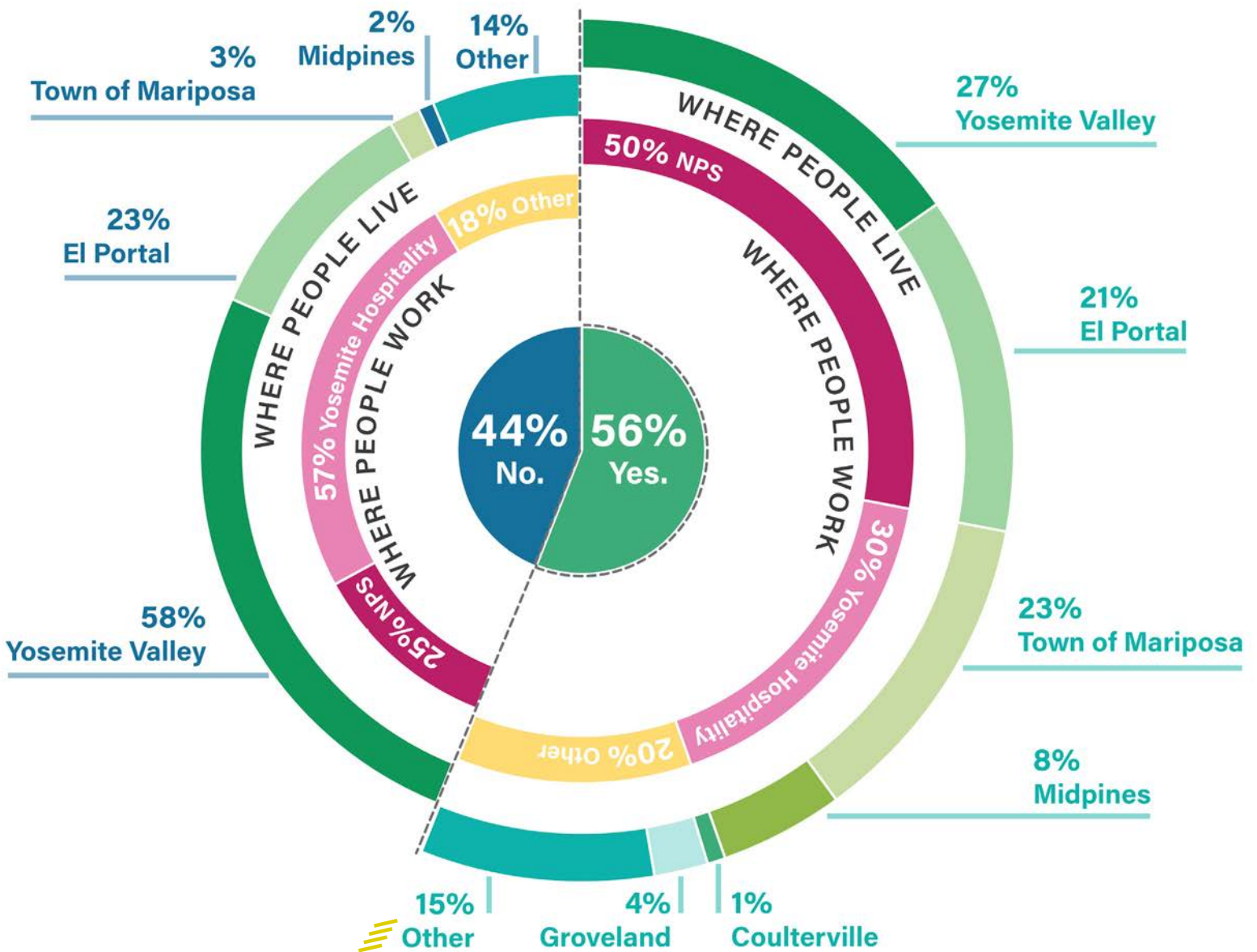
HOW DO WE BUILD RESPONSIBLY?

The survey question on the opposite page gets at the root of this project's framework — does the opportunity to live in the Yosemite National Park and the treasured experience it provides outweigh all other quality of life considerations? Two interesting takeaways became apparent:

**1** *Concessioner staff were more likely to place living in the Park above all else. These are typically seasonal employees with jobs around Yosemite Valley. Most of these respondents were already living within the Park boundary.*

**2** *Half the respondents that would live outside the Park and continue to work at Yosemite are NPS employees. These are likely longer term or career-oriented positions. Almost all of those respondents are currently living in the Park, but another 30% already live in the Town of Mariposa or Midpines, over an hour away.*

# WOULD YOU CHOOSE TO WORK AT YOSEMITE IF YOU HAD TO LIVE OUTSIDE THE PARK?





# 1

## PRIORITIZE THE FUNDAMENTALS WHAT MAKES A GOOD PLACE TO LIVE?

### BASIC SERVICES

This theme addresses the primary challenge many Mariposans face in retaining basic services. While some areas of the County have clusters of businesses and amenities, most residents have to drive significant distances to purchase food, go to the bank, get to school, or get medical attention.

Many of these issues are compounded for people living in Yosemite Valley. When asked about what they disliked about their housing and mobility challenges, **25 survey respondents (14.7%) identified difficulty or complete lack of access to basic services as a key drawback of life in the Park and Valley.** Sacrifices made during the first few years of residency become increasingly hard to swallow as residents seek a sense of normalcy and strive to “make it work” one way or another. All too often the trade-offs become unbearable or the opportunities for improved housing and mobility options hit a ceiling. While this project doesn’t attempt to “normalize” life in the Park, it strives to create alternatives for those that wish to make a transition to newer housing options and remain in Mariposa County. One respondent identified **“living in a food desert”** as a key issue. Respondents living in the Valley in particular find it difficult to access food because there are very limited nearby grocery options and many restaurants with takeout service close by 6pm.

Residents here must travel long distances, coordinate with one another, and must plan well in advance to have access to food.

Another important but lacking amenity for residents is reliable cell phone service and Internet connectivity. Like one resident responded, in many areas, there is **“zero cell service, poor Internet service.”** This is considered an important, fundamental feature for residents in the area to live comfortably connected to their community in cases of emergency and for day-to-day communication.

### COMFORT AND SAFETY

Another fundamental aspect of a good place is comfort and safety. In this case, many of the negative comments came from those County residents that reside within the Park.

19 survey respondents (11.2%) identified aspects of neighborhood design that limited their quality of life and perceptions of safety. The size and comfort of living quarters, shared or separate, were commonly cited as a source of frustration: **“It is very small (living situation), no heat other than a wood burning stove, no AC.”**

It’s important to note that the NPS in-park housing assignments utilize a competitive selection process

that favors Required Occupants (ROs) that provide emergency services to park visitors and staff alike, including seasonal employees.

Generally, the balance of personal and shared spaces and amenities for residents in the Park seems to be highly impacted by space constraints and the generally close-quarters of living conditions in the Valley. As employees of the Park, these residents rely on strong social bonds and feed off the camaraderie formed through shared challenges and the rewards of living in this special place — but there's a tenuous balance — often these bonds can be stretched thin over time (especially during the high summer season) and the initial attraction of life in the Valley can grow stale. To wit:

- Residents identified the lack of private individual

bathing facilities as a big source of discomfort for respondents, and the lack of personal running water compounds the problem.

- The number of kitchens are not adequate, and some respondents dislike the shared kitchens.
- Respondents also brought up the lack of gender-neutral bathroom facilities as a comfort and safety issue.
- Some respondents dislike having to share rooms.
- Notably, residents in the Park are exposed to visitor activity at all hours of the day and night. One respondent said, ***“My home is in the middle of visitor activity, and I’m frequently woken up by late night drunk visitors.”***

A common theme emerged around the lack of community gathering and social spaces for non-visitors. ***“There is no community center to watch***

**▼ TYPICAL VALLEY HOUSING OPTIONS: A CANVAS TENT AND WOB (CABIN WITHOUT BATH)** *Generally reserved for concessioner staff, these units utilize communal bathrooms and kitchens. They are sought-after by seasonal staff and considered an upgrade from a shared bedroom and a fantastic crash pad for the summer, but they are not a viable long-term housing solution for park employees.*





▲ **BACK OF HOUSE** Common kitchens and shuttle and employee parking compete for space with visitor services within Yosemite Valley.

**TV and hang out with friends.”** It was noted that the few common spaces that do exist are not large enough to accommodate the community of residents in the Park. More places to retreat to during bad weather, relax and recharge or socialize, or to escape the throngs of visitors at the end of the working day would be welcome.

## MOBILITY

The commute to and from work shapes another fundamental aspect of a good place. Mariposans have a wide range of experiences when it comes to how they commute.

27 respondents (15.4%) referred to **the ease of their commute** as a key component of what they love about where they live. Many of these residents tend to live and work in Yosemite Valley. One respondent said they love **“the beauty of walking back and forth to work since my schedule changes and I’m not stuck in a car or bus. I love to walk.”**

17 respondents (10%) referred to **the difficulty**

**of their commute** as a big reason why they dislike where they live. Many of these residents have extensive commutes — especially those who live outside of the Park. One respondent shared, **“My daily commute to work is approximately 1 hour 15 min in good traffic each way.”** This clarifies the project team’s understanding that many Park Service employees are driving long distances to their respective job postings, and inevitably find themselves caught up in visitor traffic to and from the Park.

## EXPENSIVE TRANSPORTATION COSTS

Financial costs for both private drivers and transit users are cited as major concerns. 10 survey respondents (6.8%) identify the financial costs of their commute as among the biggest issues they dislike about their commute. This includes both the cost of gas, and the wear and tear on private vehicles that drive potentially hundreds of miles per week through mountainous terrain. One respondent said, **“The wear and tear on my car, the expense of gas and the stress of long commutes after working a long day are all stressful factors.”** Another respondent said, **“Gas prices are high. [It’s] almost not worth working in Yosemite.”**

## HOUSING COSTS IMPACTED BY SHORT-TERM RENTAL MARKET

Many respondents were concerned with the cost and availability of housing and cited the trend of viable rental properties being converted to vacation rentals throughout the county. Many vacation rentals are not fully occupied throughout the year which in turn has negative implications both for the housing market and the community character. One respondent said directly, **“Get rid of AirBB type rentals in what should be family neighborhoods.”** Another respondent said, **“the housing shortage in Mariposa County completely blows my mind given the startling number of vacation rentals that sit empty half the year.”**

## HIGH COST OF LIVING

Some people are interested in building an accessory dwelling unit (ADU) to add to the housing supply but don't have the financial means to start the project.

This theme captures the two-sided nature of quality of life in Mariposa County, and the advantages and disadvantages of living in Yosemite. The range of feedback highlights the unique housing and mobility realities that are important to keep in mind through the IMHS, to ensure basic needs are met, creature comforts are delivered (where appropriate), alternatives to the status quo are explored, and the Park continues to function effectively with a happy and productive workforce. This project believes that such a special place, surrounded by the wonders of nature and the challenges they present to infrastructure and services, can also be a welcoming place for people to live comfortably together if the right release valves can be identified.

## PERCEPTIONS OF SAFETY

Generally, survey respondents in Mariposa County feel safe and have positive experiences and appreciation for law enforcement and emergency service providers. One respondent said, **"Mariposa has good amount of law enforcement, [!] feel safe!"** Another respondent said, **"I do feel safe here, and am very grateful to those who keep us."** This sense of pride and reliance on these service providers should be maintained and accessible to people moving into any new development areas. A friendly recognition of neighbors by those in positions of authority contributes to a feeling of community stability and connection in the face of many visitors that come and go.

# SURVEY SNAPSHOT:

## YOSEMITE VALLEY JANITORIAL CREW

**ONE RESPONDENT** is a twenty-year park service employee that relocated from the Midwest to live in the Mountains. He now has a wife and two small children and is grateful to have been able to purchase a home 8 years ago when real-estate prices were more affordable for his line of work. As a Supervisor for the Yosemite Valley Janitorial Crew, he finds lack of available housing as a primary challenge in recruiting and retention of staff. He has changed his language in oral and written communications with potential staff, removing the words that you "may be eligible for Park housing."

He has had new staff accept a position without permanent housing then proceed to live in their vehicles in an undisclosed location. When they could not find housing they would quit their jobs without notice. He feels like the scarcity of affordable housing is a serious challenge to his employees that have a lower pay scale.

# 2 REINFORCE COMMUNITY STABILITY, CONNECTIVITY, AND ROOTEDNESS

## CAN WE FOSTER LONG-TERM RELATIONSHIPS AND CIVIC PRIDE?

This theme highlights the importance of human connections and the role a place can play in facilitating those connections. Proximity to neighbors, opportunities for social interaction, and access to shared outdoor experiences where those connections can take place all contribute to this common theme.

### THE IMPORTANCE OF RELATIONSHIPS

Friends and neighbors help to shape the culture and vibrancy of a place. **65 survey respondents (37.1%) either explicitly mentioned “community,” or identified people, friends, and connections with others as a core benefit of where they live.**

This is particularly important to people living year-round in Yosemite Valley, where feelings of isolation and monotony can set in over time, and tight-knit relationships are formed to counter-act the geographic remoteness. Additionally, those living elsewhere in the County also emphasized the importance of community vibrancy, something the IMHS has prioritized in the evaluation of potential development sites. New housing should be located where residents can readily plug in to existing social scenes, instead of being asked to live in an isolated environment.

### INABILITY TO FIND SUITABLE OR AFFORDABLE HOUSING TO BUY OR RENT

Throughout the survey, respondents shared thoughts

about their desire to sink or maintain roots in Mariposa County, but their inability to find suitable or affordable housing in the area — either to rent or to own — limits their ability to stay. This situation causes feelings of instability and anxiety, themes which have been echoed by non-park employees throughout the County in other planning initiatives.

One respondent said, *“expensive housing few and far between makes it nearly impossible to financially be able to get out of employee housing... which means this isn’t a long-term living situation for many.”*

Those that have found housing in the private rental market are not any more optimistic. One respondent rents in El Portal and cited the ever-present threat of the owner selling the house out from under her, or simply raising rent beyond reach. Coordinating and renewing a long term lease with private owners can be stressful, especially when there are opportunities for owners to transition to the short term rental market.

### LOSS OF STABLE WORKFORCE AND EXPERIENCED WORKERS

NPS Human Resources shared that they’ve seen hundreds of applicants decline offers for positions over the last four years that specifically cite location as the reason for the declination. 219 of these were

"It's full of life: great community, thriving gardens and houses full of character."

"I love our small town, the bars with live music, the live music in the park."

"rural community and life away from work"

"small community feel"

## WHAT DO YOU LOVE ABOUT MARIPOSA COUNTY?

"Being involved with the people that make this place 'go', and being of service while I'm here."

"small town mountain life"

"Great access to USFS land for running, biking, and firewood."

**▲ COMMUNITY GATHERINGS AND COMMUNITY LOVE:** A three day festival along Mariposa Creek in 2019 attracted over 500 community members and numerous local businesses, showcasing civic pride for planned improvements along the creek and the importance of small town social ties. IMHS survey responses show how much people care for their community.

in 2020 and 2021, and the declinations are coming at all grades and pay scales. Too often they are seeing the top three candidates decline, resulting in less qualified employees accepting open positions. More broadly, 1100 offers were declined over the last four years, but not categorized with any specific reason. It is believed that these likely include a significant number of declinations due to housing, salary, lack of job opportunities for spouses, and other reasons not included in the dataset.

There is an overwhelming agreement based on the stakeholder interviews that housing shortages limit workforce recruitment in the Park and across the County at multiple pay levels. Limited housing also prevents new families from staying in the area, leading to a high turn over in experienced staff at the park.

### BUILDING A HOME NEAR THE PARK

More than half of the respondents that work in Yosemite are willing to live outside of the Park. Most but not all of those are NPS employees and about half of those currently live in Yosemite Valley or El Portal. This is a key demographic to consider in future planning that might shift the location of housing and approach to mobility in the future.

When we look at the data, those respondents that work in Yosemite and would not be willing to live outside of the Park primarily work for the Park concessioner, currently live in Yosemite Valley or El Portal, and likely have a need and interest to be in the Park full time.



▲ **TYPICAL SUMMER DAY AT THE ENTRANCE GATE** Crowds at the Park entrances are not new, but now this traffic also contains many employees that are trying to get to work.

## VARIABILITY, SEASONALITY, AND UNCERTAIN COMMUTES

Seasonal changes and in fluxes of people through the year, the unpredictability of commute times, in addition to the need for flexible transit schedules to accommodate a wider range of work shifts and childcare schedules, make it difficult to rely on the YARTS regional transportation system alone.

10 survey respondents (6.8%) identify the variability, seasonality, and uncertainty of their commute as key issues, suggesting the need for a flexible and dynamic mobility strategy.

One respondent said, **“Crowds in the summer time mean I have to add at least an hour to my drive time unless I’m getting there between 7-7:30.”**

Another respondent dislikes **“The multi-hour long lines of cars you have to wait behind to get into the park just to get to work.”** One respondent shared, **“I don’t like the unknowns that can make me late to work.”**

## TRANSIT SERVICE

10 survey respondents (7.9%) reference more frequent transit service and a more expansive timetable as a key improvement. One respondent said, “I would take YARTS if it were faster: it adds about an hour to my daily commute time.”

Other respondents suggested a shuttle to supplement the YARTS system: a **“community shuttle service could have more times and buses available to reduce congestion on highway and provide variety of times to catch the bus to El Portal and YNP Valley.”** Another respondent said, **“I would like there to be a Yosemite Conservancy / NPS commuter shuttle bus that runs multiple times a day.”**

Work schedules and transit schedules do not often align closely enough and make it difficult for residents to rely on the regional service. **“My work schedule does not give me the option to use YARTS. This is a great service and if the schedule was more reliable I would use the bus.”**

While some residents try to reduce the number of solo trips to work by carpooling, existing carpooling among employees is not completely inclusive and wavers from year to year depending on turn over. Carpooling that does occur is often most popular among new employees that may live closer together. It’s difficult for residents that are more spread out in the County to coordinate carpooling without having a forum to exchange contacts and help coordinate scheduling.

## PARK ENTRANCE IMPROVEMENTS

The park entrance has long been the source of many of the complaints from both residents and visitors. 9 survey respondents (7.1%) cite mobility and scheduling improvements specifically geared towards park employees to pragmatically improve the commuting

# SURVEY SNAPSHOT:

## HOUSING FOR PARK PROFESSIONALS

experience. One respondent suggested the park entrance be modified to **“Leave a lane open for local commuters (at the park entrance gate)”** in order to reduce congestion. Another respondent also requested an **“Improved entrance station”** as a solution to improving their commute challenges.

### TELEWORK OPTIONS

During the COVID pandemic, while many Park employees were able to work from home, some respondents noted that there was a sense of alleviated pressure by no longer having to wait in long lines of traffic for their commutes. While not overly emphasized, 4 survey respondents (5.3%) specifically advocated for continuing or expanding telework where possible.

One respondent said, **“If more Yosemite folks could live closer to work (or continue to telework), that would really cut down on the need for all those people to spend so much time driving.”**

While another respondent shared, **“I think we have found that a lot of work can be done remotely and that mindset will continue even after the pandemic allows ‘normalcy.’ Maybe consider some communal or partnered touch-down spaces for those who have telework challenges (like slow Internet, lack of space) but could still get work done remotely without having to commute to El Portal or Yose Valley.”**

The variability and length of typical commutes, combined with the flexibility provided by the potentials of remote work, may present an opportunity for an operational shift for Yosemite employees in the future. This may also present more housing options (if location is less important) and could be useful as a recruitment or retention tool.

### ONE RESPONDENT said:

As a working professional, I would like to be in a position to buy a house. My dream would be to have a modest house/cottage and a garden. There are no 1-2 bedroom houses or condos in Mariposa County where park professionals can live. You have to rent a room in a larger home to find an affordable place to live.

I made sacrifices in housing options by coming to Yosemite. Among National Park Service employees it is widely known that housing in and around Yosemite is the greatest challenge and inconvenience that employees face. You have to know someone locally to find somewhere reasonable to live. Some live in tents and cars. Many employees choose to turn down Yosemite jobs because of poor housing options.



# 3 THE LANDSCAPE MAKES THIS PLACE

## HOW DO WE BUILD RESPONSIBLY?

This theme highlights the common value and respect for the natural environment in Mariposa County. The community acknowledges the importance and responsibility of maintaining a balance between protecting the natural beauty of the place while also providing opportunities for the community to responsibly enjoy it. The community connections that develop around these shared values for outdoor experiences and enjoyment of the landscape are important considerations for the future approach to housing and mobility in Mariposa County. Many of these aspects are key parts of why people love their home and are important to continue to support in the future as we strive to build responsibly.

### **NATURAL BEAUTY — IN PERPETUITY**

Mariposa County has many natural resources that are managed by many different federal and local land managers and agencies. Each has a different approach to managing and conserving the landscape, including their approach to public access. Residents noted that they enjoy the access these public lands provide above and beyond the National Park. 100 survey respondents (57.1%) described things like beauty, solitude, and the joys of living amidst stunning natural beauty as a reason they love where they live.

The ability to enjoy a natural setting that is kept largely intact due to public landholdings is an important

component of the quality of life in Mariposa. These lands also contribute significantly to retaining the rural character of the County, as they are off limits to infrastructure and development. As well, there is an important acknowledgment that these lands shall exist in perpetuity — residents have come to count on the recreational opportunities, viewsheds, and landscape experience that these lands provide. This project needs to balance this natural bounty (and the ability to access and enjoy it) alongside the need to find suitable land for housing and mobility improvements.

### **DEEP CONNECTIONS**

Respondents liked having outdoor recreation in all its forms, including opportunities for more passive connections with the environment and chances for solitude, something this rural County has plenty of space for. This represents an important counter-point and complement to the intensity of the sought-after tourism high points of Yosemite Falls or Half Dome. While they are an integral part of Mariposa's identity, the hyper-programmed, curated "fee area" recreational spaces such as Yosemite Valley are less important to many residents. Instead, they often seek **"the peace and quiet, a dark sky at night."** Another said they love the **"space, being in mountains, tall trees."** In general, respondents love **"the beauty and how peaceful it is"** and the chance to escape.

► **IMAGES FROM THE MARIPOSA COUNTY CREATIVE PLACEMAKING STRATEGY:** *The community shared their favorite spaces throughout the County and demonstrated their diverse interests.*

Understanding the relevance of these deep connections with the landscape conveys a note of caution when considering the creation of new infrastructure, new community spaces, and building more housing. There are lessons to be taken from the core desire of many residents to maintain a personal connection with their environment. This project will want to consider how development takes this to heart.

### OUTDOOR RECREATION AND EXPERIENCES

Mariposa County offers many great opportunities for residents and visitors to experience the outdoors, in areas both in and outside of Yosemite National Park. One respondent highlighted that they loved where they lived because of **“great access to USFS land for running, biking, and firewood.”** Others mentioned, **“The freedom to enjoy nature,”** and being **“close to the river.”** The river is an especially important asset in the summer. **“If we didn’t have a river to recreate in during hot months I would be out of here.”**

### COMMUNITY OF NATURE LOVERS

Interestingly, a remarkable amount of people mentioned both their community and the landscape and environment in the same response to “What do you love about where you live?” (45 respondents 25.7%). Responses included:

- **“Great community, the sound of the river, surrounded by open space.”**
- **“The community, the Merced River, the adventures at every bend of the mountains/ river.”**
- **“The people, the river, the plants and animals, the trails.”**
- **“The steady community and changing seasons”**
- **“Natural Beauty, access to nature and nature**

**JOANIE (ELLIOT) BRYANT**  
Mariposan for 18 years



“I spent a lot of my childhood at **Mariposa Elementary School**. Maybe more than the usual school hours, as we would go there on the weekends to ride bikes or play on the playground. Here I am, age 7, running in the 50 yard dash at the **M.E.S. Primary Field Day** in 1985. Note the vintage **Mariposa Monarchs t-shirt!** I lived on **Jones Street** in Mariposa from 1977-1995. I cannot think of a better place to have grown up.”

**JUSTUS WELLCOME**  
Mariposan for 16 years



“My sisters and I can all agree that the best memories during summer in Mariposa are created at the river, exploring, swimming, and skipping rocks.”

**KRISTIN OSWALD**  
Mariposan for 32 years



“Oswald kids, born and raised Mariposa. Growing up a stones throw to Yosemite free to be wild and explore is such a huge part of who we are today.”



▲ **PEOPLE LOVE THIS PLACE:** *Briceburg is a popular destination along Highway 140, for local families to relax and enjoy a day on the water in the stunning canyon setting.*

*based activities. Small friendly community."*

All of these quotes support the notion that the future housing and mobility strategies in Mariposa County are highly dependent on the shared values for the landscape and the environment **AND** a strong sense of community.

### **A WILD PLACE**

The ability to live in Mariposa and enjoy these spaces does come with some significant challenges. Wildfire is a seemingly more regular threat most summers. Burn scars leave steep slopes vulnerable to subsidence and landslide. The Merced River (shown at left) and the many creeks and rivers of the County can flood during significant rain events or rapid snowmelt. On the other side of the coin, prolonged periods of drought are straining vegetation and inhibiting activities like river rafting (while also contributing to increased wildfire intensity and occurrence). These realities of living in Mariposa County are a reminder of the wild nature of the place, and need to be at the forefront of any planning effort that looks at building new mobility infrastructure or placing housing in new locations.

A reminder of this was the havoc wreaked by the Oak Fire in the summer of 2022, destroying over 100 homes while the County and Park strive to find ways of creating more housing in an already strained market. Ongoing natural disasters will continue to frame the importance of this project's goals.

### **THE DRAW OF "THE PARK"**

When asked "What do you love about where you live?," 48 respondents (27.4%) explicitly mentioned Yosemite or a singular aspect of the park that simply cannot be replaced elsewhere. The range of responses included:

- *"It's Yosemite -- what else?!"*

# SURVEY SNAPSHOT:

## A REALITY CHECK ON ADVENTURE

- *“Waking up and seeing Half Dome”*
- *“The privilege of living in Yosemite Valley”*
- *“The park. How could one not love living IN Yosemite?”*
- *“The park in general.”*

However, when asked, more than half of the respondents that work in Yosemite are willing to live outside of the Park. Most, but not all, of those respondents are NPS employees and about half of them currently live in Yosemite Valley or El Portal. This is a key demographic to consider in future planning that might shift the location of housing and the County's or Park's approach to mobility in the future.

There were additional respondents that work in Yosemite and would not be willing to live outside of the Park. When we look at the data, those respondents primarily work for the Park concessioner, currently live in Yosemite Valley or El Portal, and likely have a need and interest to be in the Park full time.

The most resounding consensus was that, regardless of whether or not they work in Yosemite National Park, Mariposa County residents love the natural beauty of their home and all of the opportunities it offers to connect with their community in the outdoors. There are fundamental characteristics about Mariposa County and its essence that provide a special and unique draw for people to want to live and work here. This feedback reinforces the efforts to address the housing and mobility challenges while also protecting and providing access to the unique natural resources in the County. People love Mariposa, and the housing and mobility strategies will need to support and perhaps enhance those important County assets.

**ONE RESPONDENT** is a 30+ year Yosemite employee and has worked in a variety of capacities in the park throughout his career. He now has a home in Midpines with wife and high school/college aged children and commutes to Yosemite Valley daily for work. He sees employee housing an ongoing saga as YNP employees are drawn to the park for outdoor adventure and wish to live in the park close to that adventure, then as their values mature with career or family responsibilities, they must adopt alternate housing strategies.

He also commented on transportation issues he has been observing or having. The long commute is tiresome and time consuming. Some of his fellow division employees have started a van pool to their duty station in El Portal. He would like to participate in the van pool but location and timing do not serve him as he starts and finishes work in Yosemite Valley.

# COMMUNITY THEMES

Throughout the project, the community shared insights into the advantages and challenges of living and working in Mariposa County. The community feedback received was organized around key themes which cover a wide range of sentiments and first-hand accounts.

We heard from many different types of residents, from those who have lived in the County for multiple decades to new comers, from those just beginning their careers, those with families, and those who have retired. We heard from people that work for the National Park Service and other organizations in

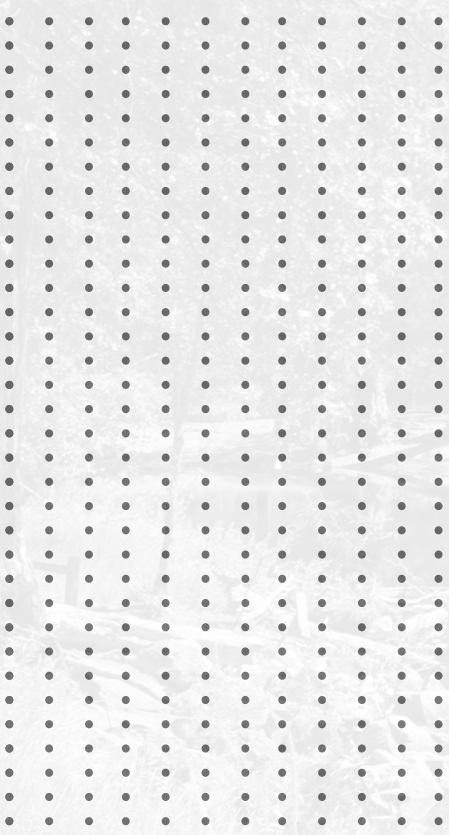
Yosemite Valley, and from those who only visit the Valley sparingly and live and work in other parts of the County. The themes cover the full range of feedback received both the commonalities and the unique perspectives.

These themes build upon the quantitative analysis conducted in parallel with the community engagement. From the themes the project team has drawn planning principles which, together with the site evaluation criteria, will directly inform the integrated mobility and housing strategies outlined in the following chapters of this report.

“An ideal outcome would include candor, transparency, cooperation and **a desire by the leadership of National Park Service and Mariposa County to acknowledge the full scope of their shared problems.** Each side should come to the table with an open mind. Mariposa County should recognize the political, legal, and topographic realities of housing large numbers of park workers within the boundaries of the Park.

Mariposa County relies on a tourism economy that is based almost exclusively on travel to Yosemite National Park. **Mariposa County should be a willing partner with Yosemite National Park to achieve the goals of the citizens of the County.”**

-Steering Committee Member



**1**

**PRIORITIZE THE FUNDAMENTALS**  
*WHAT MAKES A GOOD PLACE TO LIVE?*

**2**

**REINFORCE COMMUNITY STABILITY,  
CONNECTIONS, AND ROOTEDNESS**  
*CAN WE FOSTER LONG-TERM  
RELATIONSHIPS AND CIVIC PRIDE?*

**3**

**THE LANDSCAPE MAKES THIS PLACE**  
*HOW CAN WE BUILD RESPONSIBLY?*





# 03

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## *SITES & STRATEGIES*




# COUNTYWIDE DEVELOPMENT POTENTIAL

This process began with a list of 41 possible development sites scattered around Mariposa County, shown on the opposite page. These sites were identified in the 6th Cycle Housing Element plan as developable sites, and County staff further refined the list and added others that may be appropriate for redevelopment.

Early discussions during the project revealed significant obstacles for many of the sites, in particular those that are located on NPS land. While their proximity to Yosemite Valley makes them attractive places to house employees, due to regulatory constraints these parcels were removed from consideration prior to any additional investigation into their potential.

As well, care was given to reconsider sites that have existing uses and that contribute to the overall character of Mariposa County. The County used the resulting filtered list to begin approaching private landowners and discussing partnership options for the development of workforce housing. Through this process, more sites were revealed and added to the list — a process that has benefited the project team's direction.

- 
1. *Field of Dreams*
  2. *Potential Single Family*
  3. *Multifamily Parcel*
  4. *Connections Homeless Shelter*
  5. *Story Hill*
  6. *Yosemite Conservancy - A (Missouri Gulch)*
  7. *Multifamily - Jones St.*
  8. *Yosemite Conservancy - B*
  9. *General Commercial*
  10. *YARTS Park and Ride*
  11. *Multifamily - Joe Howard St.*
  12. *Single Family - Anton Rd.*
  13. *Creekside Terrace NPLH 1 New Affordable Units*
  14. *Single Family - County Property - Pfremmer*
  15. *Route 49 Parcel*
  16. *Mariposa Trailer Park*
  17. *DDL Properties*
  18. *Large Multifamily Parcel*
  19. *Special use trailer park*
  20. *Unknown vacant lot*
  21. *Small unknown vacant lot*
  22. *Small unknown vacant lot*
  23. *Large Multifamily Parcel*
  24. *Historic parcel w/ small lots*
  25. *Small unknown vacant lot*
  26. *Buck Meadows Cabins*
  27. *John Muir Lodge*
  28. *Outward Bound*
  29. *Midpines RV Park*
  30. *Yosemite West*
  31. *Yosemite Bug*
  32. *Bear Creek Cabins*
  33. *Small Multifamily*
  34. *Multifamily Cluster*
  35. *Multifamily Brown Bear*
  36. *Scenic Wonders*
  37. *Parkline Hotel Uphill*
  38. *Old El Portal A*
  39. *Old El Portal B*
  40. *NPS Trailer Park*
  41. *NPS Rancheria*

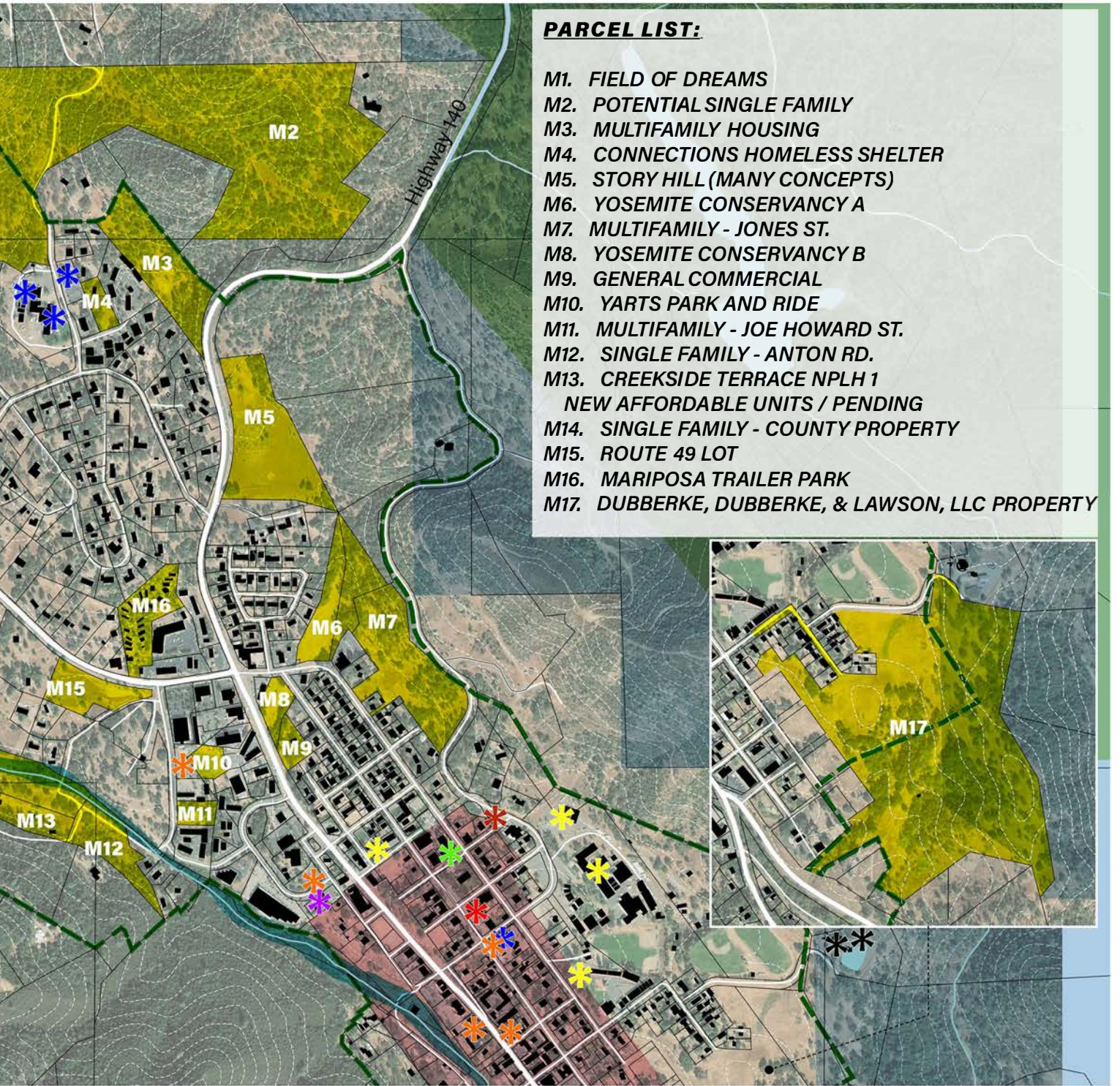
## MARIPOSA

There were 17 sites selected in the Town of Mariposa. Many of these sites have been considered for some form of development in recent years. These sites are (for the most part) serviced by the existing utility district and are proximate to many community services and amenities, making them desirable locations for additional housing.

Site M14 was removed from further analysis as the County is undertaking a separate planning study for that property as it relates to the extension of the Mariposa Creek Parkway. Site M17 was added after the project started, after the County was approached by the landowner who expressed interest in accommodating workforce housing as part of an overall site development scheme.

Site M8, in the center of town, has been determined to be an ideal location for the proposed Yosemite Satellite Visitor Center and Transportation Hub. The site grew in importance after discussions with the adjacent property owner (the local VFW — on the corner of 140 and Bullion) revealed enthusiasm and support for the project. M8 will be studied in conjunction with M6 for their potential as a joint mobility hub and Yosemite staff housing project. Both parcels are currently owned by the Yosemite Conservancy.





**PARCEL LIST:**

- M1. FIELD OF DREAMS
- M2. POTENTIAL SINGLE FAMILY
- M3. MULTIFAMILY HOUSING
- M4. CONNECTIONS HOMELESS SHELTER
- M5. STORY HILL (MANY CONCEPTS)
- M6. YOSEMITE CONSERVANCY A
- M7. MULTIFAMILY - JONES ST.
- M8. YOSEMITE CONSERVANCY B
- M9. GENERAL COMMERCIAL
- M10. YARTS PARK AND RIDE
- M11. MULTIFAMILY - JOE HOWARD ST.
- M12. SINGLE FAMILY - ANTON RD.
- M13. CREEKSIDE TERRACE NPLH 1  
NEW AFFORDABLE UNITS / PENDING
- M14. SINGLE FAMILY - COUNTY PROPERTY
- M15. ROUTE 49 LOT
- M16. MARIPOSA TRAILER PARK
- M17. DUBBERKE, DUBBERKE, & LAWSON, LLC PROPERTY

**TOWN OF MARIPOSA**

Potential Site	Historic Design Review	Hospital/Clinic	Water Storage Treatment
MPUD / Public Utility Dist.	Flood Hazard Area	Bus/Yart Stop	Fire Station
Scenic Highway Overlay	Open Watershed Overlay	Library	Sheriff's Office
		Post Office	School

N

1" = 200'

0 200 400ft

Contour Interval = 40ft

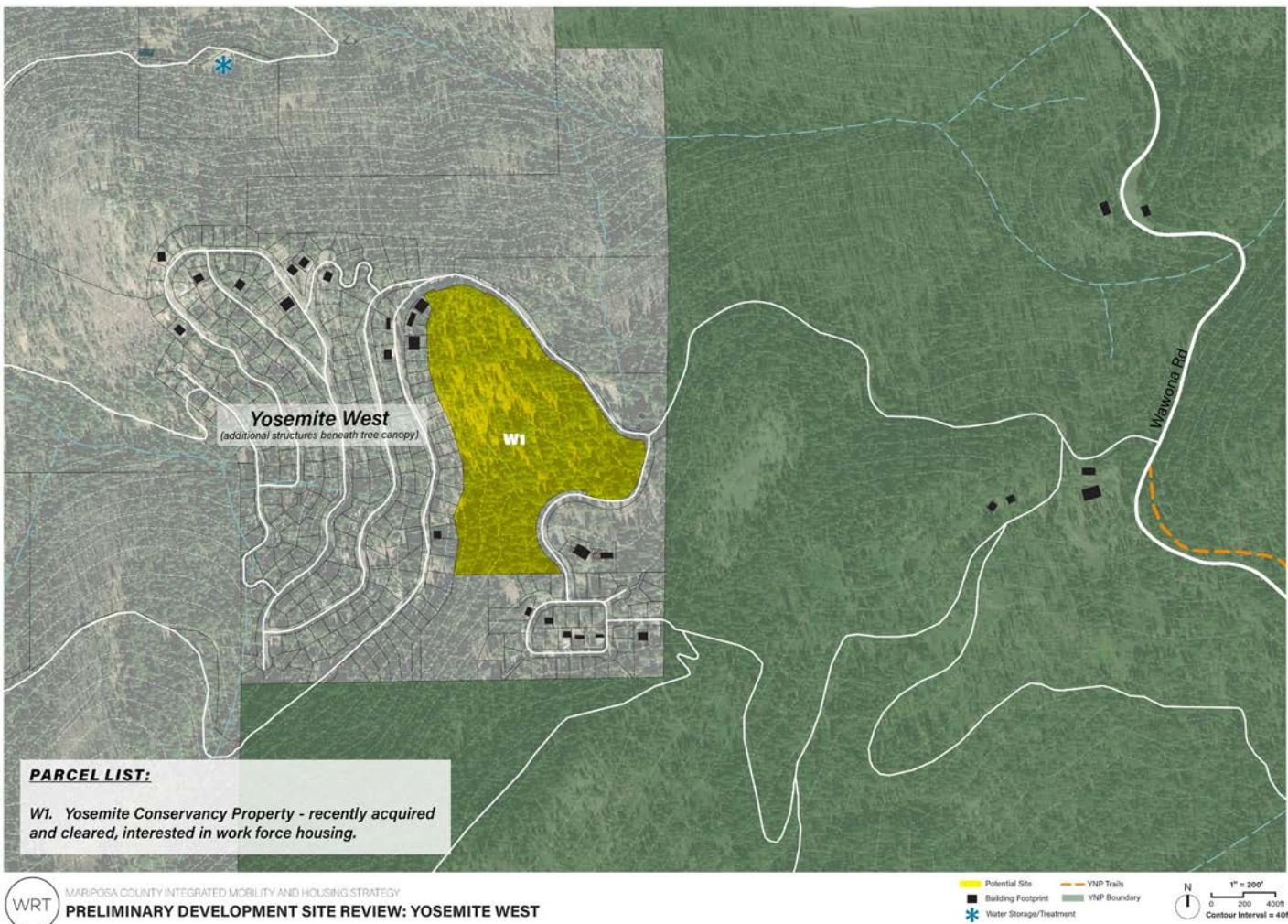
## YOSEMITE WEST

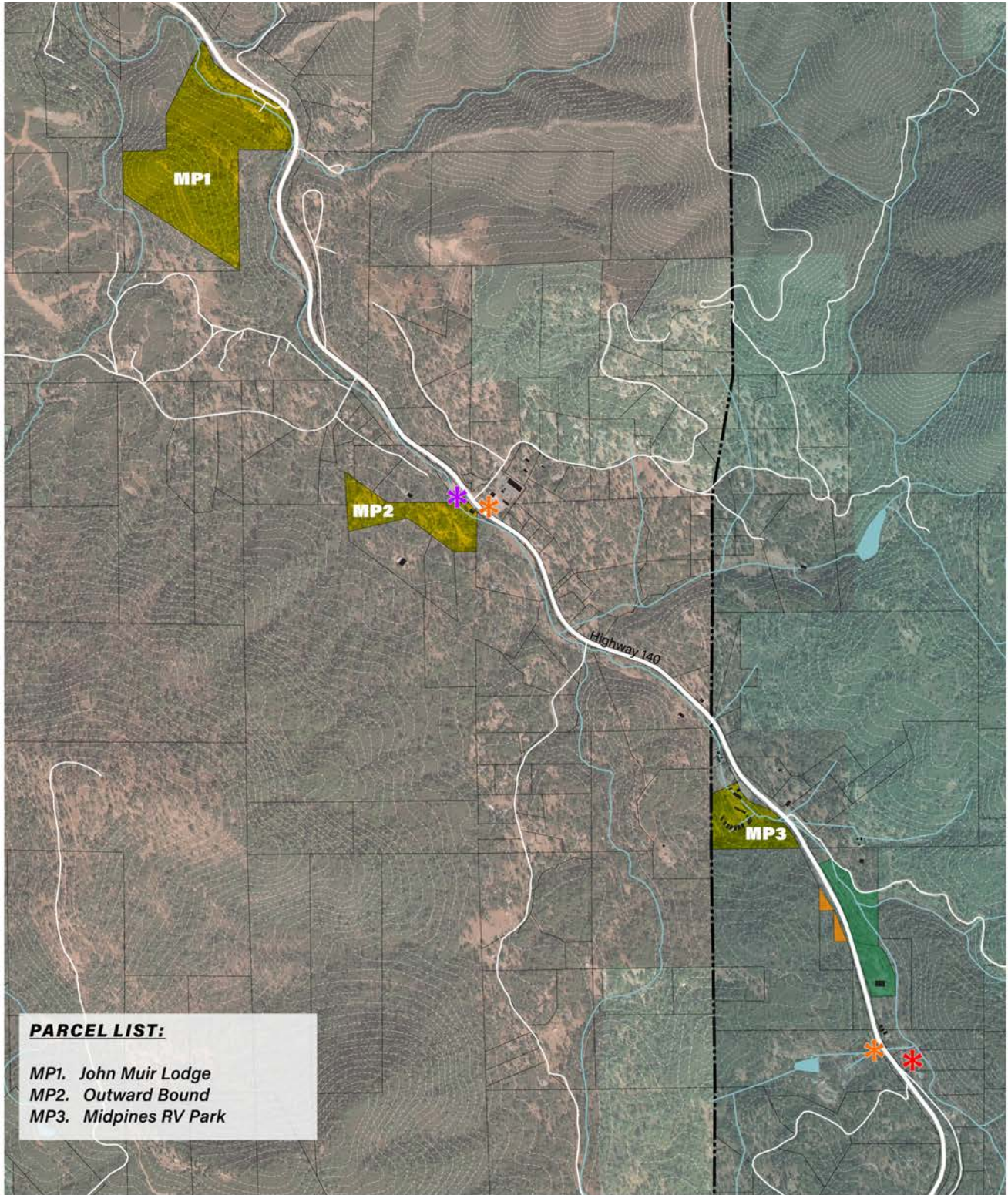
There is one 32-acre site in Yosemite West off Wawona Road (SR-41 outside of the park), which winds toward Yosemite Valley from the South Entrance gate. It was considered for its size and proximity to Yosemite Valley, Glacier Point, and Wawona. The site is currently owned by the Yosemite Conservancy, and is surrounded primarily by vacation homes and short-term rental units. With its short travel time (about 30 minutes to Yosemite Valley), this site presents an excellent opportunity to provide housing for park employees who work in Yosemite, and is a high priority for NPS. However, the site was removed from further analysis in this study primarily due to its location far from commercial and civic services in the

more densely developed areas of Mariposa County, in particular those in the town of Mariposa.

## MIDPINES

Three sites were initially identified in Midpines, a community northeast of the Town of Mariposa on Highway 140. Midpines has a Post Office, community park, YARTS shuttle bus stops, and a fire station. It is also within easy driving distance of Mariposa and its many services, and connected to a wealth of outdoor recreation opportunities on USFS and BLM lands. Future plans also call for the development of the Bear Creek Trail, which will connect Mariposa to the Merced River at Briceburg, through Midpines.





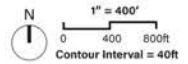
**PARCEL LIST:**

MP1. John Muir Lodge  
 MP2. Outward Bound  
 MP3. Midpines RV Park



MARIPOSA COUNTY INTEGRATED MOBILITY AND HOUSING STRATEGY  
**PRELIMINARY DEVELOPMENT SITE REVIEW: MIDPINES**

- Development Site
- County Park
- USFS Property
- Scenic Highway Overlay
- County Owned Parcel
- ✱ YARTS Stop
- ✱ Post Office
- ✱ Fire Station



## COULTEVILLE

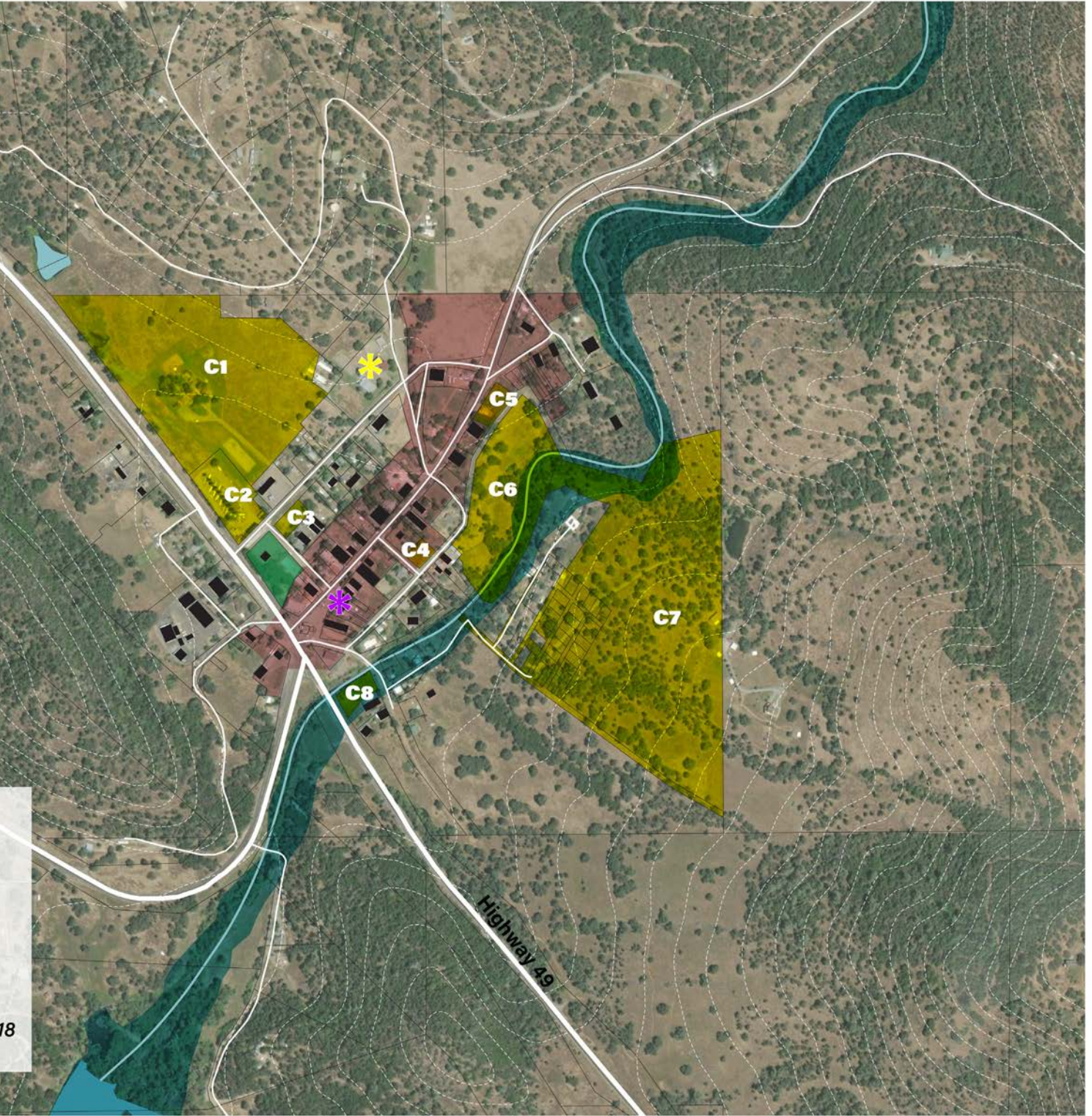
Eight sites were initially considered in Coulterville, a hamlet in northwest Mariposa County with a historic Main Street alongside Blacks Creek. There is a small school, post office, and a county park.

Before any additional analysis was conducted, the sites in Coulterville were removed from the study, primarily for their extremely difficult location - 2.5 hours from Yosemite Valley. The County envisions a future planning scenario where these sites, alongside potential development parcels in Buck Meadows, are reconsidered for their potential to support Park Service employees that work in the Mather and Tuolumne districts of the Park. These territories are north of Yosemite Valley and employees would likely utilize the Big Oak Flat entrance gate.

## SCORING

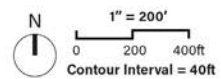
The following pages present the evaluation criteria and scorecards for each site from the County's initial "long list." The results of this scoring, along with input from the community, the planning department, Yosemite leadership and the project team's recommendations are shown in detail as the "short list."





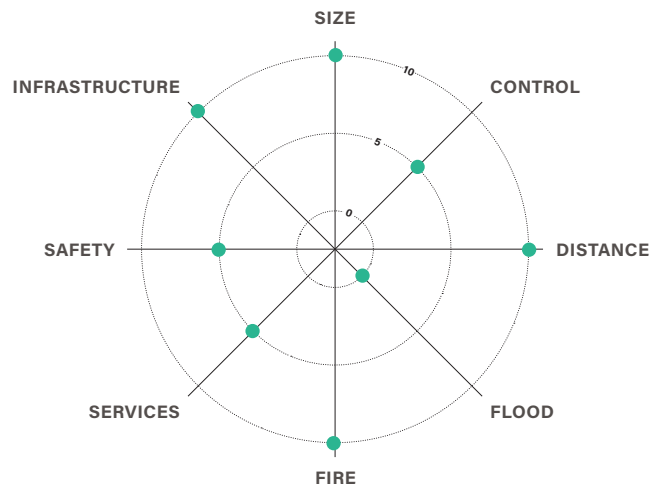
ULTERVILLE

- Development Site
- County Park
- Flood Hazard Area
- Historic Design Review
- County Owned Parcel
- ✱ School
- ✱ Post Office





# SITE EVALUATION



▲ THE SCORES FOR EACH CRITERIA IN THE PRIMARY SCREEN WERE PLOTTED GRAPHICALLY TO PROVIDE A QUICK VISUAL COMPARISON.

## RADAR PLOT

To provide a quick graphic assessment of site viability from both a housing and mobility standpoint, the team created radar plots of critical evaluation criteria. An ideal site would score highly in each of eight criteria, filling the area of the plot, while a low-scoring site would show only minimal area filled.

## SIZE

As a primary goal of the project is to identify sites that can support a significant unit count, size was considered a key factor in site evaluation. Properties that are smaller than 5 acres were given a score of

Zero. Those with acreage between 5 and 20 were given a score of Five, and sites larger than 20 acres were given Ten points.

## CONTROL

Understanding that sites under County ownership will be the easiest to develop — or at least the easiest to advance quickly to conversations with developers — the team gave Ten points to County-owned parcels, Five points to Partner-owned sites or those that had the potential to be purchased in the near future, and Zero points to those that were in private hands or unwilling to consider partnering with the County.

### DISTANCE

Distance to the workplace was important to consider, as commute times can be a significant quality of life factor for Park Service employees. Sites that were under an hour to the Sentinel Bridge in Yosemite Valley were given Ten points. Sites that less than 1.5 hours to the bridge were give Five points, and sites further away were given Zero points.

### FLOOD

The design team and the County are reluctant to advance development on sites that are located within FEMA flood zones for obvious reasons. If a site was outside any flood designation it was given Ten points, and those within flood zones were given Zero points.

### FIRE

CalFire zones were used to determine three tiers of points related to Fire risk. Sites in low risk zones were given Ten points, sites in medium risk zones were given Five points, and sites in high risk zones were given Zero points.

### SERVICES

Sites located closer to community services and amenities scored higher than those farther away or more isolated; Ten points for easy access, Five points for less access, and Zero points for distant access.

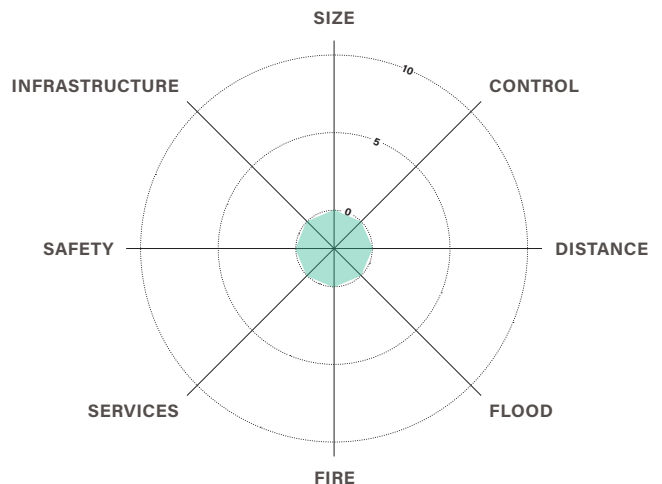
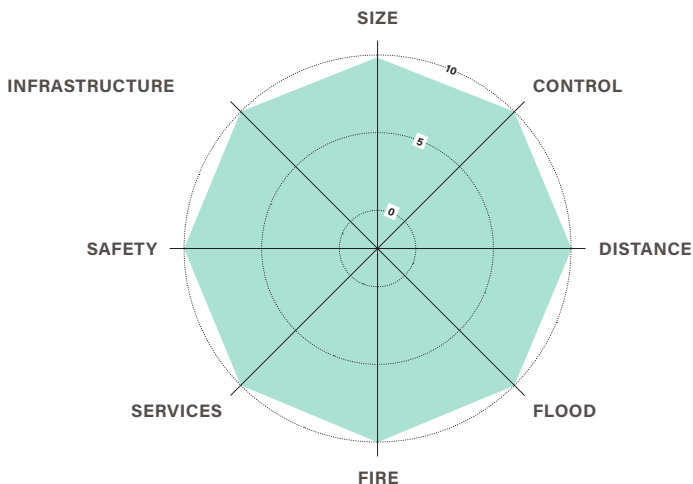
### SAFETY

Expected response times for first responders were used to define this criteria. Sites with Sheriff, Fire, or Ambulance services within 5 miles were given Ten points, those within 5 - 10 miles were given Five points, and those farther away were given Zero points.

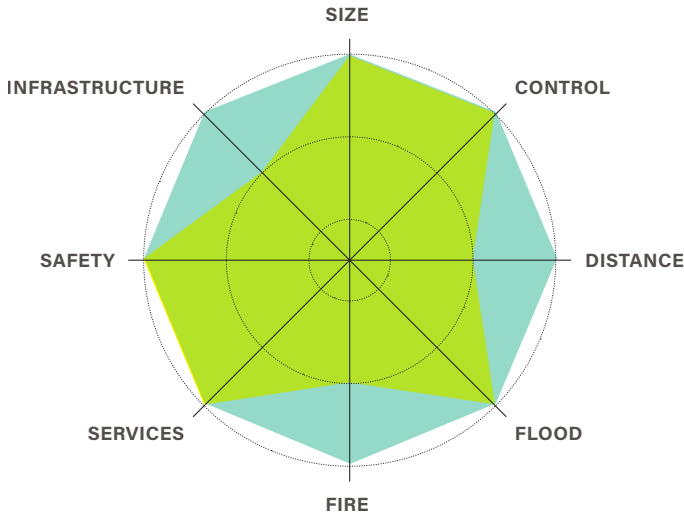
### INFRASTRUCTURE

Existing utility availability, or simple hook ups to electricity, gas, water, sewer, and data significantly increased a site's value. Those with existing or adjacent service were given Ten points, sites with the potential for new service were given Five points, and sites with limited potential or high barriers to service were given Zero points.

▼ SAMPLE RADAR PLOTS SHOWING AN IDEAL SITE (LEFT) AND A POOR SITE (RIGHT).

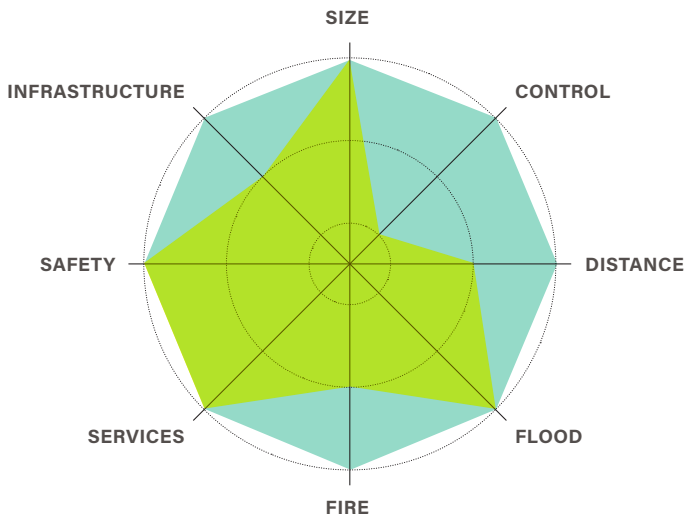


## SITE M1: FIELD OF DREAMS



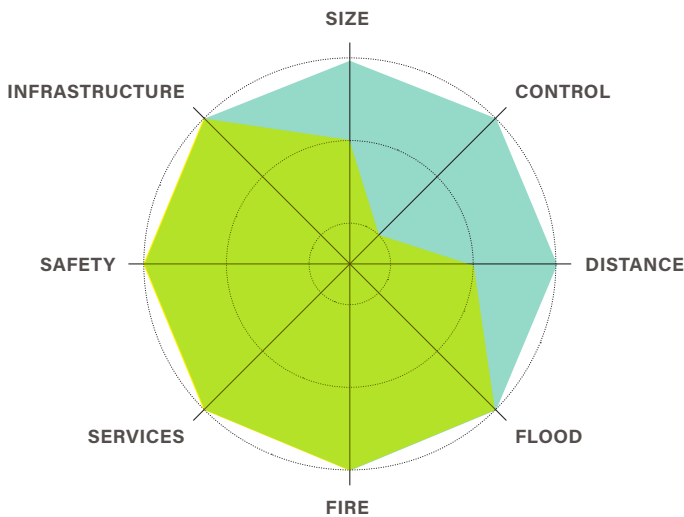
This site is well-positioned for development. It's size, points of access and connection, and infrastructure all score highly. It is owned by Mariposa County, and is near community amenities and services.

## SITE M2: POTENTIAL SINGLE FAMILY



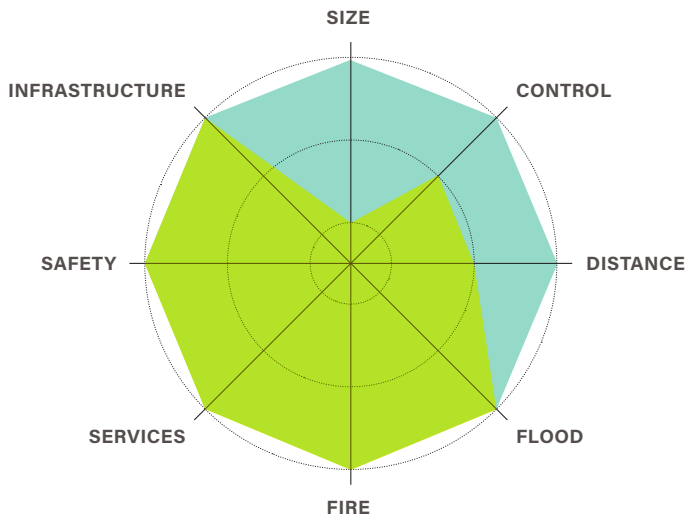
While this is one of the larger sites in the study, it is not in County ownership. There is some fire risk here on the edge of town, and new connections would need to be established to Highway 140 to satisfy emergency egress requirements.

## SITE M3: MULTIFAMILY PARCEL



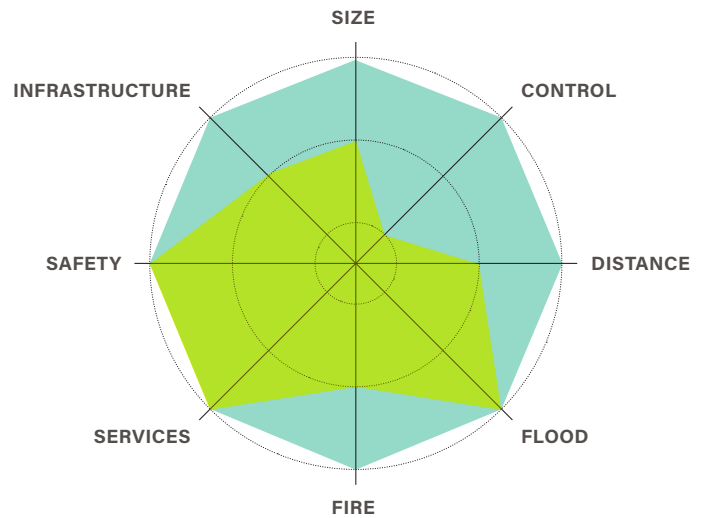
This site scores well in the primary screening, and it is within the utility district with adjacent services. However, it is smaller than many of the other sites and lack of ownership is a difficult hurdle for this site. In addition, other efforts are underway for this property to be developed with market rate housing already.

## SITE M4: CONNECTIONS HOMELESS SHELTER



This is a small site, and is currently occupied by supportive housing for people experiencing homelessness. However, it is zoned for multi-family housing and could be a good opportunity for a smaller, denser project.

## SITE M5: STORY HILL

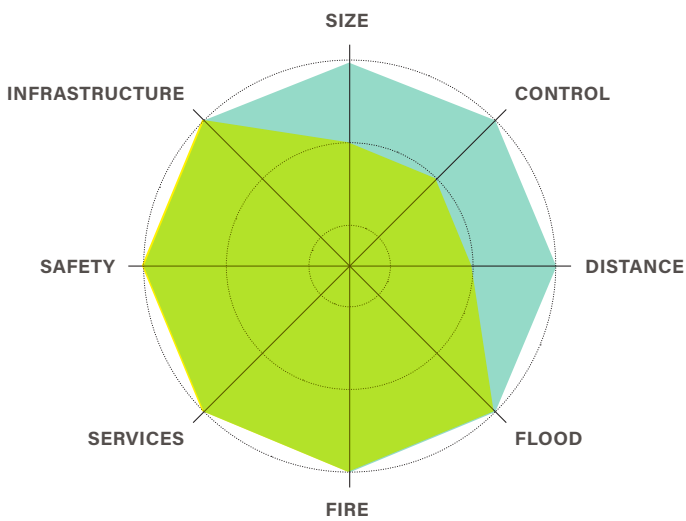


Story Hill has seen interesting development proposals over the years, including a hotel and conference center. It is not in county control and sits on the periphery of town with some fire risk. With additional infrastructure this could be a prime candidate for a sizable project.

### ▼ POSSIBLE DEVELOPMENT SITES IN THE NORTH END OF MARIPOSA.

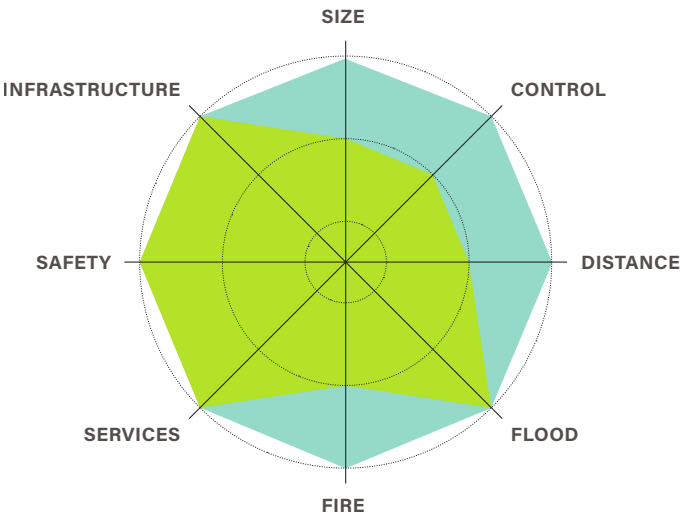


# SITE M6: MISSOURI GULCH



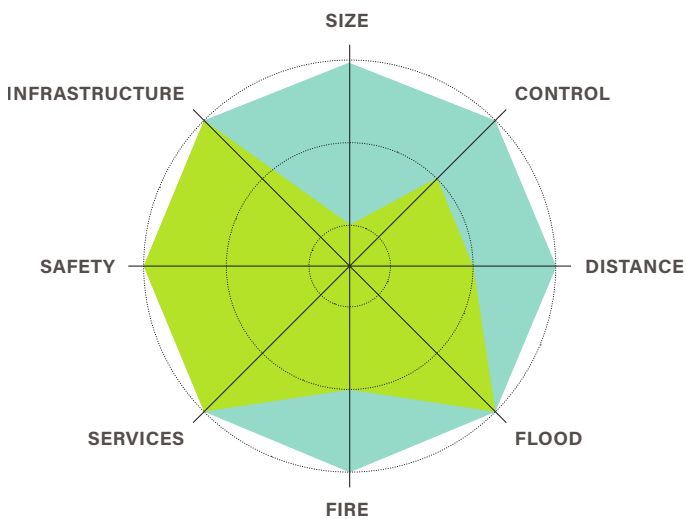
This property is owned by the Yosemite Conservancy, and is in a great location with access to amenities, services, and utilities. It is large enough to support significant density, and could be an ideal location adjacent to the proposed transportation hub.

# SITE M7: MULTIFAMILY - JONES ST.



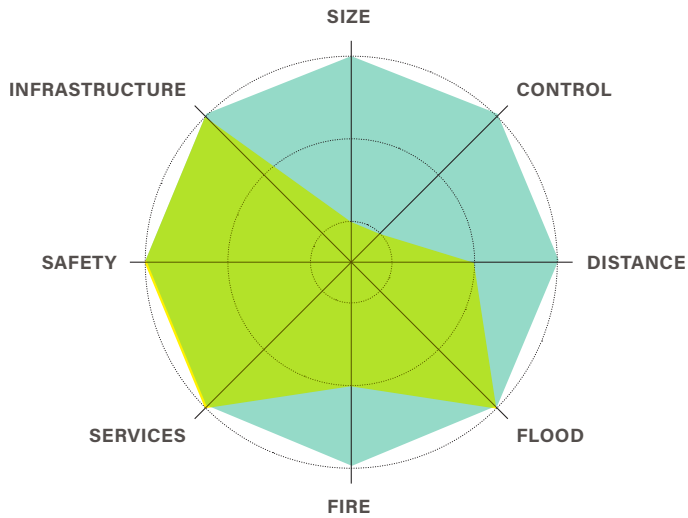
This property stretches northward up an increasingly steep hill from Jones Street on the Mariposa town street grid. This was a high-ranking site and would be a prime candidate for future study. This property has utility service, multi-family zoning, and potential for a future project. The County may remain interested in the potential of this property.

# SITE M8: YOSEMITE CONSERVANCY - B



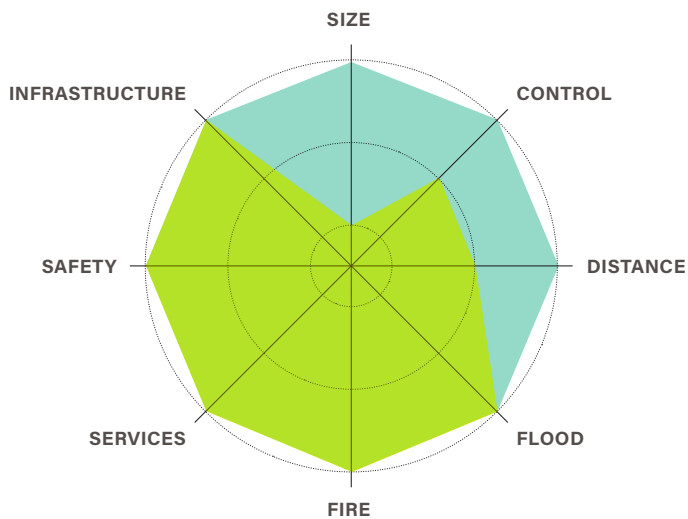
This site is located in the center of town and adjacent to a VFW Hall and tourism center. The property is owned by the Yosemite Conservancy, making it an attractive candidate for further study by the IMHS. The site presents particular advantages for integrated considerations with the project's mobility strategies, and it has been identified as the likely location for a future Satellite Visitor Center and Transportation Hub. As noted above, this property would be studied in conjunction with Site M6, also owned by the Conservancy.

## SITE M9: GENERAL COMMERCIAL



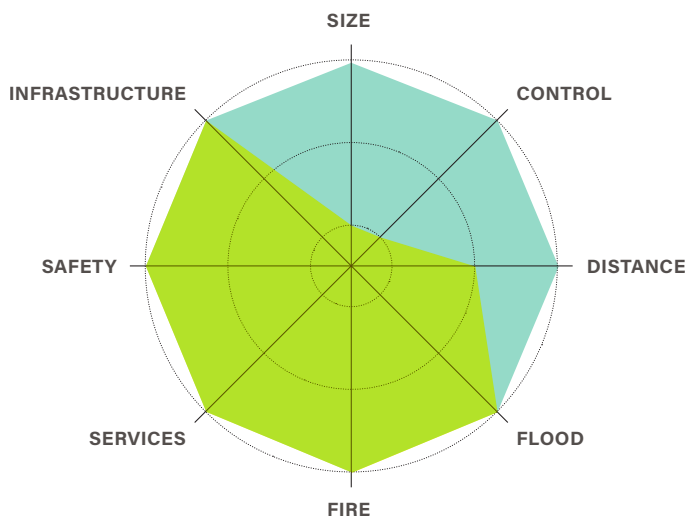
M9 is a difficult development site, even though it sits in the center of town. There is difficult access and terrain across the site, it is not in County control, and its quite small. Potential synergy may exist with the neighboring M8 parcel, but a drainage ditch creates separation between the properties, and a steep embankment prohibits any easy access from Highway 140.

## SITE M10: YARTS PARK AND RIDE



Site M10 is currently a parking lot and YARTS shuttle stop. While the site scored highly, any change to this current use would need to consider accommodating shuttles or finding a suitable new location within Mariposa for YARTS. The site is valuable as a park and ride lot and its ongoing function is a complement to the planned Transportation Center.

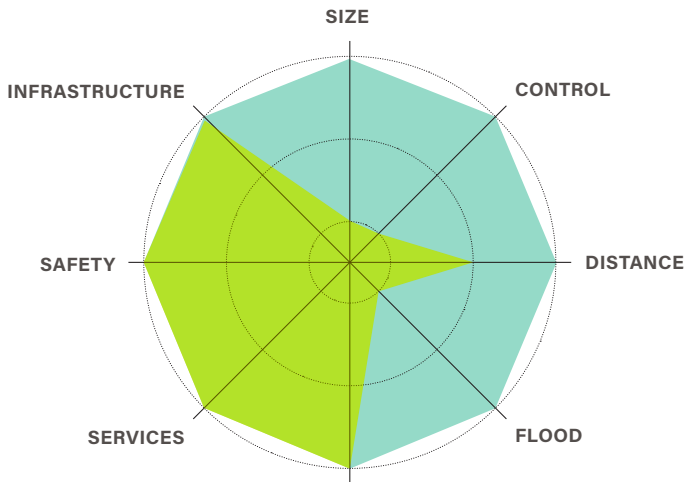
## SITE M11: MULTIFAMILY - JOE HOWARD ST



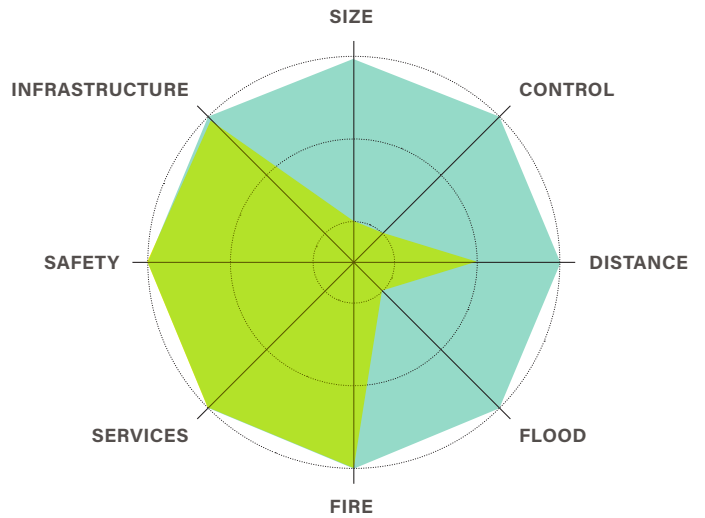
This site is ripe for infill development, but its size is not significant enough for this project to take on. It is likely the parcel will be developed at some point with new housing, but without site control, the IMHS will decline to advance this site further.



## SITE M12: SINGLE FAMILY - ANTONE RD

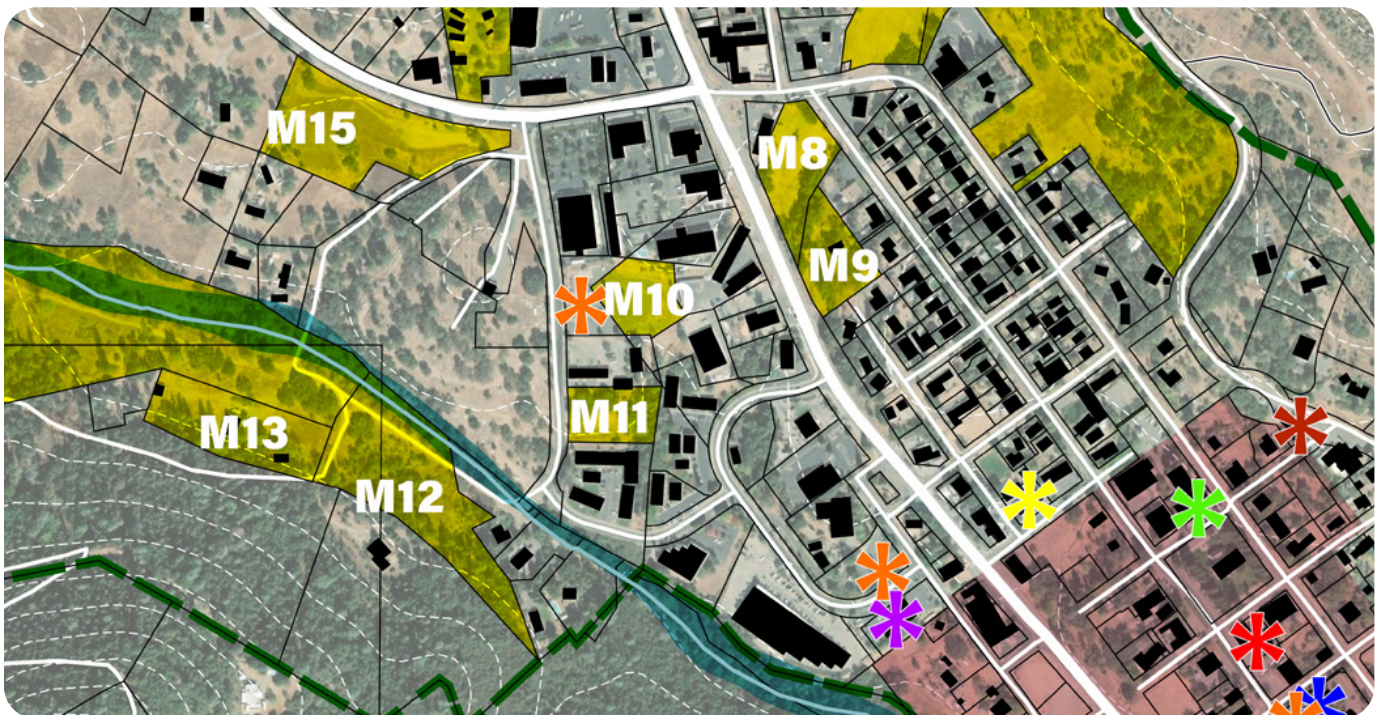


## SITE M13: CREEKSIDE TERRACE

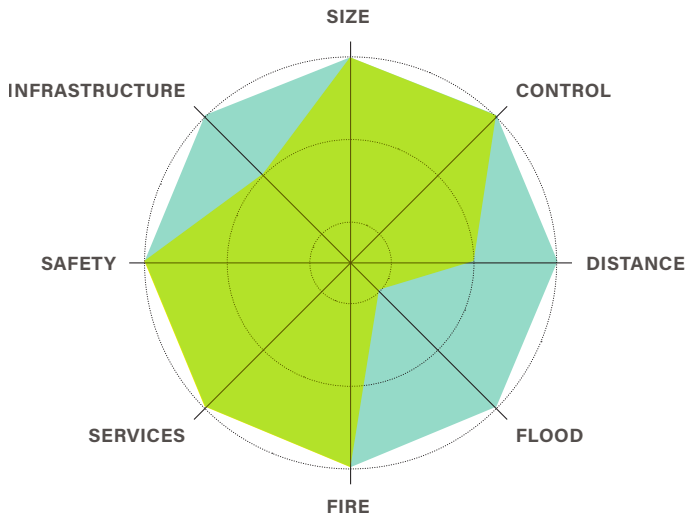


These parcels exist within the context of Mariposa Creek and the much larger Pfremer Property immediately to the northwest. They are within the public utility district and are close to community amenities like the Pioneer Market. One possible concern for these sites is the potential for flooding

along their northern boundaries. They have had significant enhancements that would support denser development. They are currently privately owned and since this project was initiated, a 42-unit housing project was completed on Site M13.



## SITE M14: MARIPOSA CREEK PARKWAY PHASE IV

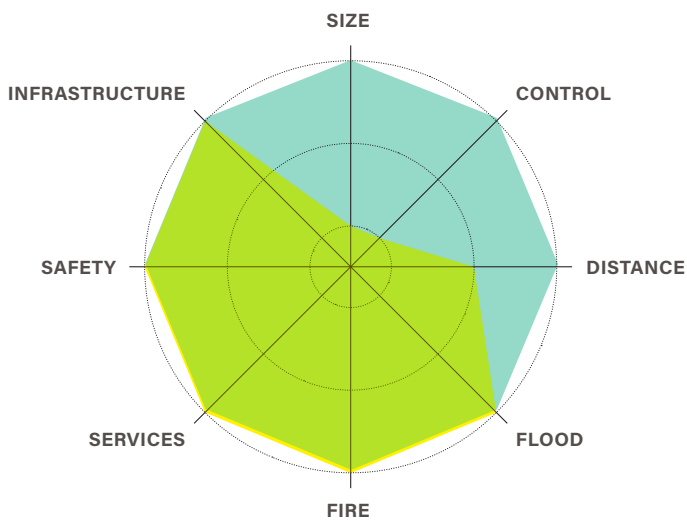


These parcels were acquired by Mariposa County, and is noted for its size and alignment with Mariposa Creek and the planned Mariposa Creek Parkway. While the site scored well in many categories, there are concerns about flood risk and the need for extensive infrastructure development.

With this in mind, the IMHS will not advance this site further, as it is currently earmarked for its own planning study the County. The County is currently developing a Special Plan for this area that will synthesize community input into a preferred land use map, which is likely to include housing.

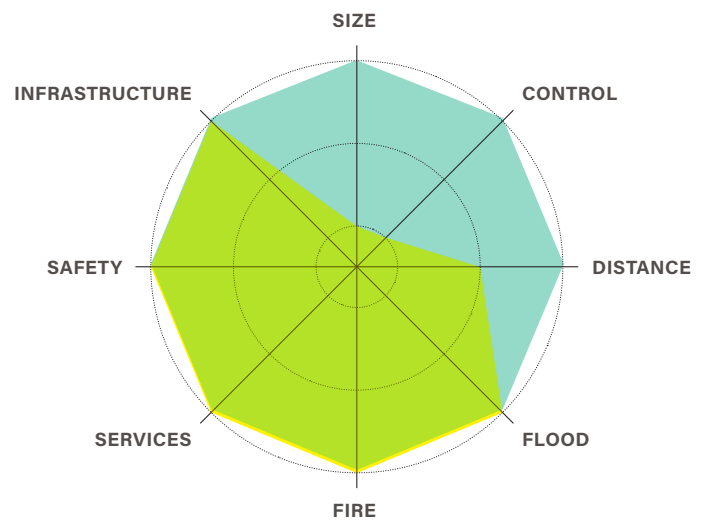


## SITE M15: ROUTE 49 PARCEL



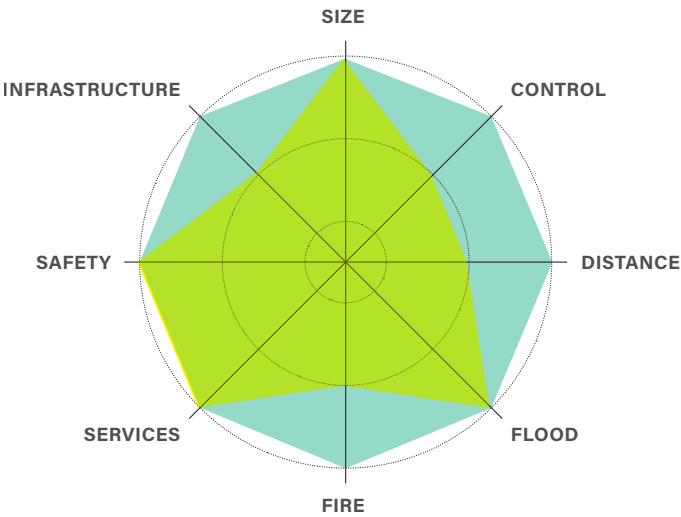
This parcel is at the intersection of Highway 49 and Joe Howard St. The site drops steeply away from the highway and is generally otherwise flat. It is located near the center of town, but is quite small and known to be in consideration by its owner for other uses.

## SITE M16: MARIPOSA TRAILER PARK



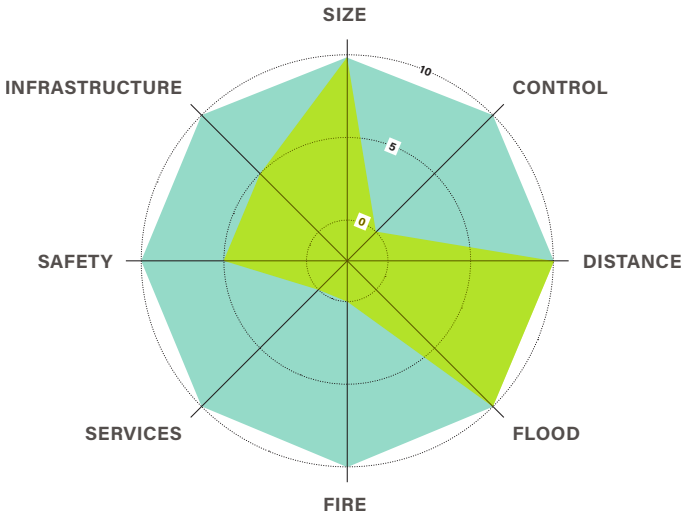
The Mariposa Trailer Park occupies a central site with good access to the highway and community services and utilities. The existing use serves people looking for this type of housing option. Properties like this are valuable to Mariposa in their current state.

# SITE M17: SOUTHERN MANZANITA ESTATES



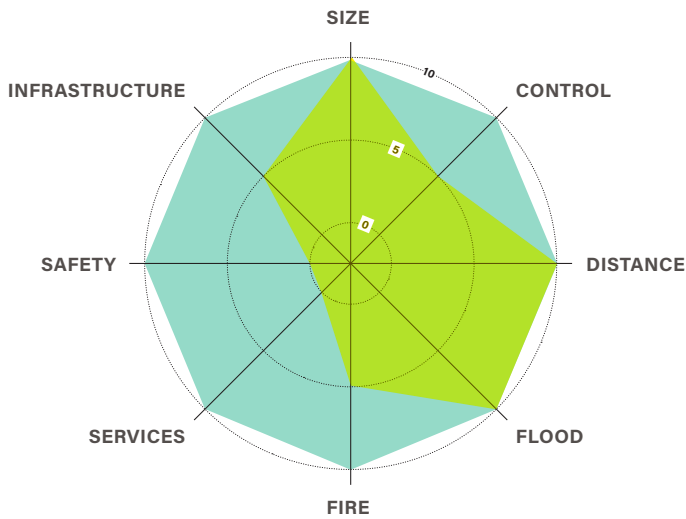
A beautiful sloping hillside dominates this property on the southeast edge of Mariposa. Development would need to be sensitively designed around landscape features like steep slopes, drainages and creeks, woodlands, and historic elements, but the site is large enough to accommodate a significant amount of development that could tie in well to the existing town grid and has high potential for infrastructure improvements.

## SITE BM1: BUCK MEADOWS CABINS



Buck Meadows did not score well in the Primary Screen. Questions around infrastructure, ownership, and fire risk are noted. While it sits along a primary entrance route to Yosemite on Highway 120, it is in an otherwise remote section of Mariposa County, and is beyond the reach of most county services.

## SITE W1: YOSEMITE WEST



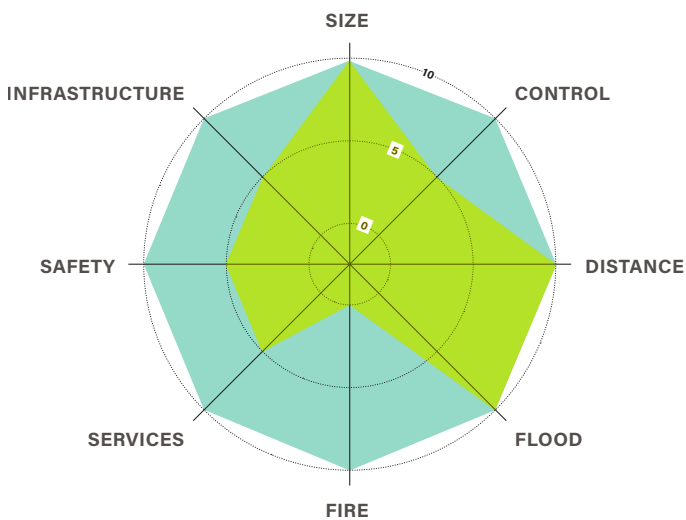
While very close to Yosemite Valley, this parcel did not score highly in most categories. There appears to be a significant development burden on the site, related to infrastructure needs, fire hazard, first responder availability, and any established community assets. This is primarily a second-home destination, with many short term rental properties, and workforce investments in the community of Yosemite West could benefit the overall experience of visitor and residents alike.

# SITE C1 - C8: COULTERVILLE

The sites in Coulterville scored poorly in the Primary Screen, due to their distance from most NPS employees' primary duty stations of Yosemite Valley or El Portal, and will not advance within the context of the IMHS. They are, however, noted for their collective qualities: located near existing density, with a small number of shops and amenities in the Coulterville historic district, and their proximity to the Big Oak Flat entrance to Yosemite, which serves as the primary access point for the northern half of the Park, in particular Tioga Road and the Mather District.

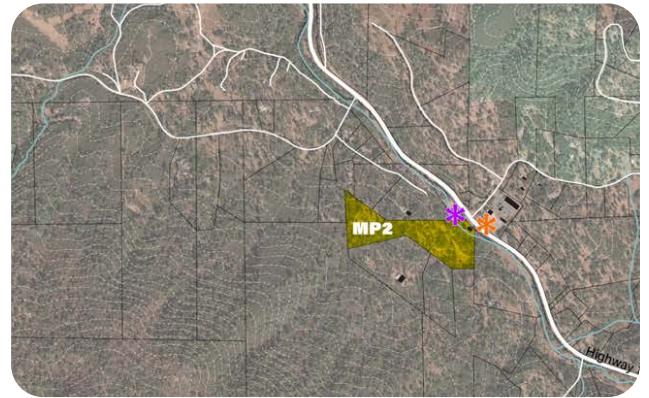
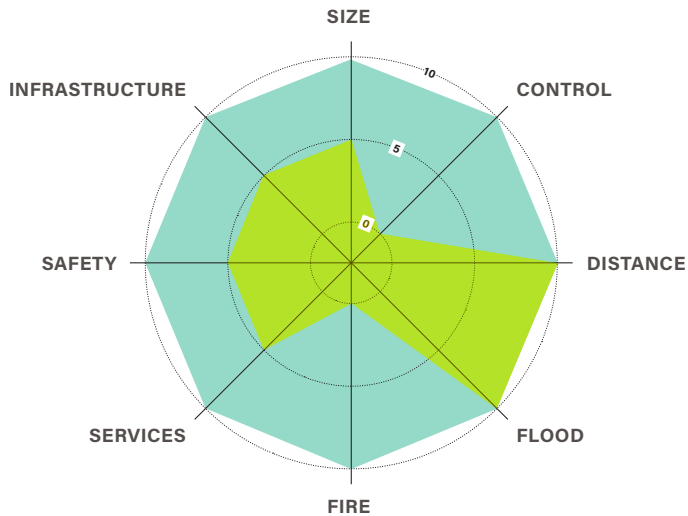


## SITE MP1: JOHN MUIR LODGE



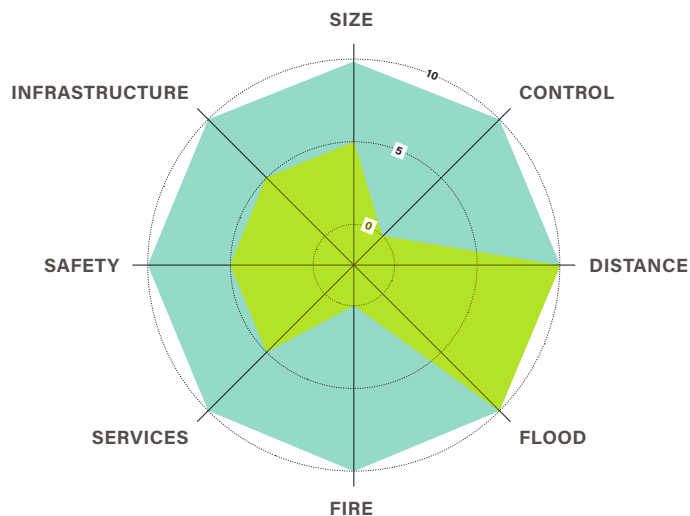
The abandoned John Muir Lodge is accessed via a small bridge over Bear Creek, which flows alongside Highway 140 in this area of Midpines. While the site is quite large, much of its acreage is wooded and steeply sloped. Providing necessary infrastructure to this parcel would be difficult, and environmental issues may exist in the form of contamination from the old hotel.

## SITE MP2: OUTWARD BOUND



This site scored poorly in most criteria. In addition, it currently operates youth outdoor education programming, something the County and the design team would not want to uproot.

## SITE MP3: MIDPINES RV PARK



This RV park scored the same as the Outward Bound site, as they are in similar contexts in Midpines. While this site will not be advanced further during this study, the County recognizes the importance of RV facilities as one component of a well-rounded housing program, with options not only for RVs, but also trailer homes and vans. Securing the necessary approvals for these facilities can be difficult, making this existing site a potential valuable asset for future consideration.



# FULL CRITERIA AND SCORING

MARIPOSA IMHS Preliminary Development Site List				PRIMARY SCREEN									
				Size (Ac)	Wt.	Site Control	Wt.	Travel Time to Yosemite Valley (Sentinel Dr. Bridge)	Wt.	Flood Zone	Wt.	Fire Hazard	Wt.
M1	Field of Dreams	Mariposa	recreation/sports complex plan	10	5	10	5	5	5	10	3	5	3
M2	Potential Single Family	Mariposa		10	5	0	5	5	5	10	3	5	3
M3	Multifamily Parcel	Mariposa		5	5	0	5	5	5	10	3	10	3
M4	Connections Homeless Shelter	Mariposa	existing housing	0	5	0	5	5	5	10	3	10	3
M5	Story Hill	Mariposa	Many concepts/Future Hotel/Conference/Performance Center	5	5	0	5	5	5	10	3	5	3
M6	Yosemite Conservancy - A (Missouri Gulch)	Mariposa	NPS Satellite VC/Museum/Discovery Center	5	5	5	5	5	5	10	3	10	3
M7	Multifamily - Jones St.	Mariposa	Steepish site	5	5	0	5	5	5	10	3	5	3
M8	Yosemite Conservancy - B (VFW)	Mariposa	NPS Satellite VC/Museum/Discovery Center	0	5	5	5	5	5	10	3	5	3
M9	General Commercial (WHO OWNS?)	Mariposa	connect w/ YC properties?	0	5	0	5	5	5	10	3	5	3
M10	YARTS Park and Ride	Mariposa	sink hole...	0	5	5	5	5	5	10	3	10	3
M11	Multifamily - Joe Howard St.	Mariposa		0	5	0	5	5	5	10	3	10	3
M12	Single Family - Anton Rd.	Mariposa		0	5	0	5	5	5	0	3	10	3
M13	Creekside Terrace NPLH 1 New Affordable Units	Mariposa		0	5	0	5	5	5	0	3	10	3
M14	Single Family - County Property - Pfremer	Mariposa	Special Plan underway soon	10	5	10	5	5	5	0	3	10	3
M15	Route 49 Parcel	Mariposa	Hardware store or hotel?	0	5	0	5	5	5	10	3	10	3
M16	Mariposa Trailer Park	Mariposa	existing homes	0	5	0	5	5	5	10	3	10	3
M17	DDL Properties (Southern Manzanita Estates)	Mariposa	historic mine?	10	5	5	5	5	5	10	3	5	3
C1	Large Multifamily Parcel	Coulterville		10	5	0	5	0	5	10	3	5	3
C2	Special use trailer park	Coulterville		0	5	0	5	0	5	10	3	5	3
C3	Unknown vacant lot	Coulterville		0	5	0	5	0	5	10	3	10	3
C4	Small unknown vacant lot	Coulterville		0	5	0	5	0	5	10	3	5	3
C5	Small unknown vacant lot	Coulterville		0	5	0	5	0	5	10	3	5	3
C6	Large Multifamily Parcel	Coulterville		5	5	0	5	0	5	0	3	5	3
C7	Historic parcel w/ small lots	Coulterville	poor access	10	5	0	5	0	5	0	3	5	3
C8	Small unknown vacant lot	Coulterville		0	5	0	5	0	5	0	3	5	3
BM1	Buck Meadows Cabins	Buck Meadows	outlier - more for Mather District folks?	10	5	0	5	10	5	10	3	0	3
MP1	John Muir Lodge	Midpines	new or substantially improved access, new water and sewer supply.	10	5	5	5	10	5	10	3	0	3
MP2	Outward Bound	Midpines		5	5	0	5	10	5	10	3	0	3
MP3	Midpines RV Park	Midpines		5	5	0	5	10	5	10	3	0	3
W1	Yosemite West	Yosemite West		10	5	5	5	10	5	10	3	5	3
-	Yosemite Bug	Midpines	existing asset, should remain										
-	Bear Creek Cabins	Midpines	removed per MC										
-	Small Multifamily	Mariposa	removed per MC										
-	Multifamily Cluster	Mariposa	removed per MC										
-	Multifamily Brown Bear	Mariposa	removed per MC										
-	Scenic Wonders	Wawona	owner asked to remove										
-	Parkline Hotel Uphill	El Portal	NPS property										
-	Old El Portal A	El Portal	NPS property										
-	Old El Portal B	El Portal	NPS property										
-	NPS Trailer Park	El Portal	NPS property										
-	NPS Rancheria	El Portal	NPS property										

## SCORING SUMMARY

This chart details the results of the primary and secondary screens used to complement and reinforce the existing site knowledge and opportunities identified by the County. These quantitative criteria were scored through a combination of GIS data analysis, mapping, and conversations with the steering committee members and project stakeholders. The design team determined weighting factors for each

criteria and produced scores for each site. This first screen was used to distill the long list of 30 sites to those that had potential; if sites did not score higher than 190 they were removed from further consideration.

The Secondary Screen was then used as a mechanism to further refine the shortlist to a manageable number of focus properties.

grocery, restaurants, social spaces, library, school, daycare, post office, healthcare, etc.	Weighting Factor		Weighting Factor		Weighting Factor		Scoring	Routes 49/140/120/41								Scoring	Green considered for detailed study; yellow have potential; red removed from study.	
	Sheriff, Fire, Ambulance	0 - 10+ mi	0 - none / limited	0 - none	0 - no	0 - no		0 - high	0 - none	0 - no	0 - no	0 - high	0 - none	0 - no	0 - no			
0 - distant	0 - 10+ mi	0 - none / limited	0 - none	0 - no	0 - no	0 - high	0 - none	0 - no	0 - no	0 - high	0 - none	0 - no	0 - no	0 - no				
5 - somewhat accessible	5 - 5-10 mi	5 - potential	5 - w/in 1/2 mi	5 - w/in 1/2mi	5 - yes	5 - med	5 - w/in 1/2 mi	5 - yes	5 - yes	5 - med	5 - one	5 - w/in 1/2mi	5 - yes	5 - yes				
10 - easily accessible	10 - less than 5 mi	10 - existing/adjacent	10 - w/in 1/4mi	10 - w/in 1/2mi	10 - yes	10 - low	10 - w/in 1/4mi	10 - yes	10 - yes	10 - low	10 - two or more	10 - w/in 1/4mi	10 - yes	10 - yes				
Proximity to Nearby Density/Services/Amenities							PRIMARY SCREEN	Previously Identified Priority								SECONDARY SCREEN	TOTAL SCORE (BOTH SCREENS)	
Wt.	Proximity	Wt.	Power/Water/Sewer	Wt.	Access to Major Roads/Infrastructure	Wt.	Transit Access	Wt.	Site	Wt.	Vacant	Wt.	Development Burden	Wt.	Egress Roads	Wt.	SCREEN	SCREENS
10	3	10	3	5	5	255	10	3	5	1	5	5	3	5	10	5	150	405
10	3	10	3	5	5	205	10	3	5	1	0	5	3	0	5	10	100	305
10	3	10	3	10	5	220	10	3	5	1	0	5	3	5	5	5	100	320
10	3	10	3	10	5	195	10	3	5	1	0	5	0	0	5	5	60	255
10	3	10	3	10	5	205	10	3	5	1	5	5	3	10	5	10	175	380
10	3	10	3	10	5	245	10	3	10	1	5	5	3	10	5	5	155	400
10	3	10	3	10	5	205	10	3	10	1	0	5	3	5	5	10	130	335
10	3	10	3	10	5	205	10	3	10	1	5	5	3	10	5	10	180	385
10	3	10	3	10	5	180	DOES NOT ADVANCE											
10	3	10	3	10	5	220	10	3	10	1	0	5	0	0	5	5	65	285
10	3	10	3	10	5	195	10	3	10	1	0	5	3	0	5	5	80	275
10	3	10	3	5	5	140	DO NOT ADVANCE											
10	3	10	3	5	5	240	10	3	10	1	5	5	3	5	5	5	130	370
10	3	10	3	10	5	195	10	3	10	1	0	5	3	10	5	10	155	350
10	3	10	3	10	5	195	10	3	10	1	0	5	0	0	5	5	65	260
10	3	10	3	10	5	255	10	3	10	1	0	5	3	10	5	10	155	410
5	3	0	3	5	5	135												
5	3	0	3	5	5	85												
5	3	0	3	5	5	100												
5	3	0	3	5	5	85												
5	3	0	3	5	5	85	DO NOT ADVANCE											
5	3	0	3	5	5	80												
5	3	0	3	0	5	80												
5	3	0	3	5	5	55												
0	3	5	3	5	5	170												
5	3	5	3	10	5	235	10	3	5	1	5	5	3	5	5	5	125	360
5	3	5	3	5	5	160	DO NOT ADVANCE											
5	3	5	3	5	5	160												
0	3	0	3	5	5	195	0	3	0	1	5	5	3	0	5	0	40	235

# SHORTLISTED SITES

## **SITE M1 - FIELD OF DREAMS**

Located on the north end of the Town of Mariposa, the Field of Dreams site was shortlisted for its many advantages. Among the most important were the facts that the property is already under County ownership and is within the MPUD boundary, making the delivery of necessary infrastructure and utilities that much easier. In addition, its significant size, proximity to the planned Mariposa Creek Parkway, and clear egress opportunities make this property an ideal candidate for workforce housing that is rooted in the surrounding community.

While various ideas have been proposed for this property in recent years, notably a recreation facility, this effort has revealed strong potential for housing that is well-connected to the existing urban fabric and that contributes to the overall town character of Mariposa.

## **SITE M17 - DUBBERKE, DUBBERKE, & LAWSON**

Located on the southeast end of the Town of Mariposa, this property has connections to existing trails, is very close to the school district and historic town core, and boasts beautiful views and rich heritage.

The historic Mariposa mine is located on the property, and while there are steep slopes and woodlands present, the development could be focused on areas of land that are more gently sloping, closer to the existing street network, and within the MPUD boundary.

The IMHS process has revealed that this property could be a prime example of how to develop moderately dense housing while being sensitive to the surrounding context and landscape conditions.

## **SITES M6 & M8 - YOSEMITE CONSERVANCY**

These twin properties have been shortlisted for their location in the center of town and because they are wholly controlled by willing project partners with a commitment to serving Yosemite. In addition, they are being positioned as a combined mobility and housing hub, with M6 slated to hold NPS staff housing that is across the street from the envisioned Yosemite Satellite Visitor and Transportation Center. Staff will easily be able to access shuttles to and from the Valley, and ideas are being considered for additional staff offices and parking.

Housing on this site could also be focused on seasonal employees that are not looking for a permanent residence. The parcel is big enough to support dormitory or shared living style units, with common facilities and easily accessed community services.

Located at the corner of Highway 140 and Jones St., the local VFW Hall has also agreed to be a willing partner in the transformation of this important intersection. They are willing to be relocated if a fitting new location can be identified, thus leaving a larger parcel to be built out for the transportation hub.



▲ **COMMUNITY TIES:** All four of the shortlisted sites are within (or on the edge of) the Town of Mariposa. This speaks to the value of community assets and services, but also the bonds and relationships that County residents already have or seek to establish.

# INTEGRATED MOBILITY & HOUSING STRATEGIES

## 1. PRIORITIZE THE FUNDAMENTALS

## 2. REINFORCE COMMUNITY STABILITY, CONNECTIONS, AND ROOTEDNESS

## 3. THE LANDSCAPE MAKES THIS PLACE

These strategies are a synthesis of the Project Assumptions from Chapter 1 and the Community Themes presented in Chapter 2. The Strategies developed in this plan are built off of sound planning principles and the values that emerged from speaking with the community about their challenges and visions for the future. The community engagement confirmed the urgent need for multiple stakeholders across the County to work together to relieve the stressors associated with housing and mobility.

Many gateway communities today are faced with the challenge of trying to increase the availability of affordable workforce housing in environmentally constrained areas that also serve a high volume

of tourists seasonally. As part of the research and comparative analysis for Mariposa County, several precedents from other gateway communities emerged as examples of potential strategies to increase workforce housing and mobility options. These are included to illustrate these potential strategies.

**The following strategies are focused on the areas which the Mariposa County Planning Department and its partners can support or directly implement** to address present-day (and looming) housing and mobility challenges. Later in the plan, these Strategies are applied to key selected development sites to illustrate their potential implementation.



*STRATEGY 1.*

**Prioritize access to essential community services, like groceries, schools, and employment.**

*STRATEGY 2.*

**Build within the ecological context of the land to accentuate natural features and reduce environmental impacts.**

*STRATEGY 3.*

**Invest in infrastructure necessary to support new development, including utilities, broadband, and emergency services improvements.**

*STRATEGY 4.*

**Increase flexible, shared mobility options.**

*STRATEGY 5.*

**Partner with developers and non-profits to provide both rentals and homes for purchase at all price points.**

*STRATEGY 6.*

**Implement affordable housing incentives at scale.**

*STRATEGY 7.*

**Allow for increased density in areas served by shared mobility options.**

*STRATEGY 8.*

**Encourage remote work policies and create co-working offices spaces near housing.**

*STRATEGY 9.*

**Encourage workforce dormitories and other flexible or non-traditional living arrangements.**

*STRATEGY 10.*

**Reduce congestion at Yosemite entrances for both commuters and visitors.**

*STRATEGY 11.*

**Build opportunities for community interaction and access to the outdoors.**

*STRATEGY 12.*

**Celebrate local materials and neighborhood resources.**

## **STRATEGY 1**

*Prioritize access to essential community services, like groceries, schools, and employment.*

An essential part of a complete community includes access to basic goods and services. The goal of this strategy is to ensure that housing and mobility options are provided nearby to other amenities that reduce the need for vehicular miles traveled, and ensure the community is resilient during extreme weather or natural hazard events.

Our survey results and stakeholder interviews revealed a desire for convenient community services, like schools, grocery stores, health care, and the proximity of first responders. We want to complement and enhance these qualities and explore how we can replicate the most favorable characteristics of life in Mariposa County.

## **STRATEGY 2**

*Build within the ecological context of the land to accentuate natural features and reduce environmental impacts.*

The team will approach each site by first considering the existing conditions, and the opportunities and constraints framed by the landscape. This strategy will help ensure development proposals don't risk detrimental impacts to the surrounding special character and setting of Mariposa County.

## **STRATEGY 3**

*Invest in infrastructure necessary to support new development, including utilities, broadband, and emergency services improvements.*

The County and its partners could ensure that newly-constructed housing is affordable by finding funds and grants to offset the costs of land, roads, and utility service improvements required for larger housing developments. This level of coordination also makes it more likely that sustainable features at a district scale

may be more feasible and cost effective.

Additionally, prioritizing infrastructure improvements to infill sites could allow for denser land use designations, resulting in more compact and efficient development in areas that are capable of supporting it.

## **STRATEGY 4**

*Increase flexible, shared mobility options.*

### **MOBILITY ACTION: EMPLOYER-SUPPORTED EMPLOYEE VAN-POOLING PROGRAM**

This program would connect residents and employees that have similar commute times and locations and create routes that link with new housing developments. Vans could be provided (perhaps with fuel, maintenance, and insurance) for a monthly fee, or NPS staff could have dedicated shuttles from designated housing and transportation hubs. Parking spaces for employee vans would be designated at housing sites.

### **MOBILITY ACTION: IN-TOWN SHUTTLE**

A new free shuttle service could be implemented in Mariposa, to facilitate easier movement between the historic core and the proposed transit hub. This would also complement the YARTS Park N Ride lot and enable visitors to "park once" upon arrival into town.

## **STRATEGY 5**

*Partner with developers and non-profits to provide both rentals and homes for purchase at all price points.*

The County has had recent success building new affordable housing at Creekside Terrace with a non-profit developer. For the priority sites, it could again bring on a developer with experience in affordable housing, that may or may not be a non-profit organization, early on in the process to ensure that the objectives and goals for the development of key sites are achievable through an open process. The County



▲▼ **JACKSON HOLE HOUSING TRUST:** *The Redmond Street development by Jackson Hole Housing Trust provides affordable rental housing in the form of 4-unit apartments organized around courtyards and shared open space. The Jackson Hole community experiences housing pressures due to its proximity to Grand Teton and Yellowstone National Parks. Additional successful housing models are shown below (Daisy Bush and Glory View). The Daisy Bush development was created for professionals who cannot afford market rate housing options. The choice of materials reduced costs and flexible floorplans provide two unit types. These units are deed-restricted.*





could issue a request for qualifications or proposals for this process.

## **STRATEGY 6**

### *Implement affordable housing incentives at scale.*

In addition to encouraging the development of more housing units in residential areas through the refinement of zoning codes and building development standards that limit development potential, the County could provide additional incentives for development based on the number of housing units made available to low-income residents. These incentives center around reducing risk to the developer, through streamlined permitting processes, subsidies, or guaranteed infrastructural improvements.

## **STRATEGY 7**

### *Allow for increased density in areas served by shared mobility options.*

By allowing for a greater number of housing units to be built in appropriate locations, the County can ensure that the few available development areas that align with community goals for housing are developed to their fullest potential.

A County-wide site analysis process identified in this study has defined ideal housing- and mobility-friendly sites that could support dense housing. These areas are often already served by regional transit or alternative mobility options and are in infill conditions with access to utilities, basic community amenities, and within reach of emergency response teams.

If these few remaining sites were developed using the existing development standards, the opportunity to provide affordable housing in the community would be severely limited and future growth would require significant environmental impacts and infrastructure investment. Reducing parking requirements would also create space for more units or less environmental

impact. Offering density bonuses for development proximate to transit would unlock additional units.

## **STRATEGY 8**

### *Encourage remote work policies and create co-working offices spaces near housing.*

Many employees within the County, including many office workers located in Yosemite Valley had an unprecedented shift in their work and commute habits during the COVID-19 pandemic. Some employees were able to work remotely from their homes during this time, and many of them shared an interest in maintaining the remote work culture to some extent once the pandemic is over.

This strategy could significantly reduce the daily travel between Mariposa County communities and Yosemite Valley. The mobility and housing site studies could include spaces for remote work either as space within the home, or as local co-working office spaces throughout the community. These could occur at currently vacant shopfronts, or in reimagined community halls with new amenities for dedicated or shared workspaces.

## **STRATEGY 9**

### *Encourage workforce dormitories and other flexible or non-traditional living arrangements.*

Several employers in Mariposa County, including the National Park Service, Yosemite Conservancy, and the school district, have identified the need to provide more housing for their employees. There is a clear understanding that staff recruitment and retention has been directly impacted by the lack of affordable housing options for potential employees. In addition, building restraints in Yosemite Valley make it difficult to provide the much-needed housing for employees within the Park.



▲ **MOAB COMMUNITY LAND TRUST:** *Single family and multi-family planned development led by the Moab Community Land Trust provides affordable sustainable workforce housing in a land trust model that allows for home ownership and holds the land ownership in a community trust to ensure affordability over time. The development serves the communities adjacent to both Arches and Canyonlands National Parks.*

▼ **BAR HARBOR ISLAND HOUSING TRUST:** *The Jones Marsh development by Island Housing Trust in Bar Harbor, Maine provides affordable housing to offer a pathway to ownership for the community's workforce nearby Acadia National Park..*



Worker dormitories could be located within existing communities, offering the County and potential interested employers an opportunity to partner in the development and potential future management of the properties. As for other non-traditional living arrangements, considerations could be made for Special Use Occupancy RV parks, temporary labor camps and Rural Housing Demonstration sites per Department of Agriculture guidelines. These include “innovative housing units and systems that do not meet existing published standards, rules, regulations, or policies.”

## **STRATEGY 10**

*Reduce congestion at Yosemite entrances for both commuters and visitors.*

### **MOBILITY ACTION: ARCH ROCK ENTRANCE GATE RELOCATION AND IMPROVEMENTS**

By shifting the gate to a location where the canyon floor widens, a new lane could be created that is dedicated to employees and buses. This strategy complements additional housing outside the valley by reducing commute times and reducing congestion. This strategy would take time and dedication to clear significant expected constraints and challenges, but it builds upon many previous efforts to do the same already undertaken by the NPS.

### **MOBILITY ACTION: PROVIDE MORE POINTS OF “ENTRY” VIA A SATELLITE TRANSIT CENTER**

If visitors can get information and suggestions for their visit, pick up permits and supplies, and perhaps park their car and get on a shuttle bus in Mariposa, congestion (and pollution) in the Valley would be reduced, and land dedicated to parking lots could be allocated for other uses or used for restoration efforts.

## **STRATEGY 11**

*Build opportunities for community interaction and access to outdoors.*

An important thread throughout the community engagement process was the notion that the Mariposa County residents value their proximity to outdoor recreational amenities and that they connect with their neighbors in these venues. Many of the shared values in the community are related to recreational access but also to an environmental ethic and respect for nature. The development of housing and mobility strategies and the potential development of individual sites should consider ways to fold in access to the outdoors and opportunities for community interaction throughout. Connections to existing or new trails should be prioritized.

## **STRATEGY 12**

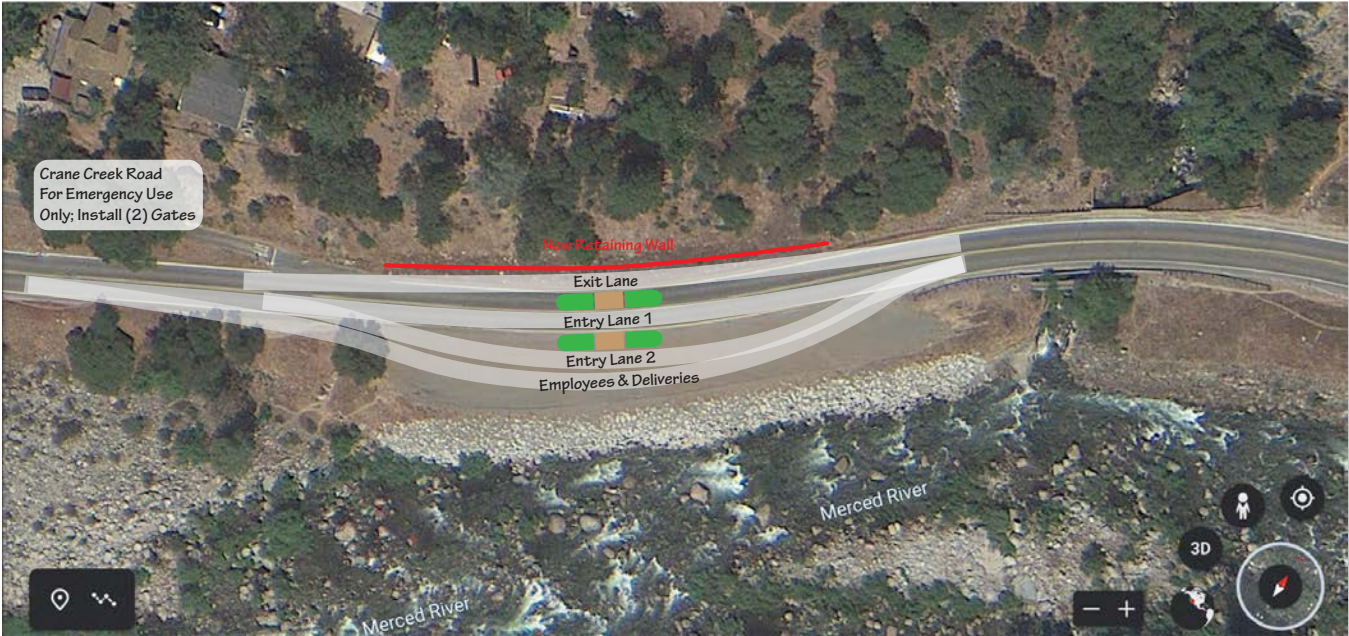
*Celebrate local materials and community resources.*

The development of new housing and mobility sites offers the opportunity to build off of, and where possible and appropriate, raise the bar for existing architectural character of the neighborhoods across Mariposa County. The regional landscape and its materiality offer clues to inform this character as well.

The curation of the form, density and appearance of the new structures within the community is important to ensure that growth continues to provide new shared amenities and benefits for the community as a whole. In addition to the character of the architectural features of the structures, the overall site planning and organization of massing, preservation of views, and improved public realm are important design aspects that contribute to neighborhood character.



▲ **MARIPOSA ARTS COUNCIL:** Mariposans celebrating local culture and artifacts in the landscape.



## Crane Creek

▲ **ENTRANCE GATE RELOCATION:** The following gate relocation options are initial concepts studied by the Yosemite NPS staff to reduce congestion by providing an additional bypass lane for employees and deliveries. The relocation is necessary due to the constraints of the Merced River and the steep canyon walls alongside the current gate at Arch Rock.





04.

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***PROJECT  
DESCRIPTIONS***

# INTEGRATED MOBILITY & HOUSING DEVELOPMENT

## PRIORITY SITES

Here is where ideas that have been formulated over the course of this project begin to get a step closer to reality. The Project Team has explored how the summary findings, community themes, and site evaluations line up with building massings, infrastructure requirements, built form, physical character, and quality of life for Mariposans.

This chapter contains development concepts for four shortlisted sites, three of which aim to deliver substantial housing units, and one of which creates a multi-use visitor contact center, office space, and transportation node for Yosemite National Park. However, importantly, each site has been considered for both its housing potentials and contributions to the mobility strategies outlined by the IMHS. Each proposal has been designed with county residents and workforce in mind — whether teachers, young families, NPS employees, service industry workers, emergency responders, or anyone else looking for a place to live and call Mariposa County home.

For purposes of this project, the team acknowledges that each site has unique potentials and target audiences. One site is in private control with willing development partners, one site is owned by the County, and two sites are owned by the Yosemite Conservancy. This has reinforced the project's desire to showcase a diverse range of development potentials, and investigate various avenues for advancing housing and mobility goals in line with the

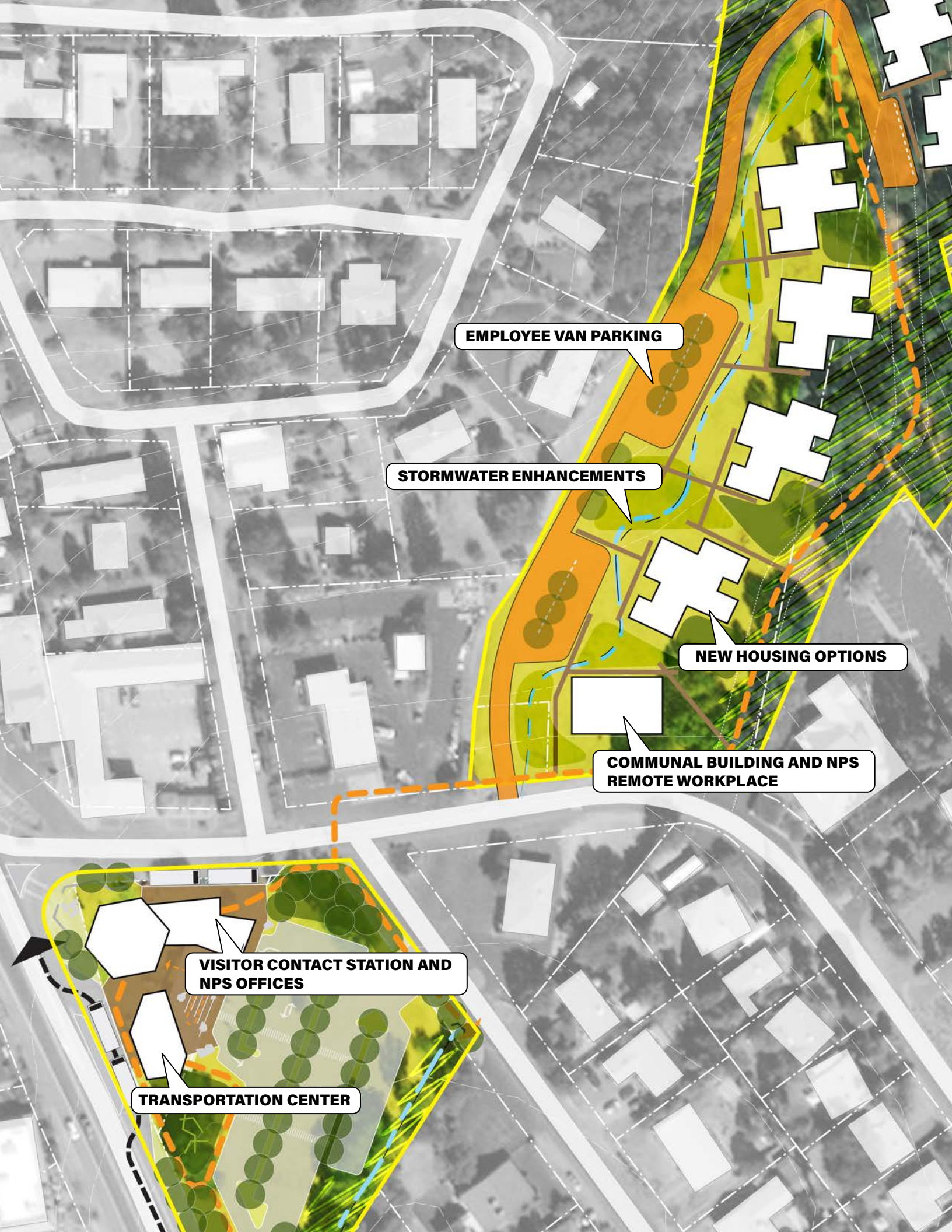
strategies of the IMHS and existing planning efforts by Mariposa County and the National Park Service. While they may not answer all of the region's housing and transportation challenges, they do address a wide array of constituents' needs, and may provide a foundation for further discussions or be looked to as exemplar approaches to these interconnected issues.

## BIG PICTURE

We also believe the proposals that follow for the Yosemite Conservancy sites may contribute to dialogue around the role Visitor Centers can play in delivering the experiences sought by parkgoers. Ideas around the future hybrid nature of these facilities is discussed. This planning process has facilitated a rethinking of park visitor expectations, and the role that gateway communities can play in new tourism models for enjoying our National Parks. The Team sees room for a new Park Service position of a cross-cutting liaison, knowledgeable on housing and facilities, community relations, concessionaire/park service representation, transportation hurdles, and the sharing of public information, all with an eye toward re-evaluating the models and preserving the traditions of our shared park heritage.

**It should be noted that while only four sites have been chosen for detailed investigation, the Project Team acknowledges the significant potential of many other sites in the County that may be explored in the future.**

► **SYNERGISTIC RELATIONSHIP:** *The new transportation center is located in proximity to the new workforce housing on the Missouri Gulch site, creating a strong relationship between housing and mobility options.*



**EMPLOYEE VAN PARKING**

**STORMWATER ENHANCEMENTS**

**NEW HOUSING OPTIONS**

**COMMUNAL BUILDING AND NPS  
REMOTE WORKPLACE**

**VISITOR CONTACT STATION AND  
NPS OFFICES**

**TRANSPORTATION CENTER**



Many locations may be ideal for temporary or seasonal housing that can support the Park concessionaire staff. We also believe in the significant potential of El Portal to be reconsidered for its value to the Park Service. A detailed planning study of that site and its advantages is beyond the scope of this project, but its inherent NPS employee campus-like qualities should not be ignored.

This however will take an alignment of funding, government action, policy updates, land availability, philanthropy, and hard-charging park visionaries similar to that seen in Mission 66 era that first claimed El Portal as the release valve for Yosemite Valley pressures. Though the legacy of major infrastructure initiatives like Mission 66 are complicated and not without their critiques, especially regarding their impacts on cultural sites, it is clear that there is a huge role for federal investment and leadership in implementing mobility and housing improvements in greater Yosemite. The newly formed Yosemite Housing Task Force may be just the right start.

### PROJECT STAKEHOLDER WORKSHOPS

In May 2022, the Project Team gathered in Mariposa to meet with property owners and stewards of each priority site to test ideas for site development options. We explored site opportunities and constraints and confirmed the results of the preliminary site evaluation and shortlist of selected sites.

This was a chance to have focused meetings around each of the five primary sites selected by the IMHS. It showed the true scale of each site and explored a range of potential unit types and building footprints that could be iteratively deployed on site plans. The team was able to better understand the appetite for density and built form on each site, and create conceptual site plans that respond to existing

conditions and intentions for each of the property owners. Discussions were facilitated by sharing information from outside conversations with similar national park managers and gateway communities, including the Jackson Hole Housing Trust and Acadia National Park.

NPS leaders were able to provide insight into the types of housing that their target employees would desire. This was critical - the team moved away from dormitory style staff housing to more family-oriented multi-plex structures that would be viewed as more permanent homes for career-minded Park Service professionals - an important shift in constituency. From this basis, we advanced the planning of each



▲ **BUILDING BLOCKS:** The Team used scaled cut-outs of different building typology footprints to communicate site potentials.

site to incorporate potential amenities and program areas. Services, infrastructure needs, and possible policy changes that would enable such developments to occur were discussed, including zoning amendments, parking requirements, building heights, and stormwater management requirements. Further discussion will advance the design thinking around materiality and built form.

circumstances and target audiences of the IMHS site shortlist. The Team came away with refreshed and better informed framework to advance the design concepts in meaningful ways. Big changes resulted from conversations around transportation, with a reconfigured mobility hub and visitor contact station that was steered by Park staff.

Through these workshops, the Project Team gained a much deeper understanding of the site's and the motivations of the project partners and property owners. The result is a diverse proposal of development options that are tailored to the unique



**▲ ON LOCATION:** *The Team hosted County officials and stakeholders alongside Yosemite National Park leadership to work together to consider implementation strategies and evaluate development site potentials.*

# HOUSING DEVELOPMENT PROPOSALS



## **The following development schemes are preliminary.**

No building applications have been or will be filed by the IMHS project team. These ideas provide grounding for the IMHS and may be seen as a launch point for valuable conversations around housing and mobility in Mariposa County.

Working with the County, the Project Team has advanced four sites for further detailed study within the Town of Mariposa, emphasizing the importance of the “All-Season Highway” that is Route 140, and the center of gravity that Mariposa holds as a gateway community to Yosemite National Park.

This list represents the prioritized development objectives (outside ongoing concurrent efforts) for the Mariposa County Planning Department and its project partners, but is by no means complete and absolute; instead, these sites are anticipated to inspire further exploration of other opportunistic properties in the region.

*SELECTED SITES:*

**FIELD OF DREAMS (M1)**

**MISSOURI GULCH (M6)**

**VISITOR CONTACT STATION AND  
TRANSPORTATION CENTER (M8)**

**SOUTHERN MANZANITA ESTATES (M17)**



# M1: FIELD OF DREAMS

**OWNER:** Mariposa County

## **DESCRIPTION**

The Field of Dreams site is currently deed-restricted to recreational and open space uses through 2025. It's name comes from a previous proposal to construct sports facilities, which would have required massive amounts of regrading and habitat loss. Additionally, it is important to note that recent attempts to develop recreational amenities on this site were not successful. These proposals, which include an application to the California Department of Parks and Recreation's Statewide Park Development and Community Revitalization Program, were deemed financially and logistically unviable. The IMHS continues the vision for a recreation-based destination, however consider the site to be large enough to support housing alongside open space and recreational amenities. The goal is to develop housing in a way that nestles into the oak woodland and celebrates the recreational opportunities that this site provides, through hiking trails, birding/wildlife viewing, biking, and an overall connection to nature that is reinforced through the sheer size of the site and small development footprint.

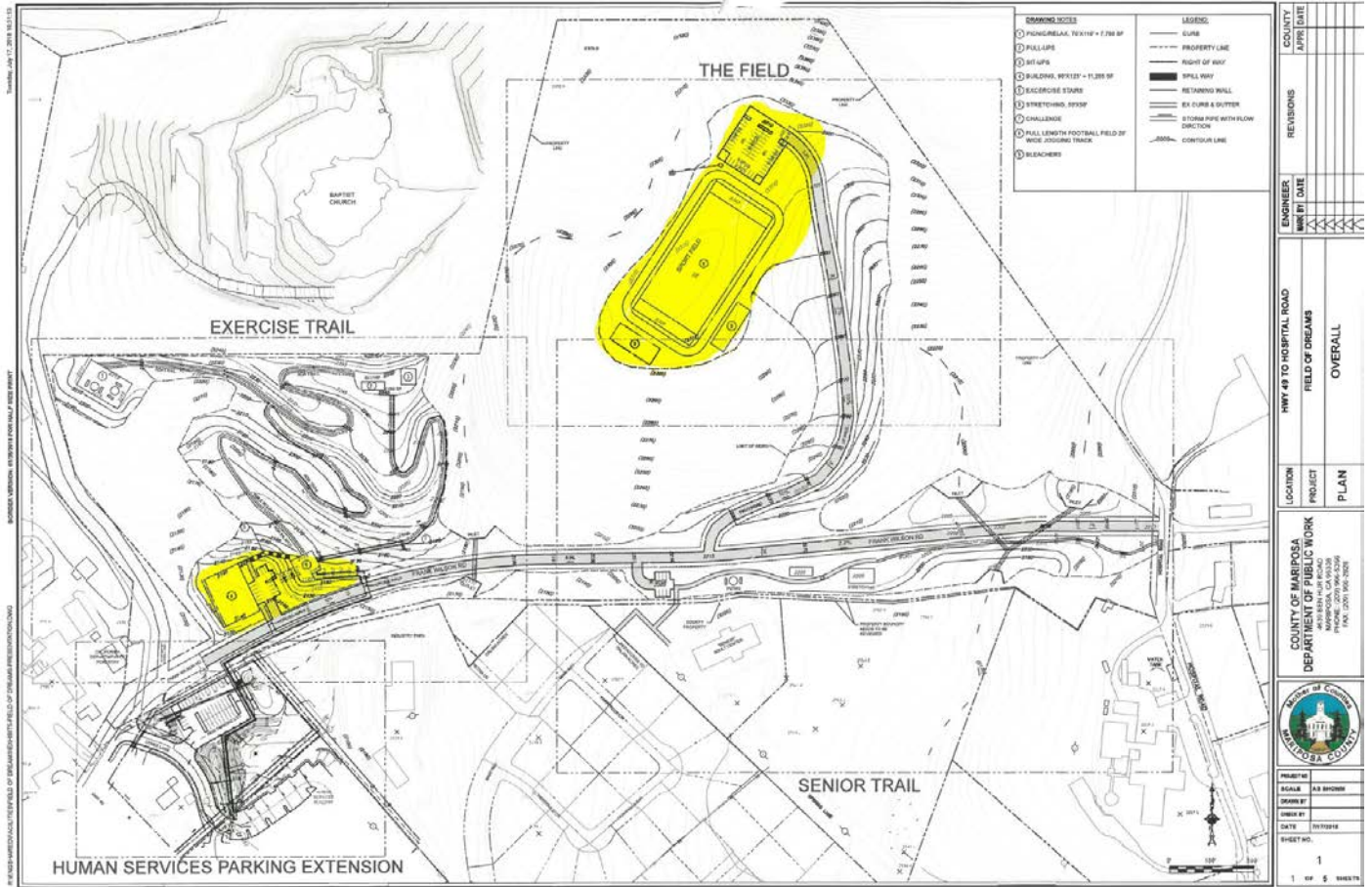
This strategy makes sense primarily due to the limited effective developable area. Currently the landscape consists of a thriving blue oak woodland, with mixed soils, hydrology, varied topography and aspect. Many areas of the site are steeply sloping and would be expensive to regrade for the sake of roads or housing. This project takes a sensitive approach that focuses new housing and infrastructure in gently sloping zones near existing developed areas and away from natural drainages.

M1 is entirely within the MPUD boundary and thus contains adequate infrastructural development potential as well as good proximity to a variety of community services. The proximity of many health and wellness related facilities, including the Health & Human Services Administration (currently supporting a small unsheltered population, with plans for a Navigation Center), Mariposa Senior Services, and the John C. Fremont Healthcare District (which will expand and redevelop its campus in the near future) means the site could have meaningful impact through nature-based and fitness-related programs.



# BACKGROUND

▼ **FIELD OF DREAMS:** The plan below shows a previous proposal for a sports field on the site which was not approved. The images below show the current conditions and blue oak savanna and woodland.



# M1: FIELD OF DREAMS

## SITE OPPORTUNITIES & CONSTRAINTS

- Key Players: HHSA / Hospital / Senior Services
- HHSA wants to quickly move forward on 5-acres at the western corner of the site; could collaborate w/ non-profit developer and would need full County support
- Much of the site is steeply sloped and wooded, plus drainages
  - > Open space benefits (fits recreation criteria) and potential trail connection to Mariposa Creek Parkway
- Development clustered to SE corner where the site is flatter
  - > New road, water/sewer
  - > Opportunity to connect Spriggs Ln, Hospital Rd, potentially to Highway 49
- Dense, multi-family condo or townhome units to serve workforce, market rate, and vulnerable populations
  - > HHSA, NPS, Seniors, Emergency or Transitional Shelter
- Housing could take advantage of sloping terrain, nest into and respect the blue oak woodland and hillsides

## SUPPORTING THE IMHS

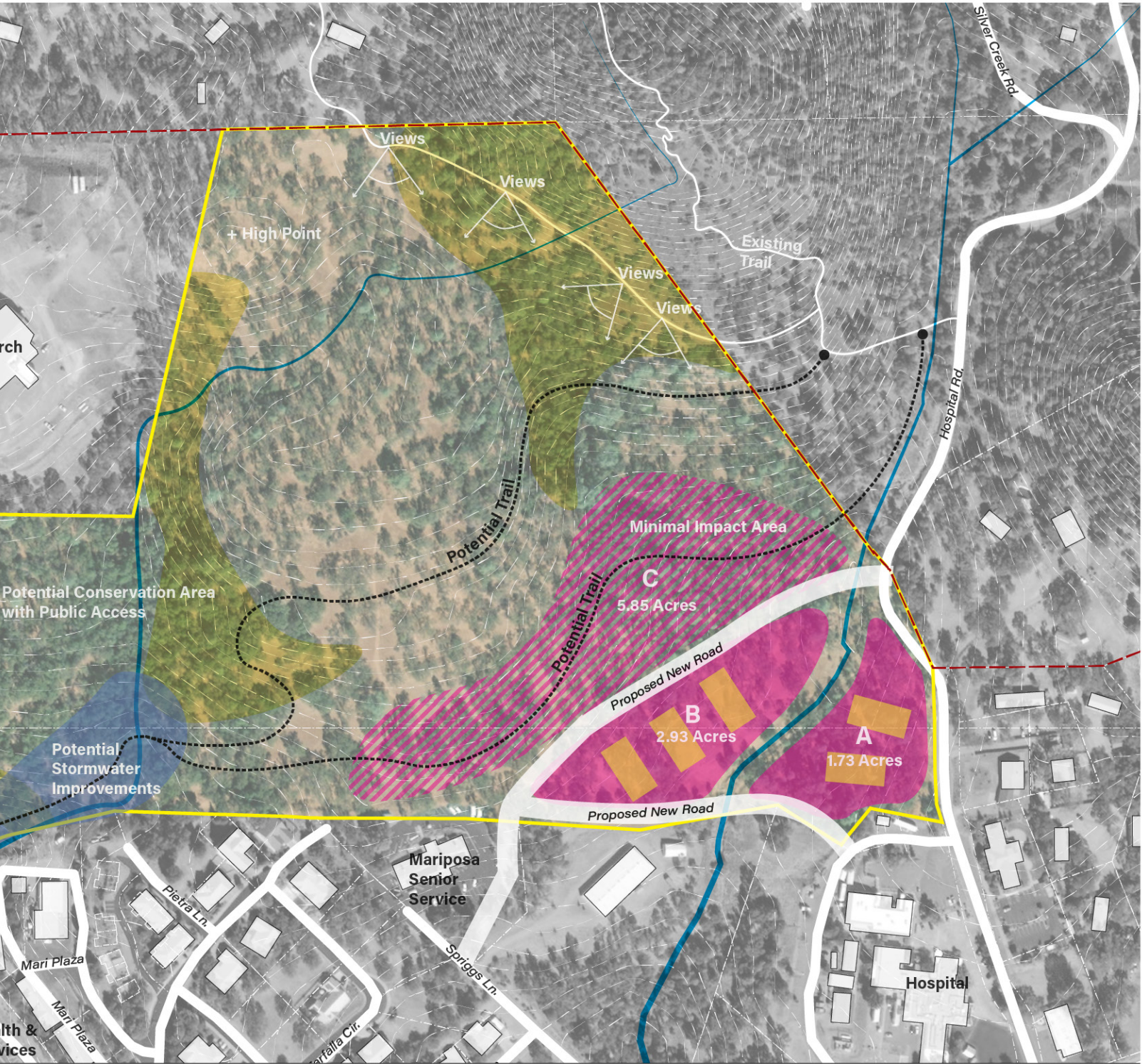
This site's development proposal would create new housing in an area proximate to many existing community facilities, which aligns with the desired outcome of the IMHS to build complete and rooted communities. It has the potential to provide highly desirable dwellings for many constituents, including healthcare workers or those in need of supportive or transitional housing.

A trail network across the site would connect residents with nearby services, the Mariposa Creek Parkway, and downtown Mariposa, and boost recreational amenities in the north end of town.

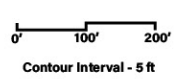


MARIPOSA COUNTY INTEGRATED MOBILITY AND HOUSING STRATEGY  
**FIELD OF DREAMS(M1) - ANALYSIS**

# ANALYSIS



- - - MPUD Boundary
- Drainage
- Relatively Steep Slopes
- / / / Low-Impact Opportunity
- Housing Opportunity





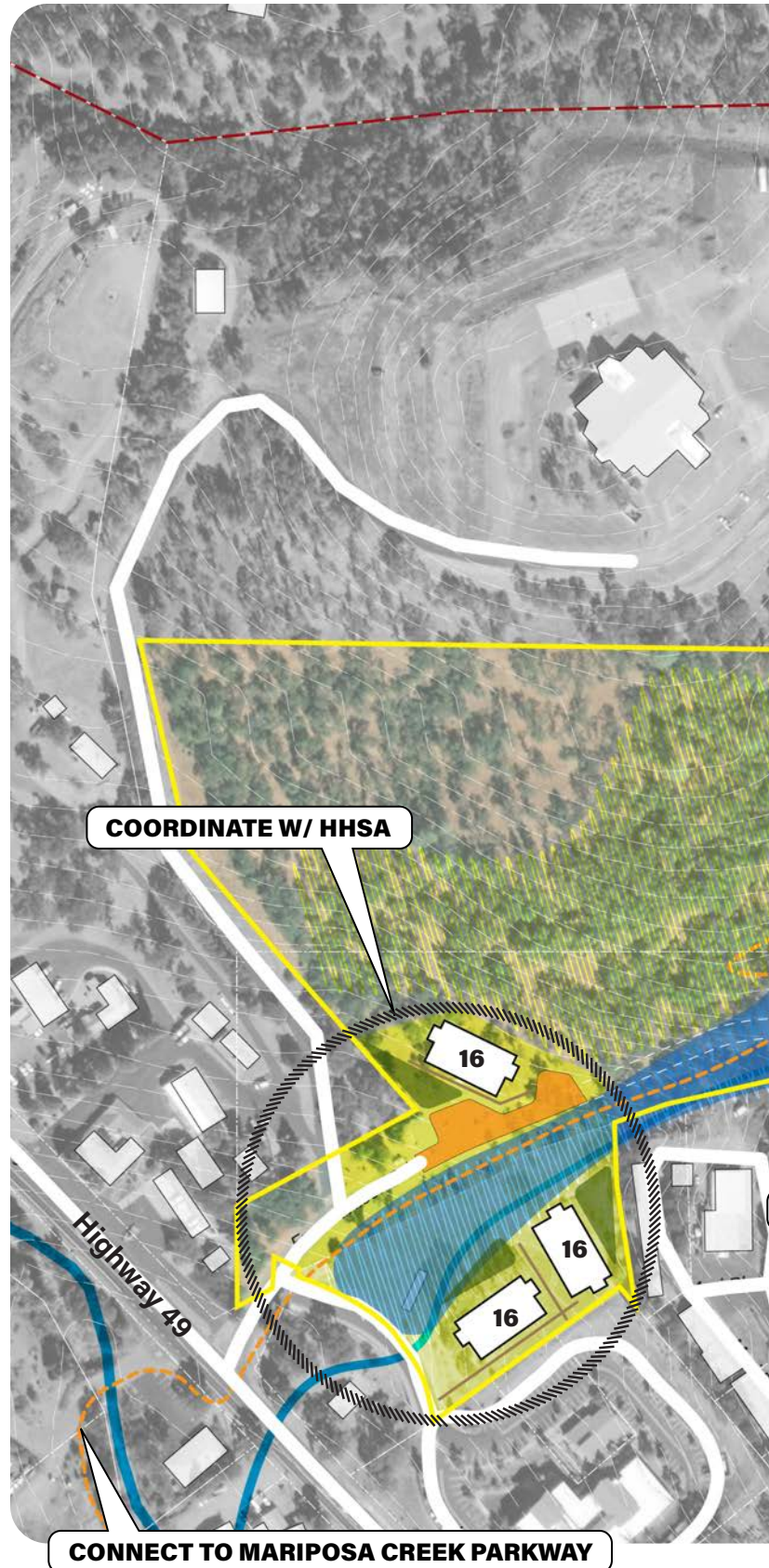
# M1: FIELD OF DREAMS

## PROPOSED DEVELOPMENT AND PROGRAM

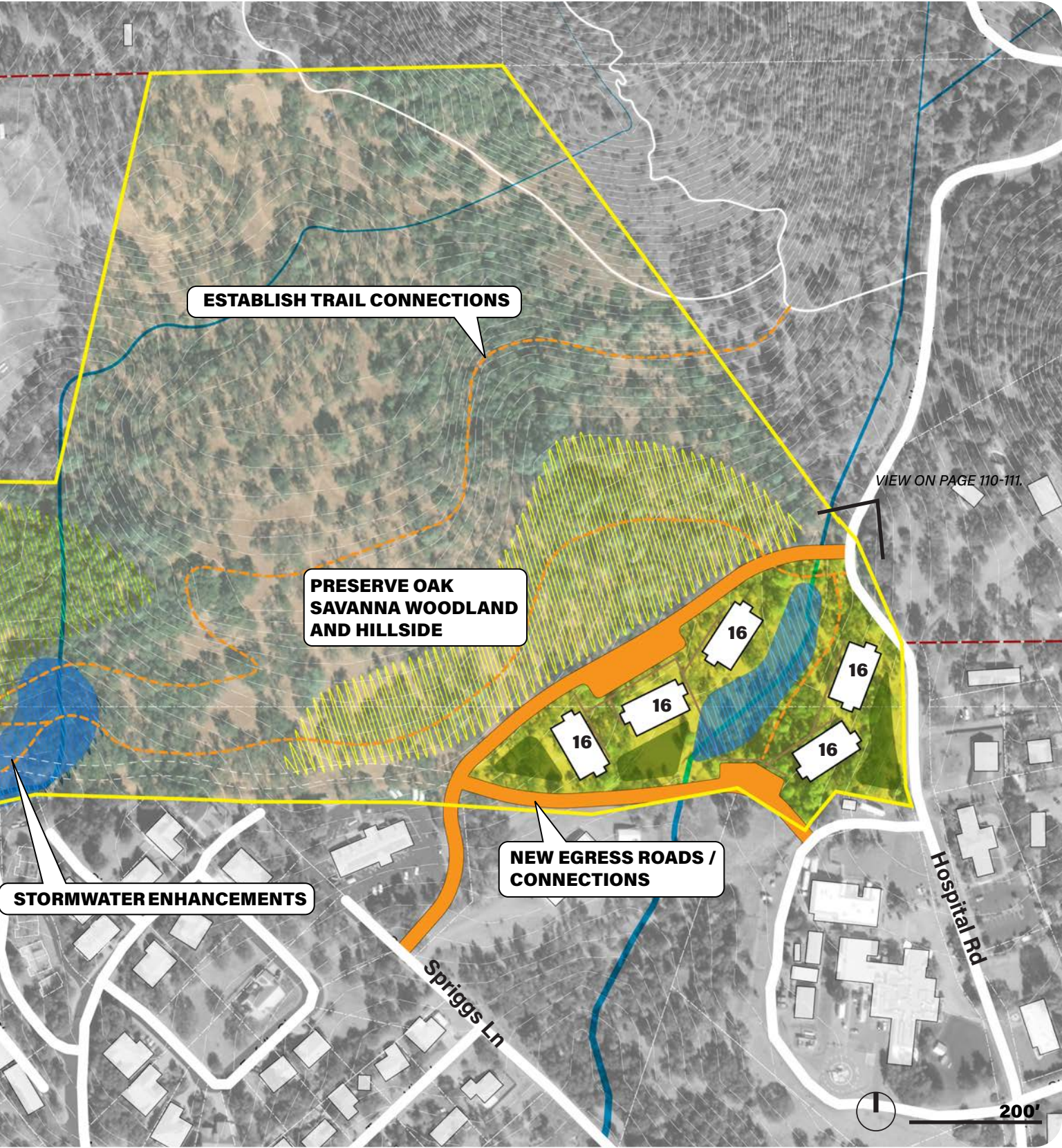
- Through a mixture of unit types and price points, the development **increases workforce housing options** in a location that builds upon neighboring assets.
- Townhomes and condos are arranged in a linear fashion along a new connecting road.
- A Housing Trust could be formed to **keep this new housing affordable**.
- Buildings take advantage of sloping terrain to create up/down duplex and multi-plex building typologies. Interstitial spaces create **opportunities for community interaction and access to outdoors**.
- Units are spaced to create low visual impact on the surrounding woodland, with viewsheds preserved through the use of grading and varied building heights.
- Materials and form reflect site environs
- The remainder of the site is designated for recreational use through a trail network that connects into larger regional resources and amenities. Appropriate improvements could be envisioned that offer a diversity of options for recreation. These would be evaluated and identified in a future County effort.

## PHASING

- Phase I may be initiated by the HHSA and a non-profit developer to build supportive housing on the southwest corner of the site, along with a trail connection to the Hospital. This phase could also entail an expansion of the current HHSA campus, to include a housing navigation center to help serve residents of future supportive housing.
- Phase II could entail the construction of a new road connecting Hospital Rd and Spriggs Ln, defining two new development zones in the southeast corner of the site.



# SITE PLAN



# M6: MISSOURI GULCH

**OWNER:** Yosemite Conservancy

## DESCRIPTION

In 2010, M6 (along with M8) was acknowledged for its potential ability to contribute to NPS operations through improved visitor experiences and expanded administrative support facilities for Yosemite. The site was subsequently purchased by the Yosemite Conservancy to hold for future development that could address these operational objectives.

Centrally located in the Town of Mariposa, and near the major intersection of Highways 49 and 140, the site also sits within the context of the existing neighborhood, and is therefore well served by utilities and primed for infill development.

## SUPPORTING THE IMHS

The primary driver for development on this site is the potential to house Park-associated employees

(as well as other Mariposans who do not work at or for Yosemite) in a location adjacent to the planned Transportation Center and Yosemite Gateway (M8). These “Park workforce” residents would likely be mid-career professionals looking to move into Town and out of Yosemite Valley. It also creates new housing near existing community services, and will be a critical tool to recruit and retain talented staff.

By pairing the housing component of this site with new flexible work spaces, NPS can shift more employees to the Town of Mariposa in roles that don't need to be in the Park proper, alleviating commute times and congestion in the Valley.

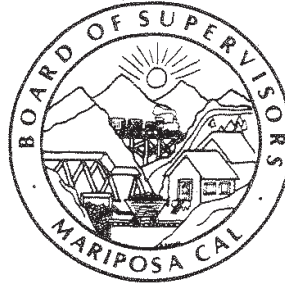
▼ **MISSOURI GULCH:** The below image is taken from Jones St and shows the level ground ripe for development toward the front of the site.



# BACKGROUND

## Mariposa County Board of Supervisors

District 1 ..... BRAD ABORN  
District 2 ..... LYLE TURPIN  
District 3 ..... JANET BIBBY  
District 4 ..... KEVIN CANN  
District 5 ..... JIM ALLEN



RICHARD J. BENSON  
County Administrative Officer

MARGIE WILLIAMS  
Clerk of the Board  
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FAX (209) 966-5147  
[www.mariposacounty.org/board](http://www.mariposacounty.org/board)

April 20, 2010

Honorable George Radanovich  
United States Congress Member  
2410 Rayburn House Office Building  
Washington, DC 20515

Dear Congress Member Radanovich:

The Mariposa County Board of Supervisors enthusiastically supports your proposed legislation authorizing the National Park Service (NPS) to acquire up to 18 acres in or around the community of Mariposa. It is understood that the purpose of the land acquisition will be to provide for improved visitor services and potential administrative support facilities for Yosemite National Park.

We are especially pleased that the bill advises the NPS to partner with the County of Mariposa on all land use planning related to the acquired lands. The Board of Supervisors stands ready to work with Yosemite National Park on all issues of mutual interest.

We particularly appreciate your proactive approach to helping Yosemite National Park advance its visitor service objectives and recognizing the strategic role gateway communities share in that vision.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Cann".

KEVIN CANN  
Chairman

KC/mbh

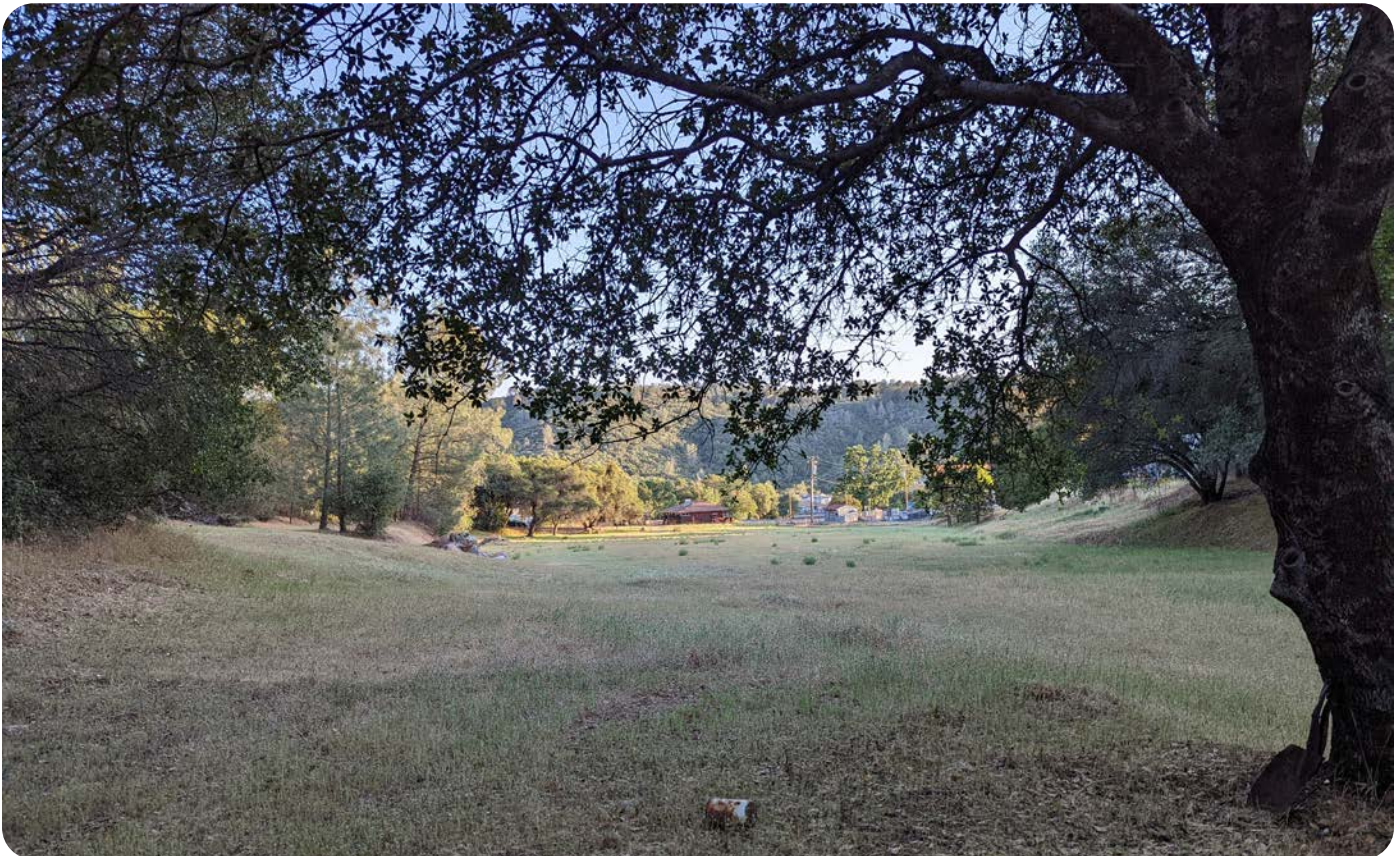
cc: Senator Feinstein  
Senator Boxer  
Superintendent Neubaucher

# M6: MISSOURI GULCH

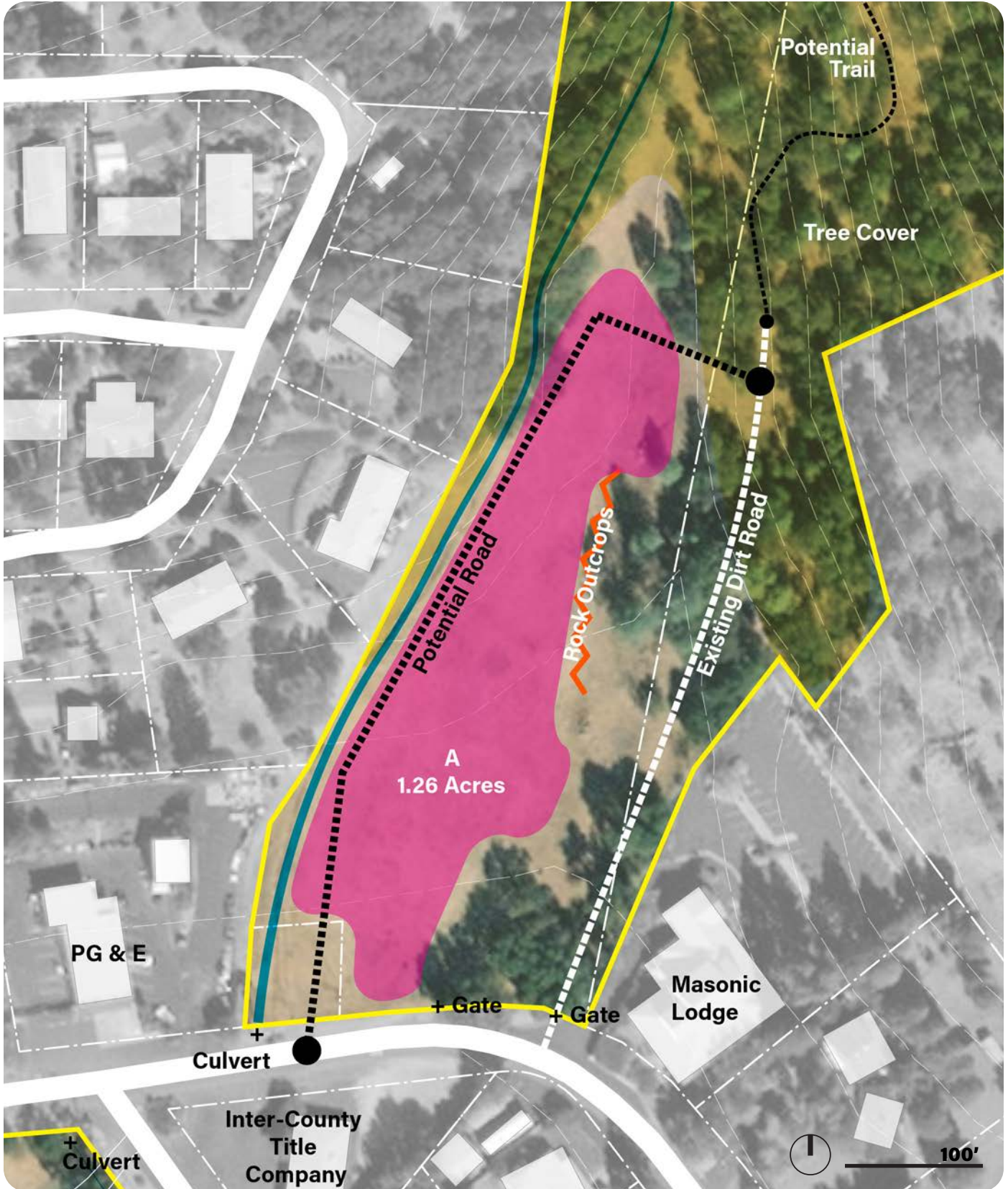
## SITE OPPORTUNITIES & CONSTRAINTS

- Lower site is a large flat expanse, while the upper site is steeply sloped and wooded
  - > Development should be focused on the lower site, and the upper site preserved
- Potential site egress from two County-maintained roads: Jones St. and Old Highway
- Potential for Housing Trust model development, or limited equity housing cooperative
- Dense residential with shared open spaces
- Less desire from NPS for large staff dorm-type facility
- Rental units could be appealing to NPS seasonal employees or young professionals
- Heights up to 3 stories would create more density
- Space for a Community Building at Jones St. frontage to include:
  - > Flex work spaces, services such as daycare, dog wash, library/game room, and an event space, kitchen, restroom, and laundry
- Potential for additional housing units in residential area of Town of Mariposa to exacerbate longstanding neighborhood concerns with traffic and pedestrian safety on residential streets
- Tie this site into a significant Park purpose by making it central to Operations & Employees
  - > NPS can then fully support and perhaps guarantee occupancy
- Could support NPS employees plus collaborators:
  - > School District, Yosemite Conservancy, NatureBridge, other Mariposans

▼ **MISSOURI GULCH:** *The below image is taken from deep within the site, looking southwest toward Jones St.*



# ANALYSIS



# M6: MISSOURI GULCH

## PROPOSED DEVELOPMENT AND PROGRAM

- Parking will be limited and clustered into parking pods (not at unit entrances).
- Trails will be created for both on-site circulation and to extend outward to the Stockton Creek Preserve and the Transportation Center.
- The Missouri Gulch, currently a ditch along the western edge of the site, will be diverted and restored (no incised banks, native planting), and stormwater will be managed with sustainable techniques to prevent flooding during the rainy season.
- A sequence of shared public and semi-private outdoor spaces is envisioned between buildings, to promote outdoor lifestyles and community.
- A street-facing community building along Jones Street will contain essential services and gathering space, along with flexible workspaces for NPS employees.
- Traffic calming measures on Jones and Bullion Streets to mitigate existing and potential increase in neighborhood concerns about vehicular safety
  - > Speed Reduction: speed humps, chicanes, chokers, lane narrowing
  - > Cut-Through Reduction: diagonal diverters, half closures, median barriers/turn islands

**TOTAL UNIT COUNT:** 36 - 48

▼ **MISSOURI GULCH WORKFORCE HOUSING:** *Conceptual rendering of proposed development, stormwater swale, parking, and circulation.*



# SITE PLAN



**NEW TRAIL CONNECTIONS**

**PROTECTED STEEP SLOPES AND EXISTING WOODLANDS**

**DESIGNATED VAN-POOL PARKING FOR NPS EMPLOYEES**

**STORMWATER MANAGEMENT ENHANCEMENTS TO SWALE**

**SECONDARY EMERGENCY EGRESS ROUTE**

**COMMUNITY BUILDING / OFFICE SPACE OR STAFF DORMITORY**

VIEW ON PAGE 110-126.

Jones St

100'



# M8: YOSEMITE VISITOR STATION AND

## DESCRIPTION

M8 was purchased along with M6 by the Yosemite Conservancy, to one day support improved visitor services and administrative capabilities for the National Park Service. This project builds upon that understanding, and expands the reach of this parcel to include the property currently occupied by the local VFW Post. With the backing of VFW representatives, the Project Team is prepared to move forward with design ideas that expand the site to include this additional property on the corner of Jones St and Highway 49/140. This highly visible location and additional acreage enables a much more significant vision for the potential of M8.

The physical setting of the site is a large level ground bordered by drainage ditches. Access from the Highway on the west side is inhibited by steep grade change, but this also serves to isolate the interior of the site from roadway noise and pollution. The southern edge of the parcel abuts neighboring housing and will need buffering to mitigate detrimental impacts on these residents. An existing building with entrances on two levels bridges the grade change on the north side, and the east side presents a flush vehicular entry from Bullion St.

## SUPPORTING THE IMHS

The ideas for this site address head-on the challenges presented in the IMHS to improve mobility in Mariposa County, alleviate congestion in Yosemite Valley, and decrease commute times for NPS employees. By creating a central hub for multi-modal transportation options, this new development would complement additional strategies like employee Van Pools and entrance gate relocations. By creating office space for remote work, this project will coalesce into a visitor and employee experience that centers Mariposa as the gateway to Yosemite National Park. This project

promotes the sense of arrival and delivers on the expectations of tourists while providing new mobility options and park-related services.

## SITE OPPORTUNITIES & CONSTRAINTS

- While the project does not seek to reorganize the YARTS system, this site presents an opportunity to add a new YARTS stop, in addition to the Park N Ride facility separate from this site.
  - > The intent is that day-trippers to the park would use the Park N Ride, while guests staying in Town could come to Transportation Center on the In-Town shuttle to catch a YARTS bus to the Park.
- VFW is amenable to moving but needs help relocating and replacing revenue stream.
- Transit Hub Building.
  - > Accommodate Van Pool, shuttles, and private tour/guide buses
  - > Options for pull-off/staging bays along 140/49 or on-site drop-off and pick-up
  - > Town shuttle, hotel shuttles (no park res. needed)
  - > Limited vehicle size improves site circulation and potential
- The Visitor Contact Station: an information station, a place to gather, a community hub.
  - > A sense of arrival; deliver on the experience that is expected
  - > Appeals to the day tripper staying in town, or the visitor just passing through and looking for a rest stop, or the backcountry hiker looking for a permit and supplies.

# TRANSIT HUB

# BACKGROUND



▲▼ **PRECEDENTS:** The example above is the Craig Thomas Discovery & Visitor Center from Grand Teton National Park by BCJ Architects. The architecturally-significant form evokes the landscape beyond through siting, views, exhibits, and material selections.



Tahoe City Transit Center by WRNS Architects.



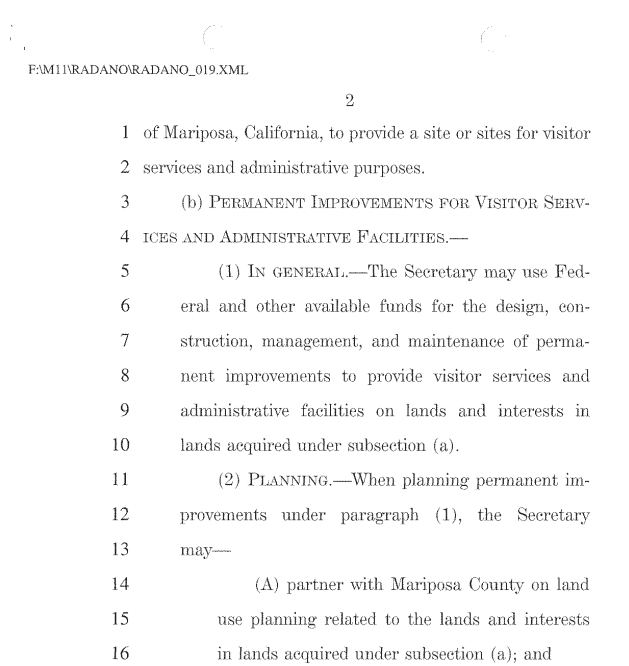
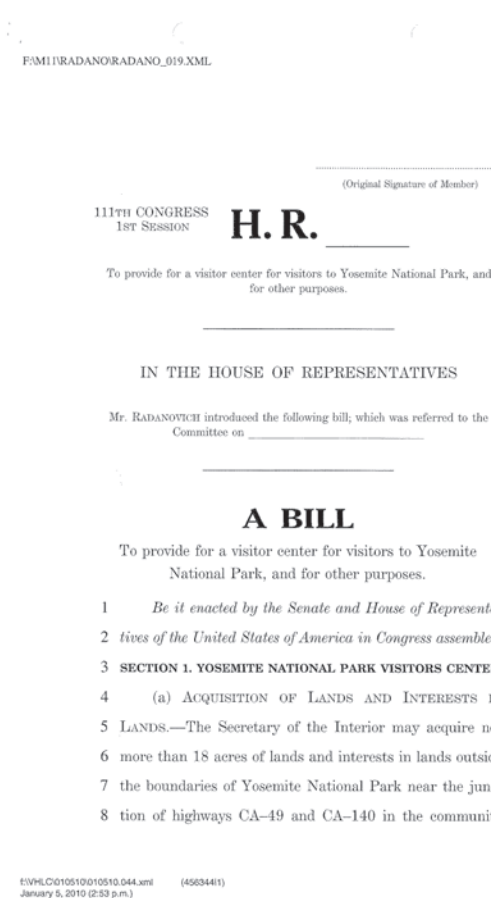
Big Bend Fossil Discovery Exhibit by Lake|Flato Architects.

# M8: YOSEMITE VISITOR STATION AND

## POTENTIAL SITE AND BUILDING PROGRAMMING:

The IMHS project team has studied the site and the space requirements for various programs that may be proposed for a new visitor facility and mobility hub. The ultimate usage and staffing capabilities of either the NPS or the Yosemite Conservancy would be determined at a future date, but the current conceptual goals for what this site can accommodate include:

- Office space for remote workers (alleviate Stroming Bldg costs and sense of disconnectedness — a new and transparent hive of NPS activity)
- Interagency station (USFS / BLM / NPS)
- Visitor contact station (permits, trip planning, interpretation/information)
- Museum or rotating exhibit space
- Theater / Stage
- Roadside rest area (restrooms)
- Commercial space (guide services, outfitter, coffee shop or snack bar, provisions and supplies)
- NPS flex space (training, events)
- Emergency services (NPS, CalFire, County Sheriff)
- Park / Playground / Climbing wall
- Parking for employees (20 spaces)
- Community event space
- Transportation Hub (in-town hotel shuttle, private motorcoaches, YARTS, Amtrak bus, short-term parking for private vehicles)
- Enhanced / replanted seasonal drainage swale



◀ **TRANSPORTATION CENTER BILL:** *This bill was introduced on May 26, 2010, by Representative Radanovich in a session of Congress, but it did not receive a vote.*

# ROAD TRANSIT HUB

# ANALYSIS



# M8: YOSEMITE VISITOR STATION AND

## PROPOSED DEVELOPMENT AND PROGRAM

- The Visitor Contact Station will occupy the northwest corner of the site. It will be multiple stories with an extensive atrium/lobby space and visible entry points from both within the site and along the Jones Street and Highway 49 frontages, with arrival plazas and perhaps an integrated climbing wall.
- The Transit Hub is envisioned to be a secondary structure, focused on ticketing and sheltered waiting area that can double as a community space in the evenings or during non-peak times.
- Primary bus and shuttle service loading will be from the Highway pullout, while returning drop-offs may circulate along Jones St.
- Private vehicle parking will be provided to the extent possible (estimating 70-75 spaces), once bus and shuttle level of service requirements have been determined. 20-25 employee spaces are also included. If more parking is deemed necessary, potential exists for underground parking that takes advantage of the site's natural grade change.
- A park with play spaces and picnic areas, and perhaps a Ranger talk amphitheatre will extend outward from the Transit Hub and provide welcome respite for travelers.
- Traffic calming measures on Jones and Bullion Streets to mitigate existing and potential increase in neighborhood concerns about vehicular safety (see suggested list from M6)

▼ **EXISTING CONDITIONS:** *The site is occupied by an existing VFW Post and Mariposa County Chamber of Commerce. A substantial grade change creates opportunities for multi-level programs and amenities that facilitate transit options and deliver unique visitor experiences.*



# TRAIL TRANSIT HUB

# SITE PLAN



# M8: TRAFFIC CALMING MEASURES

## AN EXISTING ISSUE TO BE MITIGATED

In recent years, residents of Jones and Bullion Street have expressed concerns over the impacts of traffic on this part of the Town of Mariposa. While the volume and speed of passing vehicles tends to be the most frequent complaint, residents also frequently voice a desire for improvements to the streetscape, like sidewalks and street trees to provide shade and other benefits, that would make this largely residential area more attractive and livable.

If the recommendations for M6 and M8 are implemented, these new developments could potentially exacerbate longstanding local concerns about vehicular traffic in this area. To mitigate these potential impacts, and to broaden the benefits of these investments to the surrounding streetscape, the IMHS recommends that implementation of either or both of these developments be accompanied by additional investment in traffic calming on Jones and Bullion Streets. This will ensure that the Missouri Gulch and Yosemite Visitor Center and Transit Hub do

not have unintended consequences for the immediate community and make positive contributions to regional and local mobility objectives.

The following are eight common traffic calming measures which, either alone or in some combination, could be effective in mitigating potential impacts associated with the M6 and M8 developments, and improving the built environment in the Town of Mariposa.

Further study and engagement with the local community and guidance from the Mariposa County Public Works Department is needed to ensure that the right strategy is identified and tailored to these specific conditions. Regardless of strategy, ample funding mechanisms, including public grants like the Caltrans Active Transportation Program and Department of Housing and Community Development Infill Infrastructure Grant, are available to support these improvements.

▼ **EXISTING CONDITIONS:** *Bullion St currently offers an attractive cut-through for people wanting to bypass Highway 140/49, get to the County offices, or get to the School District campus. Streetscape improvements are proposed to promote slower speeds and mitigate the effect of increased traffic.*



# PRECEDENT EXAMPLES

## *Speed humps*

Perhaps the most recognizable and frequently used traffic calming device, a speed hump (distinct from a speed bump, which is higher, intended to bring vehicles to a full stop, and typically found on private property rather than public streets) is a rounded device across the roadway that causes vehicles crossing them to slow down. Speed humps can contain signage or markings to increase their visibility, and even could present surfaces for innovative, appropriate public art.

Though often spanning the entire roadway, it is increasingly common for speed humps to leave a gap between the curb and outside of the hump to allow cyclists to bypass them. Additionally, some speed humps are also designed to have multiple gaps, spaced to allow higher clearance emergency response vehicles to clear the hump without having to slow down.

## *Raised crosswalks*

Similar to a speed hump, raised crosswalks cause the roadway to be gradually elevated when approaching a crosswalk, causing vehicles to slow down and drawing motorists' attention to the pedestrian crossing area. In addition to calming traffic, raised crosswalks also enhance the pedestrian experience, resulting in a generally more walkable environment. Raised crosswalks can occur in mid-block conditions, but are also frequently applied at intersections, where they can be paired with signage, lighting, and other streetscape elements.

## *Road diet with sidewalk*

Though frequently thought of as a lane reduction, a road diet is technically any situation where the vehicular travel width of a road is reduced, with the remaining area given over to some other use. Road diets effectively result in narrower streets,





# M8: TRAFFIC CALMING MEASURES

which typically results in slower traffic, quieter neighborhoods, and less frequent and severe accidents. Significantly, road diets can be achieved multiple ways, such as by converting portions of the roadway into sidewalk, bike lane, planting areas, or some combination of all these uses.

## ***Curb Extensions (Bulbouts)***

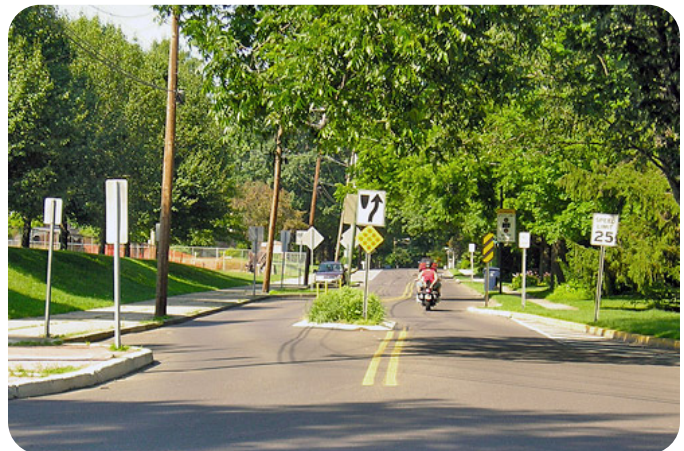
A specific strategy for implementing a road diet, these features extend the sidewalk into the roadway, creating a host of traffic calming, pedestrian safety, and streetscape beautification benefits. This project type helps reduce the effective roadway width by formalizing a lane of on-street parking behind the bulbed area. It also creates a tighter radius for turning vehicles, forcing them to slow down when turning more than they would without the bulb-out. Finally, curb extensions shorten the distances that pedestrians need to travel to safely cross the street, while providing new spaces in the public realm for landscaping and street furnishings.

## ***Chicanes***

Similar to curb extensions, chicanes are comprised of a series of alternating mid-block bulb-outs that both narrow the roadway, and shorten the distance of straightaways on neighborhood streets. Both the narrower road widths and the curving, s-shaped path that vehicles must follow reduce speeds, while the chicanes provide opportunities for streetscape enhancements like seating areas, planting, and other amenities.

## ***Medians and Islands***

Medians and islands, which separate opposing directions of traffic on the roadway, are another option for simultaneously creating narrower, slower residential streets and spaces for beautification, pedestrian safety improvements, and green infrastructure benefits.



# PRECEDENT EXAMPLES

These features can be flush with the road surface, raised, or depressed beneath it, providing a variety of options for calming traffic and enhancing the streetscape. One consideration—in some conditions, simply adding a median can have an inverse effect on vehicular speeds by reducing the “friction” felt by vehicles moving in opposing directions without a buffer.

## *Mini Roundabout*

These features consist of raised islands in the middle of low-volume intersections that require traffic to circulate. Not only do they slow traffic by forcing vehicles to navigate a curve, they also serve to visually break up long, straight roads that can cue motorists to accelerate through. Additionally, the middle of the roundabout provides opportunities for landscaping which add beauty and green infrastructure to neighborhood streets. Importantly, mini roundabouts are distinct from traditional traffic circles, which can be very large and operate at high speeds.

## *Striping*

One short-term improvement would be to delineate the travel lanes by applying roadway striping to Jones and Bullion Streets. As is, without clearly demarcated southeast and northwest travel lanes, motorists tend to travel down the middle of each street, reducing the amount of perceived “friction” between the vehicle and passenger side edge (often created by parked cars). Specifying where vehicles traveling in either direction are intended to be can reduce speeds by restoring that natural level of “friction.” However, though the most immediately implementable and economical option on this list, striping alone is not likely to have a significant effect on traffic calming, and is best paired with one or some of the other strategies.



# M17: SOUTHERN MANZANITA ESTATE

**OWNER:** Dubberke, Dubberke, Lawson

## **DESCRIPTION**

Site M17 anchors the southern end of the Town of Mariposa. Within its boundaries lies the original Mariposa Mine, where gold was first discovered and lured thousands to the Sierra Foothills. Today the site is largely meadow and woodland, with varying topography and an informal network of trails and animal tracks. The property creates a clearly defined edge between town and surrounding landscape — a characteristic that should be preserved.

Currently the MPUD service boundary splits the site, with the town-side half of the property within the district. The boundary is expected to expand to encompass the whole site in the near future as the County and MPUD complete a 2021 Municipal Service review, but there is significant potential for the preservation of open space on the “exterior” half — an important contributor to the quality of life in Mariposa and it’s identity within the foothills region. Previous subdivision development proposals used the current zoning of single family parcels not less than 9,000 sq/ft, and blanketed the entire parcel with homes — a



project that would be both excessively costly and destructive of the site’s rolling topography and ability to anchor the southern end of town with expansive open space. As an alternative proposal, working with the property owners, the IMHS puts forth a vision for clustered development adjacent to the existing urban fabric, and sets aside the stunning ridgeline, woodlands, and trail connections to the adjacent Stockton Creek Preserve.

### SUPPORTING THE IMHS

This development is located to serve many community

members looking for housing that is well-connected to downtown Mariposa’s existing infrastructure, community services, and school district facilities. It’s proximity to the YARTS stop, the Amtrak shuttle, and the proposed in-town electric shuttle to the Transportation Center provide mobility options, while the Historic Core of Mariposa’s retail district is within walking distance. The potential to connect to the Stockton Creek Preserve trail network and future ridge trail to the Mariposa Fair Grounds will provide substantial recreational opportunities.

▼ **PHASE I SOUTHERN MANZANITA ESTATES:** *Conceptual rendering of proposed development and infrastructure improvements.*



# M17: SOUTHERN MANZANITA ESTATE

## SITE OPPORTUNITIES & CONSTRAINTS

- Incentivize with infrastructure, re-zoning, or conservation easement on sensitive hillside, savanna, and mine site
- Explore affordable construction methods (prefab)
- Propose an entirely residential development
- Create significant open space contribution and connection to Stockton Creek Preserve and Mariposa County Schools
- Density of 4-8 units per building, mix of unit types
- Target NPS missing middle occupants, either as rental units or outright purchase

## PHASING

- Phase I: street extension (and necessary water and sewer, gas and electric services) from Jones St. to 2nd St.
  - > Homes would be aligned along northeast side of the new street encouraging infill development along Jones St.

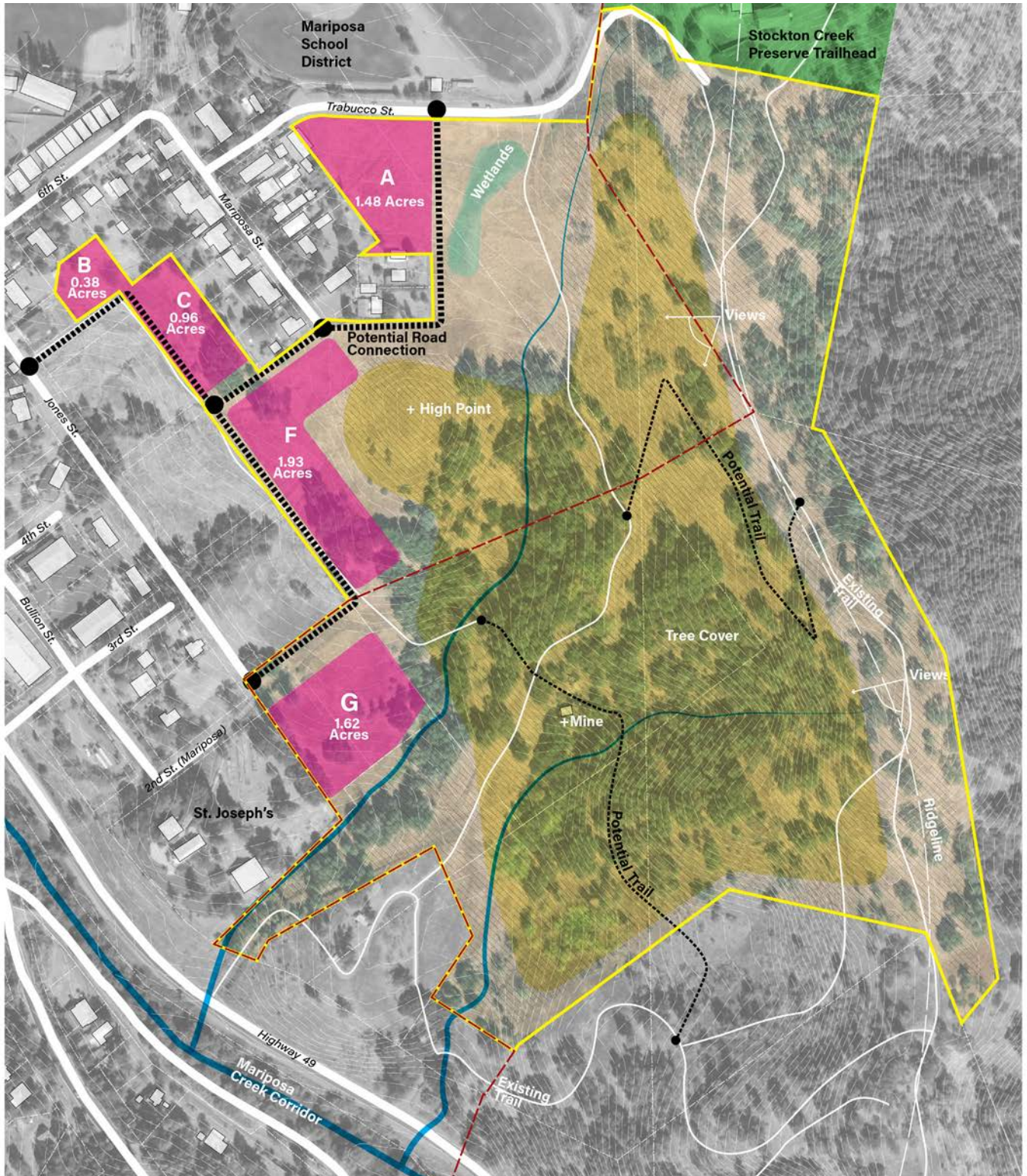
- Phase II: A new road is constructed surrounding Pork Chop Hill and connecting to Trabucco St.
  - > Homes would be built into the hillside, with potential access to upper and lower units
  - > Additional homes would be added along the connection to Trabucco St.



▲ **JACKSON HOLE PRECEDENT:** *The housing typologies proposed for this site are modeled after the Redmond Street development in Jackson Hole; however, the homes here may be rental units or for purchase.*

▼ **DDL:** *The team met with property owners to discuss development options and ways the County might incentivize development that is targeted toward Mariposa's workforce. The site of a potential Phase I road is shown in the image below.*





MARIPOSA COUNTY INTEGRATED MOBILITY AND HOUSING STRATEGY  
**DUBBERKE, DUBBERKE & LAWSON PARCEL (M17) - ANALYSIS**

MPUD Boundary	Drainage	Conservation Opportunity
Relatively Steep Slopes	Housing Opportunity	N

0' 100' 200'  
 Contour Interval - 5 ft

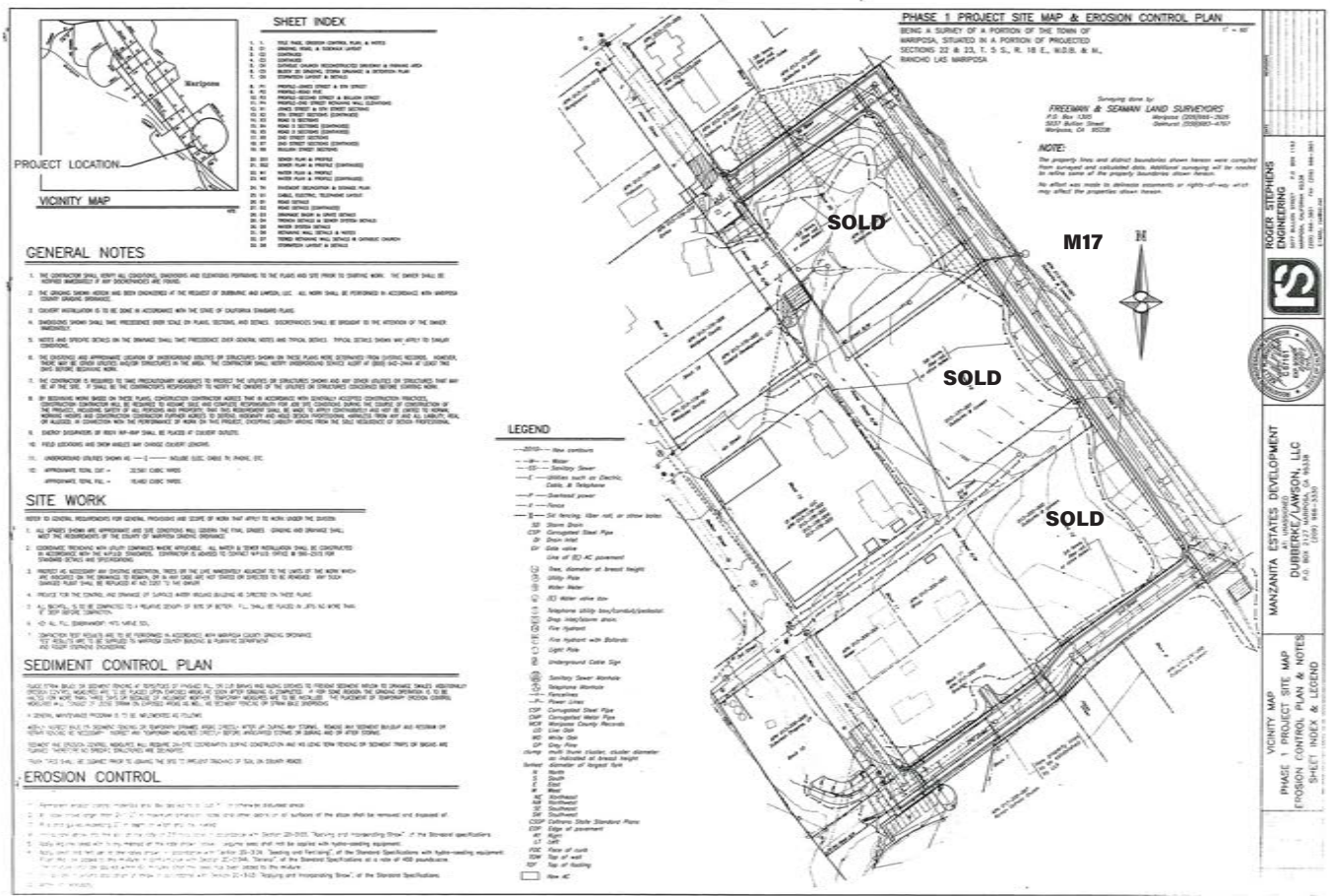
# M17: SOUTHERN MANZANITA ESTATE

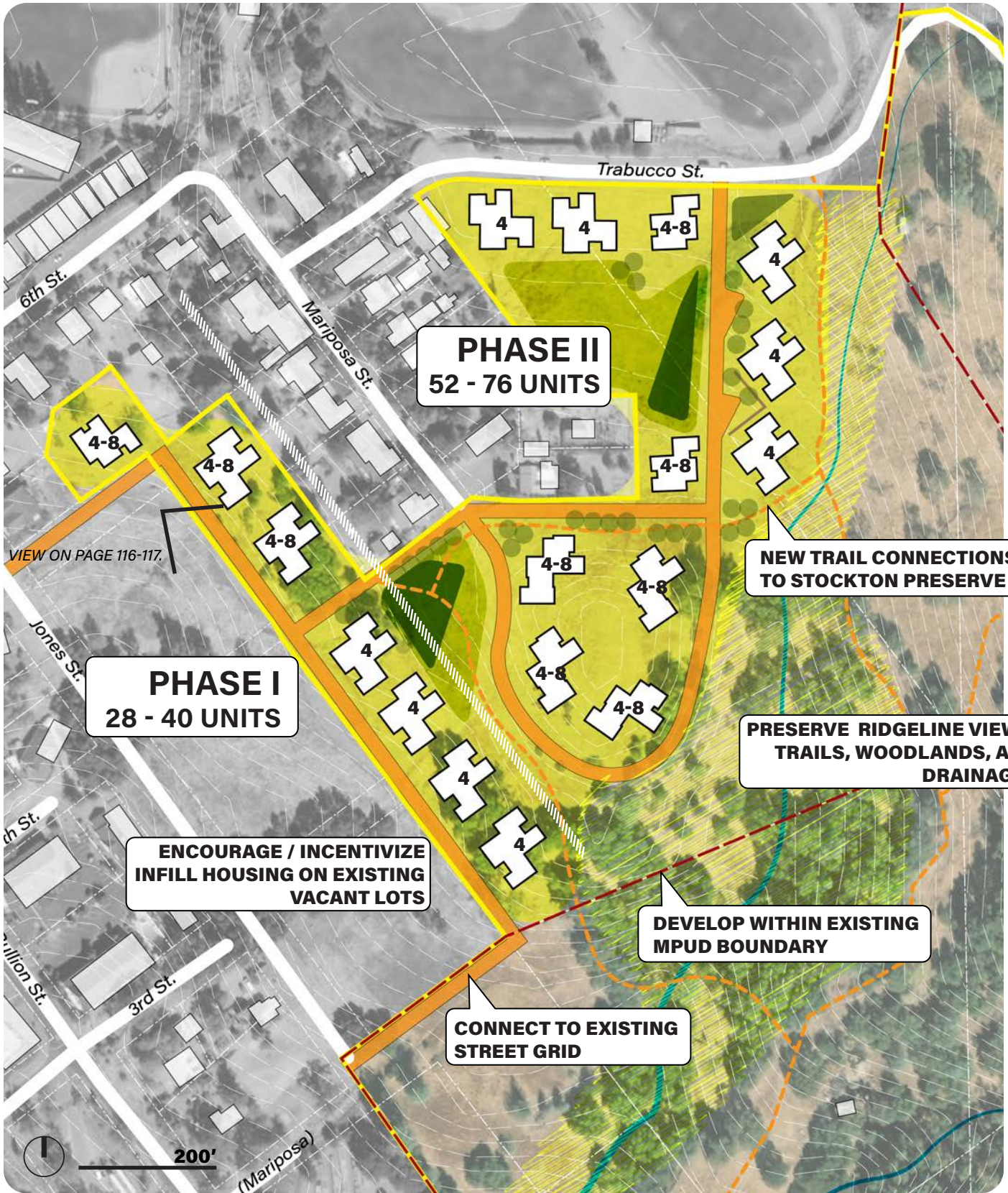
## PROPOSED DEVELOPMENT AND PROGRAM

- The site is an opportunity for the property owner to partner with a developer to **provide a significant number of rental units** in Phase I, and homes for purchase in Phase II.
- **Sustainable design techniques** will be deployed to manage and harvest stormwater, capture solar power, and mitigate wildfire risk.
- New housing will be priced to accommodate local teachers and the downtown Mariposa service industry workforce.
- The County will assist the property owner on infrastructure (road, sewer, water) investments to **incentivize a development pattern that protects the site's natural resources and provides affordable housing options** to Mariposa County residents.

- The undeveloped portion of the site (estimated at 43 acres) would be designated as a Conservation Easement, and conveyed to a land trust for management and public use in perpetuity.
- Cultural resources, including the **mine site, will be studied for safe integration with public use and a new trail will be created along Stockton Ridge** to perhaps eventually connect with future phases of the Mariposa Creek Parkway and the Mariposa Fairgrounds.

▼ **NEW INFRASTRUCTURE:** Previous engineering studies have laid out the proposed road and utility connections into Site M17, forming the basis for the site plan on the opposite page.







# STRATEGIES DEPLOYED

## FIELD OF DREAMS

This site's development proposal would create new housing in an area proximate to many existing community facilities, which aligns with the desired outcome of the IMHS to build complete and rooted communities. It has the potential to provide highly desirable dwellings for many constituents, including healthcare workers or those in need of supportive or transitional housing. A trail network across the site would connect residents with nearby services and the Mariposa Creek Parkway and downtown Mariposa and boost recreational amenities in the north end of town.

## MISSOURI GULCH

The primary driver for development on this site is the potential to house Park-associated employees (as well as other Mariposans who do not work at or for Yosemite) in a location adjacent to the planned Transportation Center and Yosemite Gateway (M8). These "Park workforce" residents would likely be mid-career professionals looking to move into Town and out of Yosemite Valley. It also creates new housing near existing community services, and will be a critical tool to recruit and retain talented staff. By pairing the housing component of this site with new flexible work spaces, NPS can shift more employees to the Town of Mariposa in roles that don't need to be in the Park proper, alleviating commute times and congestion in the Valley.

## VISITOR CONTACT STATION AND TRANSPORTATION CENTER

The ideas for this site address head-on the challenges presented in the IMHS to improve mobility in Mariposa County, alleviate congestion in Yosemite Valley, and decrease commute times for NPS employees. By creating a central hub for multi-modal transportation options, this new development would complement additional strategies like employee Van Pools and entrance gate relocations. By creating office space for remote work, this project will coalesce into a visitor and employee experience that centers Mariposa as the gateway to Yosemite National Park. This project promotes the sense of arrival and delivers on the expectations of tourists while providing new mobility options and park-related services.

## SOUTHERN MANZANITA ESTATES

This development is located to serve many community members looking for housing that is well-connected to downtown Mariposa's existing infrastructure, community services, and school district facilities. It's proximity to the YARTS stop, the Amtrak shuttle, and the proposed in-town electric shuttle to the Transportation Center provide mobility options, while the Historic Core of Mariposa's retail district is within walking distance. The potential to connect to the Stockton Creek Preserve trail network and future ridge trail to the Mariposa Fair Grounds will provide substantial recreational opportunities.



*STRATEGY 1.*

**Prioritize access to essential community services, like groceries, schools, and employment.**

*STRATEGY 2.*

**Build within the ecological context of the land to accentuate natural features and reduce environmental impacts.**

*STRATEGY 3.*

**Invest in infrastructure necessary to support new development, including utilities, broadband, and emergency services improvements.**

*STRATEGY 4.*

**Increase flexible, shared mobility options.**

*STRATEGY 5.*

**Partner with developers and non-profits to provide both rentals and homes for purchase at all price points.**

*STRATEGY 6.*

**Implement affordable housing incentives at scale.**

*STRATEGY 7.*

**Allow for increased density in areas served by shared mobility options.**

*STRATEGY 8.*

**Encourage remote work policies and create co-working office spaces near housing.**

*STRATEGY 9.*

**Encourage workforce dormitories and other flexible or non-traditional living arrangements.**

*STRATEGY 10.*

**Reduce congestion at Yosemite entrances for both commuters and visitors.**

*STRATEGY 11.*

**Build opportunities for community interaction and access to the outdoors.**

*STRATEGY 12.*

**Celebrate local materials and neighborhood resources.**





# 05

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## *PROJECT IMPLEMENTATION*

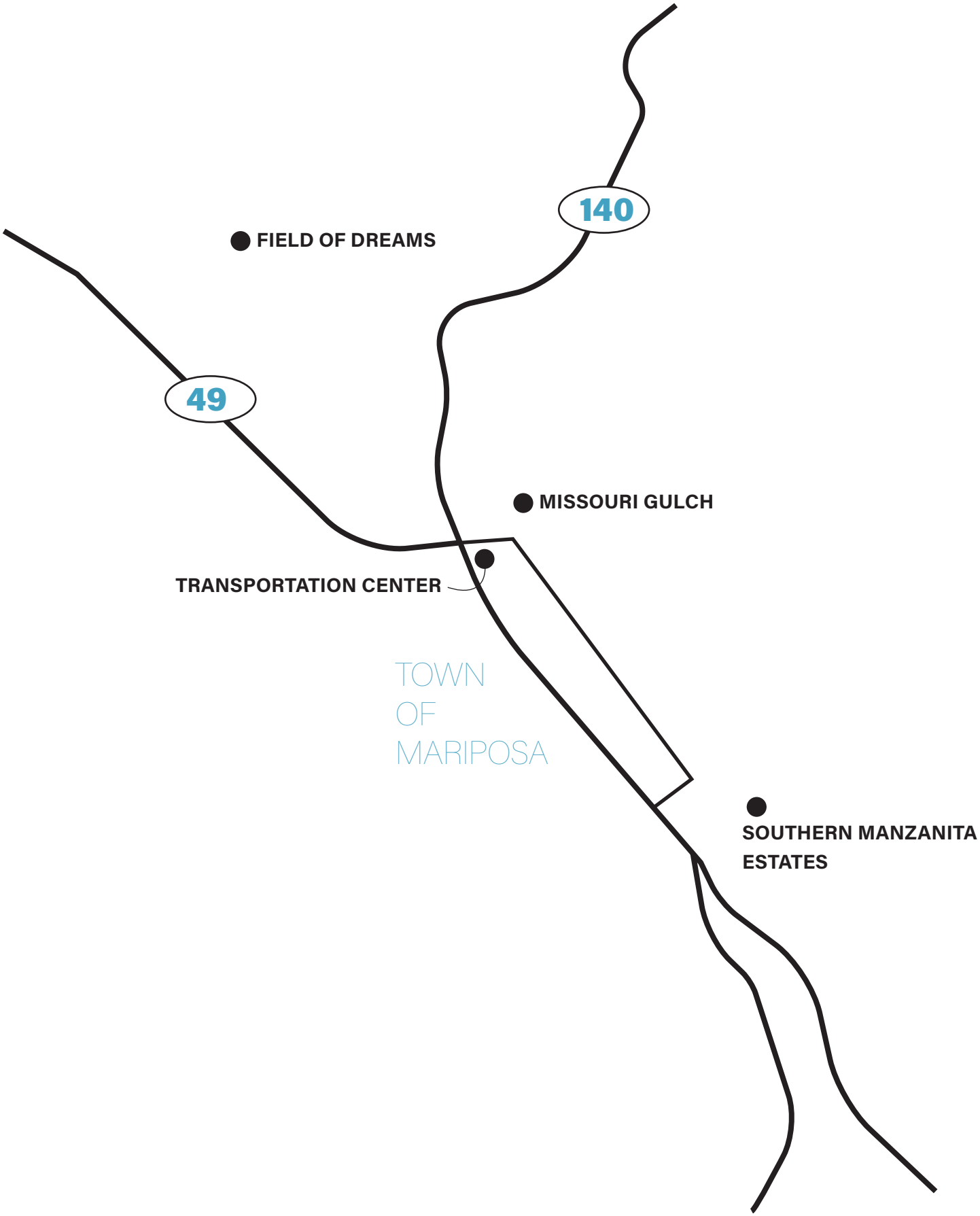
# IMPLEMENTATION OVERVIEW

## INTRODUCTION

While many of the overall mobility and housing strategies are applicable across all of Mariposa County at a high-level, each of the potential development sites included in Chapter 4 demonstrate a range of potential partnerships and opportunities for collaboration and coordination that can serve as a model for individual properties.

The implementation of effective mobility and housing strategies is dependent on the alignment and coordination across multiple partners from landowners, financiers, planners, to developers, large employers and individual tenants. Many of the key partners involved in the IMHS share common values with an interest in providing better housing, mobility and overall quality of life for County of Mariposa residents. Local roots, long-term interest in the County's success, partnership and good working relationships between the County and large employers like NPS, Yosemite Conservancy, and others, make the implementation of the strategies more likely to succeed.

The following chapter summarizes the mobility and housing strategies implementation actions that have been prioritized through multiple conversations with the steering committee and potential implementation partners identified throughout the process.



## **ACTION: CONSTRUCT NEW HOUSING ON PRIORITY DEVELOPMENT SITES**

The shortlist of priority sites and the range of housing types they can fulfill will support an increased supply of housing that is both desirable and affordable to many County residents, including Park Service employees.

### ***IS SUPPORTED BY THESE DEVELOPMENT INCENTIVES***

***Streamlined Permitting & Design Guidelines:*** There are many ways the County might ease the burden of development risks and costs, and proactively encourage development and construction models that are sustainable, contextually relevant, and aimed at the right audience. Streamlining the permitting process for development proposals that fit these criteria (and align with the IMHS Summary Findings) would promote further projects.

***Infrastructure Improvements:*** If the County can take the lead and form partnerships for various projects with developers around infrastructure, more projects would pencil-out and perhaps be initiated. This may include reconsidering the boundary of the MPUD.

***Increased Height Allowances:*** Enabling the construction of 3-story housing types would increase density and bring more units within affordable price ranges. Currently the County has capped residential construction at two stories. Revisiting these guidelines as a part of development review has been shown to be successful with the Creekside development and should be continued.

***Upzoning for Density and Decreasing Parking Requirements:*** Allow for higher unit counts and a lower number parking spaces, especially for development parcels within the Town of Mariposa. These locations are smart for infill development, instead of spreading outward into areas with increased risks and decreased services. In-town unit occupants may rely less on vehicles.

***Reward Pre-Fabricated Construction Methods:*** By acknowledging a preference and offering incentives for factory-built housing types, the County can encourage use of these cost-saving models of development. New products and options are becoming better understood, are increasingly available, and embraced by the construction industry and should be considered.

## HOUSING STRATEGY IMPLEMENTATION INPUT/OUTPUT ANALYSIS

The below chart represents a schematic process in which the County can facilitate the advancement of housing strategies highlighted in previous chapters.

### ENABLES THESE OUTCOMES

**Prioritized Community Housing Needs and Housing Types:** Through the development schemes proposed by the IMHS, various prioritized housing models can be enabled. These may include:

- Affordable low-income housing
- Affordable middle-income housing
- Year-round workforce housing
- Seasonal workforce housing, including dormitories

**Minimizing Fire Risk & Water Use:** Constructing homes on the priority sites focuses development in areas that are already built up, with more investment and infrastructure and prioritized protection in the event of destructive wildfire. Additionally, homes can be hooked into existing water and sewer services, eliminating the need for additional well water use or septic field construction.

**Deliver a Sense of Community:** The proposed development sites situate new housing in proximity to existing services and community assets. They reinvigorate existing neighborhoods with new residents who can stay long term.

**Preserve Rural Character:** By concentrating new housing development within the Town of Mariposa, the surrounding foothills and forests can be preserved, leaving intact the important defining character of the region, and importantly, the experience of what it means to live and visit.

**Reinforce Mariposa as a Destination:** The increased presence of Park Service employees and their willingness to identify Mariposa as their home will lend to an increased sense of arrival and awareness of Mariposa as the destination community for visitors to Yosemite National Park.

**Better Recruitment & Retention:** For both the Park Service and the School District, housing is a consistent problem when it comes to attracting (and keeping) talented staff. By providing more housing options conveniently located within Mariposa, the NPS may be better positioned to offer housing choices to desirable candidates. It may also be able to retain staff as they advance in their careers and seek a quality of life outside Yosemite Valley.



## **ACTION: CONSTRUCT THE YOSEMITE VISITOR CONTACT STATION & TRANSPORTATION CENTER**

This facility supports connecting people to the park through new ticketing, permitting, and information infrastructure improvements. New transportation programs will reduce local traffic and support local hotel occupancy by enhancing the user experience tied to staying in Mariposa while visiting Yosemite.

### **IS SUPPORTED BY THESE INITIATIVES**

***Relocating the Arch Rock Entrance Gate:*** Currently on busy days this entrance to the park can cause significant delays for visitors and employees. Further study should be initiated to understand possible alternative sites for the gate that would provide extra space for additional facilities.

***Construction of an Employee / Shuttle Bypass Lane:*** Arch Rock will always remain an important gateway feature for those arriving to the park, but when the gate is moved to a location with increased width between the Merced River and the steep hillside, a new lane with a lengthened approach can be built. This additional space might also provide for an additional check-in booth, and a gatehouse with short-term parking, restrooms, and a designated reservation assistance station.

***Acquiring the SE Corner Parcel at Highway 140/49 and Jones St:*** This acquisition is critical to the creation of the Transportation Center. While the current owners, the local VFW branch, are amenable and support the project, they have asked for assistance finding a new headquarters and ensuring their existing revenue stream (from property leases and events) can continue.

***Working with Caltrans to Define Shuttle Pull-Offs:*** The transportation program for the site relies upon an assumption that large tour buses and the In-Town Shuttle will utilize shoulder pull-off zones along Highway 140/49. These locations will require coordination with Caltrans to ensure safety requirements are met and traffic patterns continue to function.

***Building Workforce Housing Nearby:*** The transportation center and NPS offices will truly become a hive of activity operating at its highest and best use if employees are able to (and want to) live in proximity to the site and the mobility services it provides.

## MOBILITY STRATEGY IMPLEMENTATION INPUT/OUTPUT ANALYSIS

The below chart represents a schematic process in which the County can advance the overlapping and inter-related mobility strategies highlighted in previous chapters.

### ENABLES THESE STRATEGIES

**Streamlined and Expanded Park Employee Vanpools:** County residents working in the park both part time or full time seek commutes without delays. Primary concerns include long distance, uncertain road conditions, and entrance gate traffic. As described elsewhere, these delays are caused by a long queue and the time each vehicle takes at the gate to ask questions or seek help. The transportation center will provide a consolidated pick up site and van parking area for park employees, which will expand the existing service and grow the enrollment in the current program, adding to the ongoing practice of vans picking up employees from individual residences. This study anticipated that there may be instances where the consolidated site offers improved access and shorter door to door headways.

**In-Town Hotel/Tour Shuttles:** The site provides efficient pick up and drop off of visitors who may be staying locally. Research has found that some hotels are already providing this service to guests. The transportation center offers an opportunity for consolidated and shared shuttle services. The County or other entity such as the Yosemite/Mariposa County Tourism Bureau can assist to identify other lodging providers who can participate in a shared program.

**Visitor Parking:** Short term parking for visitors to the information center can be accommodated on site. Long term (full day) parking may be considered to support van pool or shuttle users, however site constraints will require priority for guests making a quick stop for directions, reservation assistance, park information, and regional attractions.

**Electric Car Charging:** Towns across the country are positioning to welcome electric car drivers. Mariposa, Groveland, Oakhurst, and other gateway towns are ideally located to host visitors while they charge the car. The amount of time required to charge is similar to shopping and having lunch. The transportation center and NPS information center is an ideal place to provide a bank of charging stations.

**Flexible/Remote Workspaces for NPS Employees:** The new facility will be able to accommodate space for NPS (and supporting organizations) employee offices and remote workstations. This will offer flexible work solutions for employees who are not required to be in the Park everyday. With the shuttles also on site, trips into and out of the park for various tasks will be easier.

# M1: FIELD OF DREAMS

This County-owned parcel has high habitat value, including protected Blue Oak woodlands, and is adjacent to many County health and social service providers. In the past, the County has planned for the site to serve regional recreational needs, but funding applications for those planning efforts were not successful. Future plans for the site include the opportunity to meet critical affordable housing needs on a small portion of the site, while protecting key habitat areas and providing passive recreation access and connections through the area.

## EXISTING LOCAL REGULATIONS

- Current deed restriction limits use to recreation until 2025.
- Development standard requirements related to steep slopes, building heights, and parking requirements may need a variance.
- Zoning change to more dense residential designation required.

## SITE OPPORTUNITIES AND CONSTRAINTS

- Size: 52.59 acres
- Steep topography across the site, especially along the northern end
- Drainage patterns along the western edge are a challenge for low points of the site where development would be most ideal in terms of topography and proximity to services.
- Mature protected Blue Oak tree canopy across the site, primarily in the center
- Infill development site criteria met for some portions of the site, but not all.
- Proximity to residential, civic, and institutional land uses (including adjacency to HHS, Senior Center, and Hospital)
- Currently serves as a sanctioned emergency housing site for unhoused populations.

## PARTNERSHIPS AND ROLES

### ***Landowner (current/long-term):***

- Mariposa County currently owns the site.
- Potential for the County to keep ownership of the land and enter a master ground lease for a non-profit developer to use as financial leverage for development

### ***Developer:***

- Non-profit developer
- Non-profit affordable housing developer/manager (e.g. SHE)
- OR private developer

### ***Financing:***

- Affordable housing infrastructure grants
- LITEC, if affordable units are envisioned as part of the development
- Infill development funding opportunities
- Typical construction loans for gap funding
- Potential contributions from nearby employers interested in reserving housing units for their employees
- REAP, IIG, and AHSC Grants

### ***Building Manager:***

- Non-profit affordable housing developer often also manages the property (at least the first ten years, some even longer or indefinitely)

### ***Tenants:***

- Qualified affordable housing renters
- Qualified workforce tenants (supported by individual employers)

### ***County Role:***

- As landowner, the County has most opportunity to support affordable housing and ensure long-term affordability
- Multiple County partners, including HHSA, can support purchase of adjacent property to expand development potential.

▼ **COMMUNITY ASSET:** *The recreational potential of Site M1 will be maintained. Road improvements would be sensitive to existing woodlands and topography, and trails could be added to establish new connections.*



## DEVELOPMENT GUIDE

● **LEAD**  
○ **SUPPORT**

	COUNTY PLANNING	COUNTY ADMIN	COUNTY DPW	YOSEMITE CONSERVANCY	NATIONAL PARK SERVICE	DEVELOPMENT PARTNER / THIRD PARTY
LAND ACQUISITION & TENURE	○	○				●
CAPITAL INVESTMENT & FINANCE		○				●
PLANNING & PRELIMINARY DESIGN	●					○
DETAILED DESIGN & PERMITTING	●		○			●
INFRASTRUCTURE IMPLEMENTATION	○		●			○
CONSTRUCTION			○			●
LEASING SALES / OCCUPANCY						●
PROPERTY MANAGEMENT & MAINTENANCE						●

# M6: MISSOURI GULCH

Throughout the development of the project, this site has risen to the top because of its prime location within the Town of Mariposa, the development potential with excellent access to infrastructure and services, including transportation, and the key partners involved including the Yosemite Conservancy and NPS staff.

## EXISTING LOCAL REGULATIONS

- Commercial land use designation along Jones Street may require a conditional use permit approval if it's planned for completely residential use. Otherwise office/daycare use would work along that location.
- Development standard requirements related to steep slopes, building heights, and parking requirements may need a variance.
- Zoning change to more dense residential designation required.

## SITE OPPORTUNITIES AND CONSTRAINTS

- Size: 9.64 acres
- Steep topography across the site, especially along the northern end
- Drainage patterns along the western edge
- Mature tree canopy along the eastern edge
- Infill development site adjacent to existing infrastructure
- Proximity to both commercial and residential land uses

## PARTNERSHIPS AND ROLES

### *Landowner:*

- Yosemite Conservancy currently owns the site.
- Potential for the YC to keep ownership of the land and enter a master ground lease for a non-profit developer to use as financial leverage for development.

### *Developer:*

- Non-profit developer
- Non-profit Housing Land Trust developer
- OR private developer

### *Financing:*

- LITEC, if affordable units are envisioned on the site
- Typical construction loans for gap funding
- Potential contributions from nearby employers interested in reserving units for their employees
- If it's an ownership model, individuals could be interested in pre-purchasing
- REAP and AHSC Grants

### *Building Manager:*

- Non-profit developer often also manages the property (at least the first ten years, some even longer or indefinitely)
- If ownership model, then HOA could hire a manager

### *Tenants:*

- Any qualified home buyer, unless the ground lease, or some other agreement, requires some portion be rented to NPS or other employees

### *County Role:*

- Support DA agreement development to identify areas for development standards amendments to ensure high quality middle-income housing production.

▼ **LEVEL GROUND:** One of the most advantageous characteristics of Site M6 is the large level undeveloped area, set against a backdrop of forested hillside.



## DEVELOPMENT GUIDE

● **LEAD**  
○ **SUPPORT**

	COUNTY PLANNING	COUNTY ADMIN	COUNTY DPW	YOSEMITE CONSERVANCY	NATIONAL PARK SERVICE	DEVELOPMENT PARTNER / THIRD PARTY
LAND ACQUISITION & TENURE	○			●		●
CAPITAL INVESTMENT & FINANCE		○		●	○	●
PLANNING & PRELIMINARY DESIGN	○			●		●
DETAILED DESIGN & PERMITTING	○		○	●		●
INFRASTRUCTURE IMPLEMENTATION	○		●	○		○
CONSTRUCTION			○	●		●
LEASING SALES / OCCUPANCY					●	
PROPERTY MANAGEMENT & MAINTENANCE						●

# M8: YOSEMITE VISITOR CONTACT STATION AND TRANSPORTATION CENTER

The site is located at a prime location along the main street of the Town of Mariposa and composed of two adjacent parcels. Currently, the VFW parcel is home to several organizations offering small-scale visitor information services. In addition to hosting local VFW community meetings and annual events, it is available for event rentals. The YC-owned parcel is vacant. Through the IMHS project, the site has been identified as an excellent opportunity to provide a staging area for various mobility strategies due to its central location in town.

## EXISTING LOCAL REGULATIONS

- Commercial and mixed use land use designation allows for a wide range of uses, including, office, retail/commercial, and housing, if desired.
- Development standard requirements related to building heights, and parking requirements may need a variance.
- Zoning change to more dense residential designation required.

## SITE OPPORTUNITIES AND CONSTRAINTS

- Size: 1.54 acres
- Culvert and Drainage patterns along the eastern edge
- Topography differences on each parcel frontage may offer opportunities to increase FAR on site will still complying with height restrictions associated with local fire code.
- Infill development site adjacent to existing infrastructure
- Frontage on a State Highway 140 requires coordination with CalTrans for any new driveways, sidewalk improvements. Caltrans is also a potential funding and implementation partner for those improvements.

## PARTNERSHIPS AND ROLES

### *Landowner(s):*

- Yosemite Conservancy currently owns the site, VFW owns the adjacent parcel and is amenable to partnership and/or potential sale.

### *Developer:*

- N/A
- YC would lead a typical RFP process to identify design and construction team.

### *Financing:*

- Potential state transportation grants to support micro-mobility hubs (include bike share, electric charging, park shuttles for employees and others)
- Yosemite Conservancy and other philanthropic donations to support the housing/mobility needs of Yosemite National Park employees
- Typical construction loans for gap funding
- Future office rents would service the construction loans
- Caltrans Sustainable Communities Grant
- FTA Grants for Buses and Bus Facilities
- Federal Lands Access Program (FLAP)
- CERF

### *Building Manager:*

As owner, YC would also manage the building – including the management of the office spaces for NPS employees, and retail spaces that provide information for Park visitors.

### *Tenants:*

- NPS
- Other interested retailers

### *County Role:*

- Support grant writing efforts for state transportation grants to support micro-mobility

▼ **READY FOR CHANGE:** The Transportation Center site concept is only feasible due to the supportive owners of the adjacent parcel, the local VFW Post. New community space will enable the VFW to maintain their event calendar.



## DEVELOPMENT GUIDE

● **LEAD**  
○ **SUPPORT**

	COUNTY PLANNING	COUNTY ADMIN	COUNTY DPW	YOSEMITE CONSERVANCY	NATIONAL PARK SERVICE	DEVELOPMENT PARTNER / THIRD PARTY
LAND ACQUISITION & TENURE		●		●		
CAPITAL INVESTMENT & FINANCE		○		●	●	○
PLANNING & PRELIMINARY DESIGN	○			●		
DETAILED DESIGN & PERMITTING	○		○		●	
INFRASTRUCTURE IMPLEMENTATION	○		●		○	
CONSTRUCTION			○	○	●	
LEASING SALES / OCCUPANCY					●	
PROPERTY MANAGEMENT & MAINTENANCE				●	○	



# M17: SOUTHERN MANZANITA ESTATES

This site is privately owned in a previously undeveloped open space area adjacent to residential uses, and was recently incorporated into the Town Planning Area (TPA). Although there are topographic constraints and sensitive ecological and cultural resources on the site, initial site planning includes potential locations for infill housing adjacent to the existing residential neighborhood.

## EXISTING LOCAL REGULATIONS

- Development standard requirements related to steep slopes, building heights, and parking requirements may need a variance.
- Zoning change to more dense residential designation required.

## SITE OPPORTUNITIES AND CONSTRAINTS

- Size: Approx. 60 acres
- Steep topography across the site, including “porkchop hill” at the center of the site
- Drainage patterns and wetland areas around the northeastern edge are a challenge for development and should be avoided.
- Infill development site criteria met for some portions of the site, but not all.
- Opportunity to tie directly into Town infrastructure and utilities
- Sensitive cultural resources (old mine site)
- Potential to preserve large portion of open space and connect to the Stockton Preserve Trail system

## PARTNERSHIPS AND ROLES

### *Landowner (current/long-term):*

- DDL, private owner

### *Developer:*

- Non-profit developer
- Non-profit affordable housing developer/manager

- Non-profit Housing Land Trust developer
- Private developer
- OR some combination

### *Financing:*

- Affordable housing infrastructure grants could be leveraged as part of an initial phase of construction for affordable housing units.
- LITEC, if affordable units are envisioned on the site
- Infill development funding opportunities
- Typical construction loans for gap funding
- Potential contributions from nearby employers interested in reserving housing units for their employees
- If it’s an ownership model, individuals could be interested in pre-purchasing
- IIG and AHSC Grants

### *Building Manager:*

- Non-profit affordable housing developer often also manages the property (at least the first ten years, some even longer or indefinitely)
- If ownership model, then HOA could hire a manager

### *Tenants:*

- Qualified affordable housing renters
- Qualified workforce tenants (supported by individual employers, if they participate in financing)
- Market-rate buyers

### *County Role:*

- Support DA agreement development to identify areas for development standards amendments to ensure high quality affordable and middle-income housing production.
- Connect potential private and non-profit development partners

▼ **RIDGELINE RECREATION:** By clustering development close to existing the town fabric on Site M17, a large swath of grassland, woodlands are conserved, and views and trails within and connecting out from the site are enhanced.



## DEVELOPMENT GUIDE

● **LEAD**  
○ **SUPPORT**

	COUNTY PLANNING	COUNTY ADMIN	COUNTY DPW	YOSEMITE CONSERVANCY	NATIONAL PARK SERVICE	DEVELOPMENT PARTNER / THIRD PARTY
LAND ACQUISITION & TENURE						●
CAPITAL INVESTMENT & FINANCE		○				●
PLANNING & PRELIMINARY DESIGN	○		○			●
DETAILED DESIGN & PERMITTING						●
INFRASTRUCTURE IMPLEMENTATION			●			○
CONSTRUCTION						●
LEASING SALES / OCCUPANCY						●
PROPERTY MANAGEMENT & MAINTENANCE						●

# MAKING IT HAPPEN: HOUSING CASE STUDIES

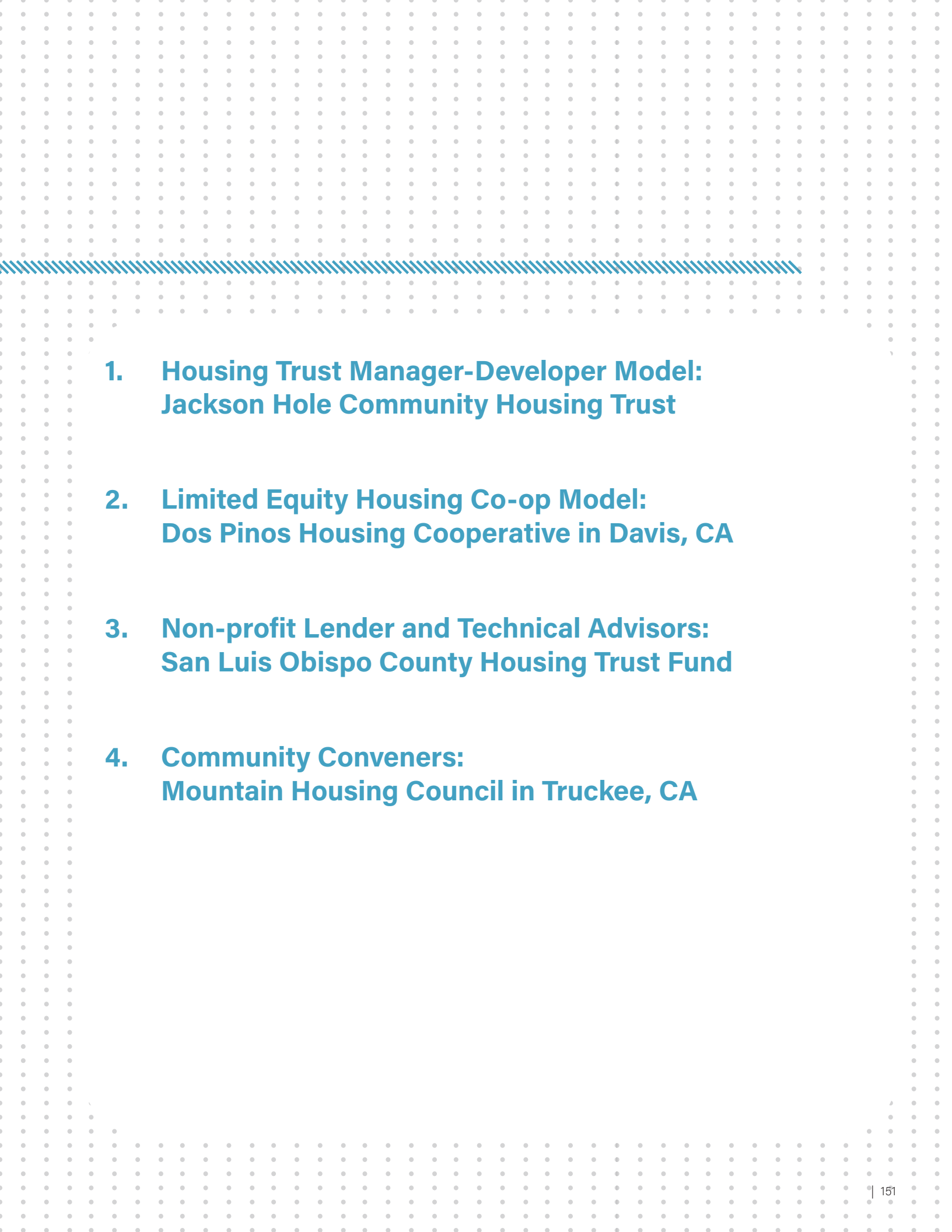
## **NEW HOUSING DEVELOPMENT MODELS**

Non-profit and affordable housing development models provide highly needed low-income rental housing units in communities across the country and are an important part of the integrated mobility and housing strategies in Mariposa County. In addition to those models, there is a growing community of housing land trusts across the country that provide low to middle-income housing options with both rental and ownership financing models. These “missing middle” housing options are a challenge, especially in gateway communities adjacent to national parks, and there are various examples of the housing land trust models emerging there that can serve as a model for Mariposans.

## **COMMUNITY HOUSING LAND TRUST MODEL OVERVIEW**

The housing land trust model relies on retention of the ownership of the land by the Trust directly, or through a master land lease agreement with the owner and the Trust. Tenants purchase their homes and/or enter into a rental agreement from the Trust, which qualifies future owners and renters directly, and is also responsible for property management (although several Trust communities also have self-governed HOAs to support property management). Through this process, the cost of the homes is moderated because of the control over the land value, and the existing properties are able to be leveraged, in combination with support from several local employer partnerships and philanthropic funds, to continue developing much-needed middle-income affordable housing in the area.

A range of organization case studies collected here support the development of housing, from non-profit housing manager-developers and housing co-ops, to non-profit lenders and community conveners.

- 
- 1. Housing Trust Manager-Developer Model:  
Jackson Hole Community Housing Trust**
  - 2. Limited Equity Housing Co-op Model:  
Dos Pinos Housing Cooperative in Davis, CA**
  - 3. Non-profit Lender and Technical Advisors:  
San Luis Obispo County Housing Trust Fund**
  - 4. Community Conveners:  
Mountain Housing Council in Truckee, CA**

# 1 HOUSING TRUST MANAGER-DEVELOPER MODEL: JACKSON HOLE COMMUNITY HOUSING TRUST

A robust housing trust example comes from Jackson Hole, WY, where the Jackson Hole Community Housing Trust (CHT) has successfully developed, built, and currently manages 183 stable homes in nine neighborhoods, serving more than 656 people. CHT is a not-for-profit developer that leverages private philanthropy and public subsidies to build affordable homes for people who make less than 120% of the area median income. Through their model, they operate with non-profit overhead and do not collect a developer fee for any projects. Any project savings are reinvested directly back into the project on material upgrades to ensure long-term durability of the homes.

The housing trust model is made possible through a deed restriction on homes in the form of a ground lease, where CHT retains ownership of the land or, a special restriction recorded against the property in cases where CHT cannot retain ownership of the land. CHT qualifies applicants who are selected to purchase or rent a CHT affordable home. In the owner model,

## HIGHLIGHTS:

- Many roles under one organization including developer, housing manager, applicant manager and qualifier
- 20 plus years of experience
- Serves more than 656 people across multiple properties both for rent and owned

CHT sets up the HOA for the affordable ownership developments upon completion. In the rental model, CHT manages the rental developments – both the leases and the physical property.

***“Retaining staff is a huge challenge - 90% of my patrol officers commute to work every day, with only 10% living in Teton County. I am convinced the sustainability of this department depends on access to affordable housing in the valley.”***

***Matt Carr, Jackson Hole Sheriff***

Recently the CHT has also been involved in managing and disbursing housing assistance funds for local employers who have raised funds to help their employees with a one-time or limited urgent financial need related to housing (e.g. first and last month’s rent, hotel accommodation when bad weather prevents commuting).

An important part of the housing trust model involves the management of the affordable housing application process. In addition to qualifying the applicants, CHT also manages the resale of deed restricted ownership homes – including setting the prices, conducting inspections, selecting buyers, and drafting all legal documentation for the sale.

**[www.housingtrustjh.org](http://www.housingtrustjh.org)**

## Primary Community Housing Trust eligibility criteria (for ownership and rental applicants/co-applicants)

- 1.) Age: Applicant must be at least 18 years of age.
- 2.) JHCHT Income Limit: Household income must be less than 120% of median income for Teton County, WY.

Household Size	Median Income	120% Median Income	JHCHT Income Limit
1	\$86,100	\$103,320	\$103,320
2	\$98,480	\$118,320	\$147,600
3	\$110,700	\$132,840	\$147,600
4	\$123,000	\$147,600	\$147,600

4.) Net assets: Household may not have assets totaling more than \$295,200.

5.) Employment:

- Applicant must be employed at a Local Business for 30 hours per week year-round in Teton County, WY
- The Local Business must be physically located within Teton County, WY and must provide verification of business status physically located in Teton County, WY
- Employees must be required to work in Teton County, WY to perform their job

5.) Appropriate size: Household must be appropriate to the available home size.

Unit Size	Household Size - Ownership	Household Size - Rental	Maximum Household Size
1 BR	1 person minimum	1 person minimum	2 people
2 BR	1 person minimum	2 people minimum	4 people
3 BR	2 people minimum	3 people	6 people

**Secondary eligibility criteria:** If you meet the primary eligibility criteria, your application will be evaluated based on how long you have lived in the Jackson Hole region, how long your application has been in our database, your employment, and your community involvement.

**Note:** You may update any portion of your application at any time. We suggest you update employment, volunteer service, and household size annually

## 2 LIMITED EQUITY HOUSING CO-OP MODEL: DOS PINOS HOUSING COOPERATIVE

The Dos Pinos Housing Cooperative is an early example of an affordable housing cooperative model. The developer, Sweetwater Development, built the homes as a community benefit to satisfy an affordable housing requirement associated with other market rate housing and retail building projects in the City of Davis, CA. Dos Pinos was built without public subsidy. The developer sold shares to prospective members through a sales agent and hired a lawyer to write its bylaws and property management company to maintain the property. The shareholders are residents of the limited equity housing cooperative which is a nonprofit public benefit corporation managed by a Board of Directors.

Almost forty years later, the success of the housing cooperative is notable based on the indefinite moratorium on accepting new applications due to long waiting lists. All sixty units are occupied by residents of all age ranges. There are monthly assessments to cover taxes and maintenance costs, and maximum share values are set based on the unit size.

The Dos Pinos example is a potential approach to affordable housing development that maintains long-term housing affordability in a community.

**[www.dospinosdavis.org](http://www.dospinosdavis.org)**

### HIGHLIGHTS:

- Limited Equity Nonprofit Housing Cooperative
- Resident shareholder model since 1986
- Extensive applicant wait-list for the 60-unit property

## Financial Information

A non-subsidized, affordable housing alternative in Davis, California

- All ages and walks of life are represented-singles, single parents, couples, and families with children.
- Dos Pinos has 60 units: one-, two-, and three-bedroom units with private individual courtyards and washer/dryer hookups.
- Members may also use the pool, spa, community room, and communal laundry room.
- Pets are allowed at Dos Pinos within our policy guidelines.

Unit Size	Number of Units	Approx. Square Footage	Monthly Assessment as of Jan. 2022	Max. Basic Share Value as of Dec. 2021*
1BR	6	652	\$795	\$25,049
2BR	28	928	\$1083	\$33,075
3BR	26	1238	\$1340	\$42,144

- Dos Pinos members who itemize their income tax deductions are able to deduct their portion of the corporation's mortgage interest and real estate taxes. For 2021, proportional mortgage interest and real estate taxes were \$1332 (1BR); \$1896 (2BR); and \$2268 (3BR).
- Each member's share value appreciates per criteria outlined in our Bylaws. The annual rate of appreciation is the prime interest rate (as of Jan 1st of each year) as reported by the Wall Street Journal up to a maximum of 10%. Historically, annual rates have ranged from 3.25% to 10.0%.
- Shareholders may apply for Board approval for permanent improvements to their units with the cost of improvements, less depreciation, added to the share value of the unit within the terms of our Permanent Improvement Policy.
- There are minor transfer costs when memberships are purchased or sold, but no closing costs as would be paid when buying a house or condominium.
- **Approximate financial qualification for membership** is a monthly household gross income that is equal to or greater than 2.5 times the monthly assessment noted above.

\* The maximum transfer value may be more. The share value and features associated with an individual unit may differ depending on Board-approved permanent improvements made by members, which add value to the share. Most shares have at least one permanent improvement.



### 3 NON-PROFIT LENDER AND TECHNICAL ADVISORS: SAN LUIS OBISPO COUNTY HOUSING TRUST FUND

The San Luis Obispo County Housing Trust Fund (HTF) is a private nonprofit created to increase the supply of affordable housing across the County. Incorporated in 2003 by a broad-based group of volunteers, the HTF provides financing and technical assistance to help private developers, nonprofit corporations and government agencies produce and preserve homes that working families, seniors on fixed incomes, and persons with disabilities can afford to rent or buy. Loans from the HTF may be used for a variety of purposes, including project planning and predevelopment expenses, site acquisition, site development, construction, rehabilitation, and to bridge other financing gaps. Both ownership and rental housing, including housing that provides transitional or seasonal shelter, are eligible for financing. At least one unit in the project must provide long-term affordable housing for very low, low, and/or moderate-income households. Since 2005, the HTF has loaned \$30 million to assist over 1,300 units of affordable housing. The vast majority of these units are for low-income households.

Reference materials are available online including example loan applications, presentations with technical assistance overviews, and program guidelines. See the appendix for more information.

[www.sloctf.org](http://www.sloctf.org)

#### HIGHLIGHTS:

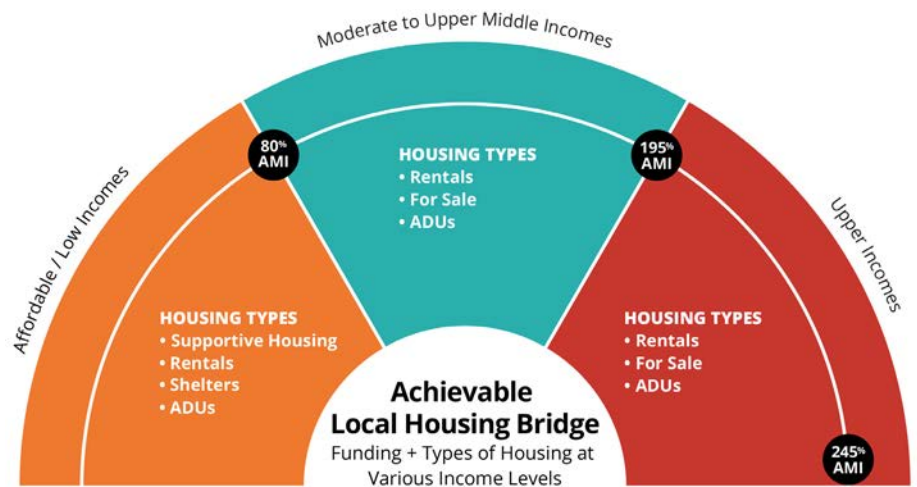
- Nonprofit lender provides gap funding to support affordable housing development
- Provides finance and technical assistance to private developers, nonprofits, government agencies
- Has loaned \$30 million to assist over 1,300 affordable homes

As of 2022, efforts to assemble a similar source of funding for affordable housing development in Mariposa County known as the “Mariposa County Community Housing Trust Fund” are under way. Funded by the Transient Occupancy Tax (TOT) in Mariposa County, the money would also be eligible for affordable housing developers to increase the supply of housing in the County.

# 4 COMMUNITY CONVENERERS: MOUNTAIN HOUSING COUNCIL

Although the Mountain Housing Council does not build or manage housing, it plays an important convening role in the Tahoe Truckee region to align housing efforts. The Mountain Housing Council of Tahoe Truckee (MHC) is a project of the Tahoe Truckee Community Foundation and brings together 29 diverse partners to accelerate solutions to achievable local housing. The MHC's goal is to build on the needs identified in the Truckee North Tahoe Regional Workforce Housing Needs

Assessment and tackle the unique and pressing challenges of housing in the North Tahoe-Truckee region, including availability, variety, and affordability. Through the Housing Needs Assessment, the MHC has expanded their housing goals beyond the traditional "affordable" definition to include "achievable" local housing options for those lost in the gap between low-income and market-rate housing. In addition to the Housing Needs Assessment, MHC provides resources and connections across various stakeholder groups. A collaborative agreement between the partners identifies the role of the MHC staff, supported by the Tahoe Truckee Community Foundation, and the role of the four key stakeholder groups, including: Council Community Partners made of other non-profits, associations or networks aligned with the mission; Council Funding Partners made of local



MHC Regional Housing Implementation Plan, October 2021



agencies, special districts and corporations who have committed funding; Collaborative Partners and Deal Makers Network made of private investors, developers, landholders and property managers who come together to advise and advance housing solutions; and the public who help inform promote and amplify the work.

[www.mountainhousingcouncil.org](http://www.mountainhousingcouncil.org)

## HIGHLIGHTS:

- Leads Regional Workforce Housing Needs Assessment Updates
- Defines "achievable local housing" as a goal
- Collaborative agreement between nonprofits, government agencies, developers, and the public

# CALFIRE DEVELOPMENT REQUIREMENTS

## AN EVOLVING REGULATORY ENVIRONMENT

Development standards for new construction in the Mariposa County State Responsibility Area (SRA), which is where all of the priority IMHS sites are located, are governed by the **California Board of Forestry and Fire Protection SRA Fire Safe Regulations**. These standards layout the guidelines regarding Emergency Access and Egress, with details and reference information for road widths, roadway surfaces, roadway turning radii, and other topics.

These standards were updated through regulatory action on January 1, 2020, to include new requirements in the face of a changing wildfire regime:

*This action amends and reorganizes regulations which set standards for future design and construction of structures, subdivisions, and developments in State Responsibility Areas to ensure basic emergency access and perimeter wildfire protection, signage, building numbering, private water supply reserves, and vegetation modification. The purposes of the amendments and reorganization include addressing inconsistencies and conflicts within and between codes and regulations, addressing the needs of fire apparatus and civilian vehicles during wildfire emergencies, and clarifying the applicability, enforcement, and implementation of the regulations for the regulated public.*

Further standards have come online through the course of this project including a requirement for any subdivision over 30 units to have two egress routes

improved to the same standard in 2020.

- <https://bof.fire.ca.gov/media/9267/6-sra-fire-safe-regulations-2020-approved-ada.pdf>

## SUBDIVISION SCALE BEST PRACTICES

Also of note is the County's **2020 Community Wildfire Protection Plan**, which includes a discussion of fire-adapted landscapes at multiple scales, includes a subdivision scale which is relevant and appropriate to the IMHS development proposals.

Fire-adaptation at the subdivision scale focuses on neighborhoods and associated infrastructure, including transportation routes, parks, waterways, and other features. At this scale, communities can improve resident and first responder safety and take strategies to reduce property loss or damage.

Interventions at the subdivision scale can include:

- requiring buffering or screening measures that reduce installation or plantings of hazardous fuels
- ensuring specific criteria are met for developing and maintaining water supply, emergency routes, roads, and bridges to ensure safe public evacuation and first responder access
- creating development setbacks from features such as forested areas, steep slopes, or other elements that may exhibit extreme fire behavior
- implementing vegetation management plans in neighborhoods to reduce hazards and limit

allowable tree and plant species

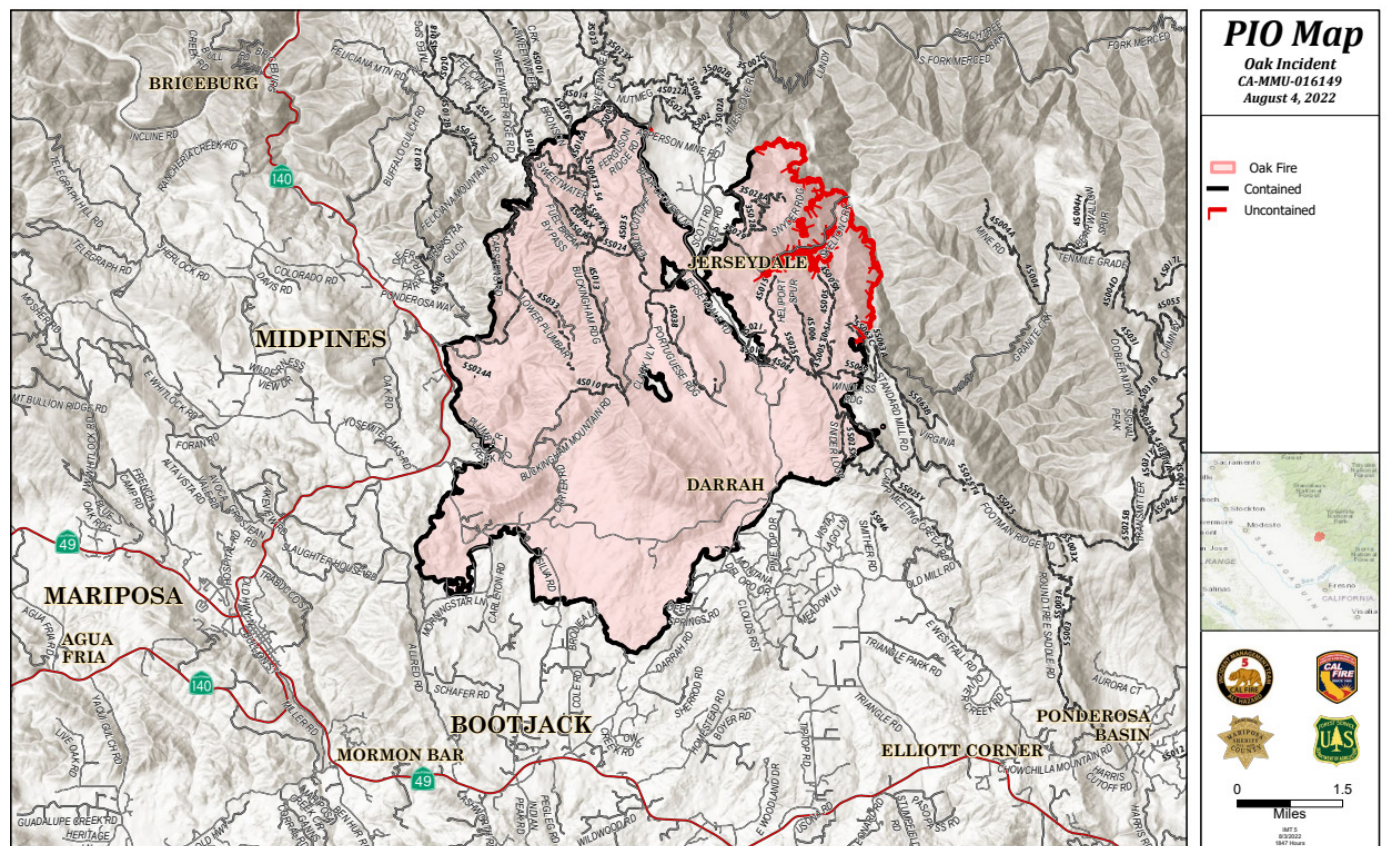
Activities at this scale are typically implemented through a combination of mandatory and voluntary efforts, including: adopting access, water supply, landscaping, and other safety regulations in the subdivision, zoning, WUI, and/or fire codes, development of plans and policies that support neighborhood risk reduction (e.g., creation of neighborhood CWPPs), and participation in community recognition programs and community evacuation planning efforts.

- <https://www.mariposacounty.org/DocumentCenter/View/87096/-Mariposa-County-CWPP-2020--PUBLIC-REVIEW-DRAFT>

### OAK FIRE

The Oak Fire started on July 22, 2022, and burned until August 5th. It consumed more than 125 homes across almost 20,000 acres (shaded area in map below). This part of Mariposa County is dominated by tall grasses, chaparral, and woodlands. Fire personnel reported excessive ground fuels in large size (downed timber) due to 2015-2016 tree mortality (beetle kill) and subsequent blow-down events.

The loss of these homes places a significant burden on a community already straining to find adequate housing opportunities for all residents. While no sites considered by the IMHS were affected by the fires, the threat is real and must be considered by any development scheme.



# PUBLIC EMPLOYEE HOUSING POLICY

## RELEVANT LEGISLATION

When faced with a perceived impossible administrative challenge in the Park Service, there is a tongue in cheek saying that “it will take an act of Congress to get this fixed/changed”. As it turns out in the world of federal housing development that is often true.

This section is a brief foray into the world of federal quarters law that was sparked by the IMHS’s investigations into successful and failed NPS housing projects, and further informed by an August 10, 2021 meeting with Yosemite and Washington Area Service Office (WASO) leadership and housing staff. It is no way comprehensive but does lay out some of the key laws and regulation that govern federal housing uses and expenditures. If one is interested in developing housing with the National Park Service, a strong legal understanding of the following acts of congress will assist the financing and business relationships necessary to put a project on the ground. This is also for those interested in community development and federal housing policy.

**5 US Code 5911 Quarters and Facilities:** this code governs rental rates and uses for Government housing.

**US Code 2014 Title 54 Code 101332-101338:** This is a critical section of law as it sets standards for Park Service housing lease agreements and public private partnerships (PPP). Note: much weight was given to the hope that PPP’s would be a solution to

the Park Service community housing shortage and many anxiously awaited a proposed PPP in **Acadia National Park**. This would have been the first time the Title 54 PPP authority was exercised. During the IMHS study the Acadia PPP was found unfeasible and the IMHS team met with Acadia Superintendent Kevin Schnieder and Management Assistant John Kelly, to learn more.

In the Acadia PPP case study, the project proponent needed to insure high year-round occupancy (rental income) to be able to finance the up-front capital improvement cost. This could not be done solely through park employees which have a large seasonal swing in work force numbers. The project proponent proposed housing non-federal staff from the local hospitality industry in the new housing units on park land, which would not be allowable under current law.

Senator Angus King of Maine continues to advocate for housing in Acadia and National Park gateway communities.

**OMB Circular A45 and A45r(2019):** Importantly lays out framework regulation for the rental and construction of Government housing. It also includes policy 5.a related to the reliance on private housing markets. This reliance is a core challenge noted in the IMHS as housing affordability and availability in gateway communities becomes scarce.

**Policy 5.a**

*“Reliance on private housing market. It is the policy of the Federal Government to rely on the private housing market to provide housing for its civilian employees. If there is no requirement of service or protection or if there is adequate available private housing in the market, agencies must not acquire additional rental housing. Therefore, the Federal government, as the owner and manager of its housing, reserves the right to eliminate its housing, relocate employees, or terminate an employee lease at any time, with at least a 30day advance written notice. Assignment to government housing is not a right or a benefit of government employment; assignment to housing is never guaranteed. At all times, the Government reserves the right to manage its housing in whatever way it deems necessary to meet mission requirements and to rely on the private market to meet employee housing needs to the maximum extent possible.”*

**Public Law 104-333 The Omnibus Parks and Public Lands Management Act of 1996:** The establishment of the Presidio Trust of the Presidio of San Francisco

was enacted by PLAW 104-333. This is a key moment in federal housing history enacting “innovative public/private partnership that minimizes the cost to the United States Treasury and makes efficient use of private sector resources.”

Additionally, buried within the primary objectives of the law is an attempt to re-examine housing for employees and ways to encourage innovative development through public/private partnerships:

*SEC. 814. NATIONAL PARK SERVICE ADMINISTRATIVE REFORM.*

*(a) NATIONAL PARK SERVICE HOUSING IMPROVEMENT.—*

*(1) PURPOSES.—The purposes of this section are—*

- (A) to develop where necessary an adequate supply of quality housing units for field employees of the National Park Service within a reasonable time frame;*
- (B) to expand the alternatives available for construction and repair of essential Government housing;*
- (C) to rely on the private sector to finance or supply housing in carrying out this section, to the maximum*

**PUBLIC LAW 104–333—NOV. 12, 1996**

**110 STAT. 4093**

**Public Law 104–333  
104th Congress**

**An Act**

To provide for the administration of certain Presidio properties at minimal cost to the Federal taxpayer, and for other purposes.

Nov. 12, 1996  
[H.R. 4236]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

**SECTION 1. SHORT TITLE AND TABLE OF CONTENTS.**

This Act may be cited as the “Omnibus Parks and Public Lands Management Act of 1996”.

Sec. 1. Short title and table of contents.

Omnibus Parks and Public Lands Management Act of 1996.  
16 USC 1 note.

*extent possible, in order to reduce the need for Federal appropriations;*  
*(D) to ensure that adequate funds are available to provide for long-term maintenance needs of field employee housing; and*  
*(E) to eliminate unnecessary Government housing and locate such housing as is required in a manner such that primary resource values are not impaired.*

**IQMIS (Internet Quarters Management Information System):** Although not directly a federal housing law, IQMIS should be considered by those interested in federal housing development as it will dictate the rental rates of government owned or leased housing. During the IMHS, project staff interviewed Rusty Mizell, Chief of Facilities at **Grand Teton National Park** to learn about their strategies to providing additional housing for park staff. Through the interview we learned that NPS can lease private buildings for employee housing, but the landlord must be agreeable to federal rental rates that are set by the IQMIS system.

As noted in the implementation strategies of the IMHS, NPS master leasing of private housing units may be a solution to gateway housing scarcity, but those lease rates would be subject to IQMIS. Savvy developers interested building new housing and in engaging in a master lease agreement with the Park Service would benefit from an understanding of the IQMIS system and pulling IQMIS calculations into their architectural design and financial proformas.

**The LODGE Act (Lodging Options Developed for Government Employees) H.R. 7615:** Introduced to the US House of Representatives on 4/28/2022 by Rep. Moore of Utah, this bill lays the groundwork for the next stage in NPS housing. Particularly interesting is that this bill allows for the inclusion of public renters on public lands in NPS housing units.

As of 12/30/2022 the LODGE Act has been placed on the union calendar. The IMHS project team, Mariposa County, Yosemite National Park, and partners are monitoring the progress of this bill as it will affect occupancy mix in Park service housing. See bill summary below.

### **Lodging Options Developed for Government Employees Act or the LODGE Act**

*This bill expands the current authority of the Department of the Interior to enter into agreements with housing entities to provide rental housing for employees. The bill allows Interior to enter agreements with other federal agencies, state or local governments, tribal governments, or other public or private organizations to develop, construct, rehabilitate, or manage housing for rent to field employees and members of the public*

- *on public lands, including National Park System units;*
- *off public lands in the vicinity of system units; or*
- *on a combination of such lands.*

*Interior may allow field employees and members of the public to occupy and lease project quarters. Field employees and members of the public shall be prohibited from subleasing housing established pursuant to this bill. To the maximum extent practicable, priority for occupancy in project quarters shall be given to field employees. Interior may allow partners in agreements to collect rents directly from housing occupants. The bill modifies the lease-to-build program to allow Interior to lease federal land and interests in land to qualified persons for the construction of field employee quarters for any period not to exceed 60 years (under current law not to exceed 50 years).*

# Union Calendar No. 499

117<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION

# H. R. 7615

[Report No. 117-682]

To authorize the Secretary of the Interior to enter into partnerships to develop housing, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

APRIL 28, 2022

Mr. MOORE of Utah (for himself and Mr. PANETTA) introduced the following bill; which was referred to the Committee on Natural Resources

DECEMBER 30, 2022

Additional sponsors: Mr. O'HALLERAN, Mr. NEWHOUSE, and Ms. PORTER

DECEMBER 30, 2022

Reported with an amendment, committed to the Committee of the Whole House on the State of the Union, and ordered to be printed

[Strike out all after the enacting clause and insert the part printed in *italic*]

[For text of introduced bill, see copy of bill as introduced on April 28, 2022]

2

## A BILL

To authorize the Secretary of the Interior to enter into partnerships to develop housing, and for other purposes.



# OVERVIEW OF FUNDING OPPORTUNITIES

## OVERVIEW OF FUNDING OPPORTUNITIES

Though many of the IMHS' recommendations require little or even no additional financial resources to implement, the most significant priorities, including the construction of new housing and mobility facilities, will require significant outlays. The broad range of partners identified for each of the example sites above also offer a variety of funding sources in order to build and maintain the new housing and mobility improvements identified. While the County of Mariposa alone cannot build and maintain new housing options, they are able to support the efforts by connecting partners, removing zoning and development standard barriers, and by applying to various grant programs available for planning, construction, and implementation of various housing and mobility improvements that could support housing growth.

While the National Park Service relies on relatively strict federal funding allocations and regulations associated with the uses of federal funds, their non-profit partner, the Yosemite Conservancy, has more flexibility to support the Park Service in addressing its housing and mobility challenges in and outside of

NPS lands. Through partnerships with the County, non-profit developers, philanthropists, and others, the Conservancy can provide support to ensure NPS housing needs are met.

Finally, non-profit developers, especially the relatively new and emerging Housing Land Trust model provides a new creative opportunity for the County to provide "missing middle" housing options for its residents.

This section identifies several priority state and federal funding opportunities that project partners can collaborate to pursue to implement key IMHS recommendations. Its important to note that this list is neither exhaustive, nor timeless—new state, federal, and even local funding sources will become available over time, so the IMHS partnership will need to be flexible and aggressive in identifying external funding that can support rapid and comprehensive implementation of the strategy's recommendations.

## STATE GRANTS

### *Affordable Housing and Sustainable Communities (AHSC) Grant*

The AHSC, which is administered by the Strategic Growth Council and implemented by the California Department of Housing and Community Development, provides affordable housing loans and capital grants for the creation of affordable housing that is coordinated with transportation improvements. The grant program evaluates proposals by the extent to which they reduce greenhouse gas emissions and vehicle miles traveled, and increase accessibility of housing, employment centers, and key destinations through low-carbon transportation options such as walking, biking, and transit. For FY 19-20 and 20-21, Round 6 of the AHSC program awarded 37 grants totaling over \$808M in state dollars. This includes five awards to Rural Innovation Project Areas totaling more than \$78M.

This grant program is perfectly aligned with the premise and spirit of the IMHS. In particular, the project concepts for the **Missouri Gulch, Field of Dreams, and Dubberke, Dubberke, Lawson** properties stand out as compelling projects for which to pursue funding through this grant program.

Typically, the notice of funding availability for this grant program is released in the winter, with applications due in early spring. Draft grant guidelines are released in the preceding fall, and direct technical assistance is available for interested applicants at no charge. Project partners should consider seeking technical assistance for a future AHSC application (or applications) as soon as feasible to implement the IMHS's recommendations.

Though direct technical assistance will be essential for determining thresholds for competitive proposals

from Mariposa County's unique rural context, strong applications to this program typically include funding to support **transportation-related infrastructure** (such as bikeways and accessible walkways), **community greening, solar photo-voltaic systems, publicly available commercial/civic spaces** (like a community room or day care), and **limited parking supply**.

### *Regional Early Action Planning (REAP) Grant*

REAP, a program of the California Department of Housing and Community Development, is intended help to regional entities and governments facilitate local housing production that will assist local governments in meeting their Regional Housing Need Allocation (RHNA). Currently on its second iteration, REAP 2.0 will provide \$600M to expand the program's focus by integrating housing and climate goals and allowing for broader planning and implementation investments, including infrastructure. While applications to the current cycle closed in December 2022, it is anticipated that the next cycle will be announced in spring 2023.

**It is crucial to note that REAP funds cannot be used for housing construction activities.** However, this grant can fund several hard development costs to catalyze future development, including **upgrading infrastructure needed to accommodate more intensive development**. It can also be used to address various soft costs, such as design and engineering, permitting, and other activities necessary to get the recommendations of the IMHS—**especially the development concepts for the Missouri Gulch and Field of Dreams sites**—shovel-ready for future implementation funding.

Given the program's emphasis on partnership and regional impacts, it is essential to emphasize the

connection between Mariposa County and Yosemite National Park in developing and submitting project proposals to the REAP program. It would also be advantageous to explore opportunities to partner with other logical collaborators, such as Yosemite Area Regional Transportation System (YARTS) and potentially other gateway communities (Madera, Tuolumne, and Mono Counties) to determine if collaborative applications make sense for all parties.

### *Infill Infrastructure Grant (IIG)*

The IIG grant program, a program of the California Department of Housing and Community Development, promotes housing development in infill conditions by providing financial assistance for necessary infrastructure improvements, such as development or rehabilitation of parks or open space, **water, sewer or other utility service improvements, streets, roads**, parking structures, transit linkages, transit shelters, traffic mitigation features, sidewalks and streetscape improvements. Critically, both infill projects and areas must have either been previously developed or be largely surrounded by development.

In June 2022, a Notice of Funding Availability (NOFA) for Round 7 of the IIG program was released for this program that allocated \$160M for eligible projects, including \$90M for small jurisdictions (populations under 250,000). Applications for that allocation were due in September 2022, but the Round 8 NOFA is anticipated in spring 2023.

Interestingly, **applicants for the IIG program are developers** (either non-profit or for-profit), rather than local governments. However, development partners can jointly apply with localities. In the case of IMHS implementation, applicants should consider partnering with both Mariposa County and, to the extent possible, Yosemite National Park to submit a comprehensive

and attractive proposal.

It is noteworthy that, in the Creekside Terrace project, Mariposa County has a recent precedent for effectively partnering with a regional non-profit developer (in this case, Self-Help Enterprises) to achieve mutually desirable affordable housing outcomes. This model and partnership could be instructive for pursuing future IIG funding, especially for the development concepts identified in the IMHS on the **Field of Dreams and Dubberke, Dubberke, Lawson parcels**. Given this grant's comparatively complex application and financial requirements, it would behoove the project team to lean on a partner with experience in applying to and managing funds from this program.

### *Sustainable Communities Grant Program*

The Sustainable Communities transportation planning grant program, administered by Caltrans, encourages local and regional planning that supports state goals, implements Regional Transportation Plan Sustainable Communities Strategies, and to ultimately achieve the State's greenhouse gas (GHG) reduction targets. In some ways, it is a clearinghouse for innovative, impactful transportation planning initiatives that embed transportation solutions, including transit and active modes, into vibrant, livable places.

Mariposa County has successfully pursued funds from this grant program several times—indeed, development of the IMHS was funded by a grant from the FY 20-21 cycle. In consultation with staff from Caltrans District 10, it was recommended to **pursue an additional Sustainable Communities grant to further implementation of the Visitor Station and Transit Hub** identified in the IMHS as an opportunity to further this identified priority.

Of note for this specific project, the Sustainable Communities grant program will only pay for design and documentation **up to 30% design**—not more rigorous and technical design and documentation necessary to bid or construct the project. Cost associated with environmental studies, plans, or documents for **CEQA or NEPA review are also not eligible**. However, this grant program could be extremely valuable for advancing the design concepts for this site that has been sketched out in the IMHS, and preparing it to pursue additional funding from other public sources (including several of those identified in the federal grant section below).

Since the Sustainable Communities grant program is annual, with annual awards around \$30M-\$40M (in FY 22-23, \$34.7M was awarded, including \$18.4M in the competitive category), and since the County is well versed in the application process, project partners should anticipate pursuing this funding as soon as practicable. Applications for the current cycle are due in March 2023.

### ***Community Economic Resilience Fund (CERF)***

CERF, which is managed by the Governor's Office of Planning and Research, allocates funding to communities and regional groups to support economic recovery from the ranging impacts of the COVID-19 pandemic, and transition to carbon-neutral economies in the process. In the first phase, this entails the establishment of 13 Regional Collaboratives that receive \$5M to develop regionally resonant economic recovery plans that recommend investments which achieve the program's goals of economic diversification, growth in sustainable industries, and job creation. In the second phase, the program includes nearly \$500M, available to each region on a competitive basis, to implement key projects identified in the plans developed in the first phase.



Mariposa County is located in the Eastern Sierra region, along with Amador, Calaveras, Tuolumne, Alpine, Inyo, and Mono counties. The Sierra Business Council (SBC) serves as the regional convener and fiscal agent, facilitating the development of the Phase I regional economic plans and coordinating their implementation during the second phase of the program. Currently, SBC is accepting applications to the High Road Transition Council, which will serve as the region's CERF-specific governing and decision-making body. It is anticipated that the Eastern Sierra HRTC will begin making recommendations for Phase II funding sometime in the fall of 2024.

In numerous ways, the CERF program aligns with the premise and spirit of the IMHS and its recommendations. In particular, the **Visitor Station and Transit Hub** could be a good fit for funding from the program in the Phase II—especially if the concept is scaled up and contextualized for other gateway communities that serve the park in neighboring counties in the Eastern Sierra CERF region. Project partners should consider participating in the CERF process, even serving on the HRTC, to continue to explore the potential of CERF support for this (and other) IMHS recommendations and, if appropriate, advocating for their inclusion in the Phase I regional economic plan.

## FEDERAL GRANTS

### *Federal Transportation Agency (FTA) Grants for Buses and Bus Facilities*

This grant, also known as FTA 5339, makes federal resources available to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment **and to construct bus-related facilities**, including technological changes or innovations to modify low or no emission vehicles or facilities. This latter objective is relevant to the IMHS, especially in

terms of its potential to support implementation of the **Visitor Station and Transit Hub** sketched out in the IMHS.

Eligible recipients for this program include entities that allocate funds to fixed-route bus operators and states. Since Mariposa County does not meet these criteria, the County would be a subrecipient to an eligible recipient. In this case, **that would likely be Caltrans**, who serves as an eligible recipient for competitive subrecipients throughout the state. Indeed, there is recent regional precedent for this—Caltrans is currently serving as an eligible recipient on behalf of Yosemite Area Regional Transportation System (YARTS) on a grant from the FY-21 cycle of this annual grant.

Mariposa County and Yosemite National Park have had preliminary conversations with Caltrans staff who manage this grant program, and anticipate expanding these conversations after adoption of the IMHS to further explore and develop a proposal to this grant program.

### *Federal Lands Access Program (FLAP)*

The FLAP grant, administered by the Federal Highway Administration, exists to support transportation facilities that provide access to, are adjacent to, or are located within Federal lands, with an emphasis on high-use recreation sites and economic generators such as Yosemite National Park. In addition to infrastructure like public roads and mobility programs like transit systems, FLAP also supports transportation facilities. It therefore stands out as a strong candidate for the **Visitor Station and Transit Hub** identified in the IMHS.

Funds are allocated by the federal government to individual states on a formula basis, with applications

to each state's program accepted on a yearly basis. In FY 21, California's allocation was over \$30M, managed by federal staff assigned to coordinate FLAP awards throughout the Central region. Project partners, including Mariposa County and Yosemite National Park staff, should consider engaging with the Central federal lands FLAP coordinator after the IMHS is adopted to better understand the competitiveness of IMHS implementation in future grant cycles.

### **Community Development Block Grant (CDBG)**

The CDBG program, administered by the US Department of Housing and Urban Development, includes a range of grant programs for state and local governments, all of which are intended "to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons." The program is both highly diverse and flexible, but typically, and of most relevance to IMHS implementation, CDBG funds are used for construction of public facilities, including utilities and infrastructure, and are required to be used to benefit low- moderate-income individuals.

### **Construction of new housing is typically not an eligible activity for CDBG funding.**

Nonetheless, as with California's Infill Infrastructure Grant (discussed above), this federal grant program could be enormously beneficial for supporting the infrastructure necessary to accommodate many of the new housing communities identified in the IMHS, including the concepts for the **Field of Dreams and Dubberke, Dubberke, Lawson parcels.**

Significantly, CDBG funds can (and frequently are) used to **fund broadband/telecommunications projects**, including installation of wiring, fiber optic cables, and permanently affixed equipment such as

receivers for areas to receive broadband/Internet access. In addition to benefiting IMHS projects, especially the development program at Missouri Gulch, which would include co-working spaces for NPS employees, this investment could benefit others in the County by making broadband Internet more accessible. Mariposa County staff, especially those in the Administration department, have experience with various CDBG grants, and should be consulted after the IMHS is adopted to collaborate on an approach for pursuing these funds to implement the document's recommendations.



# NEXT STEPS

## MOMENTUM BUILDING

Already through the course of the project we have seen actions undertaken that springboard off the planning objectives of the IMHS. While this document may provide a basis and guidelines for next steps, the dialogue is constantly evolving and it should not be seen as a static resource.

- **WASO** visited the Park and has undertaken a new Housing Needs Assessment for Yosemite.
- The **Yosemite Housing Task Force** has been formed by Yosemite leadership to advance discussions on employee housing.
- The **Yosemite Conservancy** has taken an active interest in potential grant funding mechanisms in partnership with NPS to advance ideas laid out in the IMHS, particularly on the Missouri Gulch site.
- A **Short-Term Rental Housing Study** has been initiated by the Mariposa County Planning Department to better understand the nuances and challenges this model presents, and to investigate how other gateway communities are grappling with the issue.
- **Legislation** at the federal level is advancing the topic and could ultimately identify new avenues for housing development. The IMHS can contribute to this urgent conversation.
- **Fire and severe weather** have impacted County infrastructure, reinforcing the need for smart planning principles when considering new

investment, and highlighting the importance of community bonds.

- **Conversations have begun** with community services such as HHSA, who are launching into site development potentials on the west side of the Field of Dreams site.

## STRATEGIES FOR FURTHER EXPLORATION

We recognize that this plan is not able to develop many of the other recommendations and ideas that have been uncovered through the process. There are more sites with development potential, just as there are more policies and guidelines that could be instituted at the County or Park Service level. The following is a short list of potential avenues that warrant further exploration in subsequent studies:

- **Untapped Potential of El Portal**

Though the IMHS explicitly focused on identifying opportunities for housing outside of Yosemite, where new investment would contribute to wider county livability objectives, the community of El Portal presents one of the best opportunities in the Yosemite region to provide additional units of workforce housing for the park. Since this area is within National Park Service jurisdiction, developing new housing in this community will be led by NPS. However, the IMHS partnership could discuss opportunities for Mariposa County to support that work.

- ***Housing for Concessionaire Employees***

Housing for Park Concessionaire employees is an interest to Yosemite National Park and Mariposa County (particularly the quantity and quality of these units) but this housing fell slightly out of the scope of the IMHS. This is due to the fact that during the community engagement portion of the study concessionaire employees expressed a desire to live in the park and were not interested in relocating to an alternative site in the County. Additionally, the Park Service is responsible for oversight of concessionaire housing through a 15-year contract, and IMHS staff had established a report with park staff to address this issue. Many of the IMHS strategies do benefit concessionaire employees that have integrated into the private housing market in the gateway communities.

- ***Accessory Dwelling Units***

ADU's are a state-wide strategy for establishing small secondary residences on residential parcels. Inherently affordable due to a smaller building footprint (less than 1200sq/ft), and excluded from short term rental use, ADU's are recognized by the IMHS for their potential to add workforce housing to the community housing stock. Secondary residences have been allowed in the County for decades, but California's recent incentivization of ADU development through development standards reductions has invigorated County staff to further promote ADU development. Currently County staff is drafting an ADU workbook for the region that will guide and empower individuals through the ADU entitlement and construction process.

- ***Fire Recovery & Reinvestment***

The destruction from recent wildfires have placed additional stress on Mariposa County's supply of housing. However, as devastating as these losses

(and the collective psychological trauma of this and other disaster events) are for individuals and the community overall, the ongoing recovery effort could provide opportunities to build back in ways that contribute to the livability objectives that the IMHS' recommendations seek to serve.

For example, recovery funds could help support construction of accessory dwelling units or improve infrastructure for residential development, which could potentially expand the amount of available housing units in the areas most affected by the fire. Significantly, this includes the communities of Midpines, which is geographically closer to Yosemite than the town of Mariposa, and served by several existing YARTS stops.

- ***Increased coordination with YARTS***

While the project did not directly address the existing regional transit system (YARTS), the team recognizes the critical resource it provides. Further study is needed to consider how to fold in this transit network, and how the strategies identified in the IMHS can enhance user experiences on regional bus service. Of particular interest is the implications of the new Transportation Center and how it can complement and build upon YARTS infrastructure.

- ***Coordination with other Gateway Communities***

Clearly this project has implications for other gateway communities grappling with similar issues. The ability to present the findings in the IMHS and share them more broadly will open up conversations and reveal the larger picture of strategies and innovative solutions that communities across the country are attempting. National Park destinations may only be one type of context — there are similarities to be explored at other tourism destinations both in the US and abroad.



- ***Advancement of other concurrent County planning efforts***

This project specifically did not choose properties that were already being considered for other development or planning purposes. The Mariposa Creek Parkway Phase 4 (Pfremmer Property) is a good example. As the planning study moves to completion, the application of the strategies included here might lead to rapid advancement of site development or coordinated infrastructure investments.

- ***Development of Other High-Scoring Sites***

As noted repeatedly in the document, there are a number of other development sites with significant potential that should be explored. The priority sites that were selected for the IMHS should be seen as example investigations and basic frameworks to build upon. If any of these initial studies advance to completion, they should be evaluated as case studies with an eye toward improving on the next site, especially as the policy environment evolves.

## **CONCLUSION**

The IMHS has identified a mix of coordinated mobility and housing strategies that support a vibrant and increasingly livable Mariposa County. It addresses many systemic issues stemming from the complex relationship between the County, tourism to Yosemite National Park, and the National Park Service workforce and institutional mandate.

These are not new questions, but they are becoming increasingly painful to ignore. Renewed energies are focusing-in on the topic around the country, as gateway communities strive to protect their quality of life and the resources that drive visitation for recreation, respite, and renewal.

Importantly, it's not about making Mariposa into something it's not. This is not about importing a sanitized version of a rural lifestyle in a rugged setting. The geography of the foothills will continue to limit infrastructure improvements; extreme weather events will (and always have been) a fact of life in the Sierra; people will continue to be drawn to this place for its special character. But by serving those that serve the resource, better experiences for visitors to Yosemite will yield an increased understanding of environmental values and the important role these destinations play in our national psyche, and Mariposa County residents will be better able to retain the special ties they have to the awe-inspiring but sensitive and deeply-cultural resources that drew them to this landscape.



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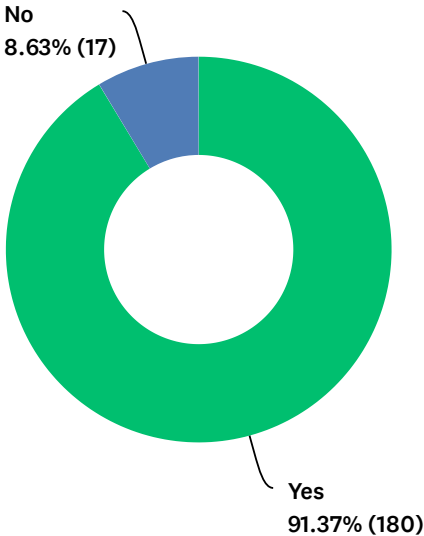
## *APPENDIX*

# **COMMUNITY SURVEY REPORT**

The following pages include the raw data results from the online community survey conducted during the Summer of 2021. The survey was distributed and available to all County residents, including Yosemite employees and concessioner staff. Almost 200 responses were received.

# Q1 Do you live in Mariposa County?

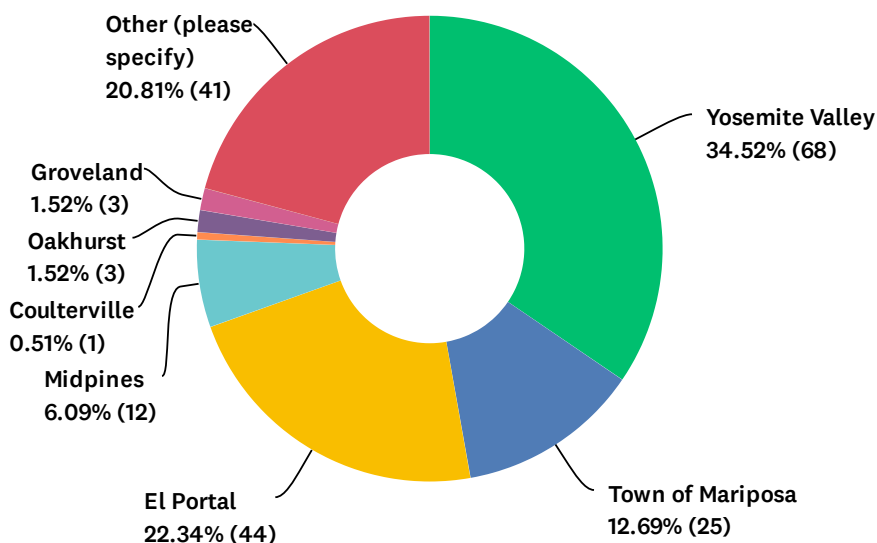
Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	91.37%	180
No	8.63%	17
TOTAL		197

## Q2 Where do you live?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yosemite Valley	34.52%	68
Town of Mariposa	12.69%	25
El Portal	22.34%	44
Midpines	6.09%	12
Coulterville	0.51%	1
Oakhurst	1.52%	3
Groveland	1.52%	3
N/A	0.00%	0
Other (please specify)	20.81%	41
<b>TOTAL</b>		<b>197</b>

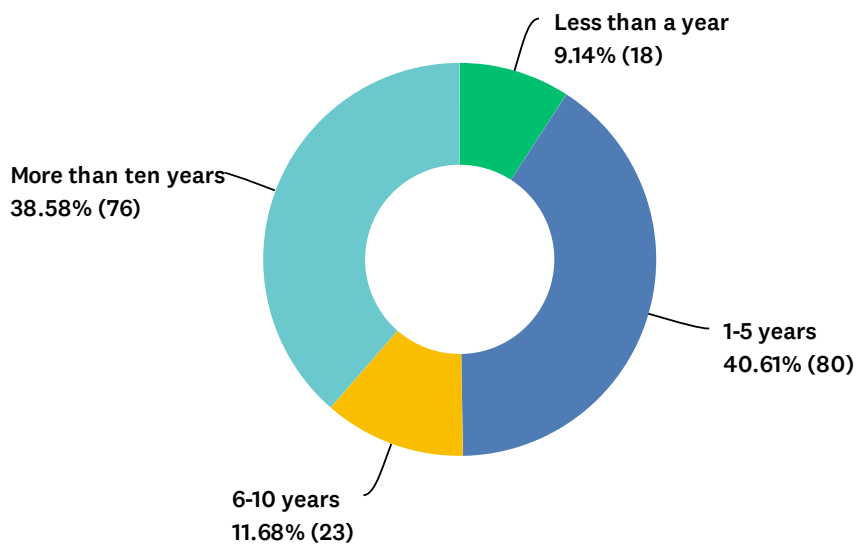
#	OTHER (PLEASE SPECIFY)	DATE
1	Wawona	6/30/2021 12:42 AM
2	Wawona	6/26/2021 10:03 PM
3	wawona	6/26/2021 5:25 PM
4	Orange County	6/25/2021 11:22 PM
5	Fish Camp	6/25/2021 1:26 PM
6	Yosemite West	6/24/2021 10:15 PM
7	wawona	6/24/2021 8:33 PM
8	Wawona	6/24/2021 6:03 PM

## Mariposa County Housing and Mobility Survey

9	Wawona	6/24/2021 7:34 AM
10	Bootjack	6/23/2021 7:14 AM
11	Forestville CA	6/22/2021 11:17 AM
12	Wawona	6/21/2021 5:49 PM
13	Fresno, CA	6/20/2021 10:56 AM
14	Triangle Rd	6/20/2021 9:50 AM
15	Foresta	6/20/2021 9:33 AM
16	Foresta	6/20/2021 9:20 AM
17	Fish Camp	6/20/2021 8:22 AM
18	Foresta	6/20/2021 6:38 AM
19	Arizona	6/18/2021 1:33 PM
20	Lush Meadows area	6/17/2021 7:49 AM
21	Mormon Bar	6/13/2021 4:43 AM
22	Darrah Road	6/11/2021 8:30 PM
23	Wawona	6/11/2021 12:31 PM
24	Wawona	6/11/2021 9:48 AM
25	Foresta	6/9/2021 2:58 PM
26	Wawona	6/9/2021 2:58 PM
27	Wawona	6/9/2021 9:53 AM
28	Ponderosa Basin	6/9/2021 9:38 AM
29	Yosemite West	6/9/2021 9:21 AM
30	Wawona	6/5/2021 1:05 PM
31	WBP, FL 33401	6/4/2021 1:35 PM
32	Bootjack	6/3/2021 11:09 AM
33	Yosemite West	6/2/2021 9:40 PM
34	Foresta	5/28/2021 10:17 PM
35	Mariposa	5/27/2021 7:22 PM
36	WAWONA	5/27/2021 5:30 PM
37	Jerseydale	5/27/2021 2:02 PM
38	Both Yosemite Valley and Mariposa	5/27/2021 12:37 PM
39	Wawona	5/27/2021 10:56 AM
40	Ponderosa Basin	5/27/2021 10:19 AM
41	Close to the town of Mariposa	5/26/2021 2:25 PM

### Q3 How long have you lived there?

Answered: 197 Skipped: 0

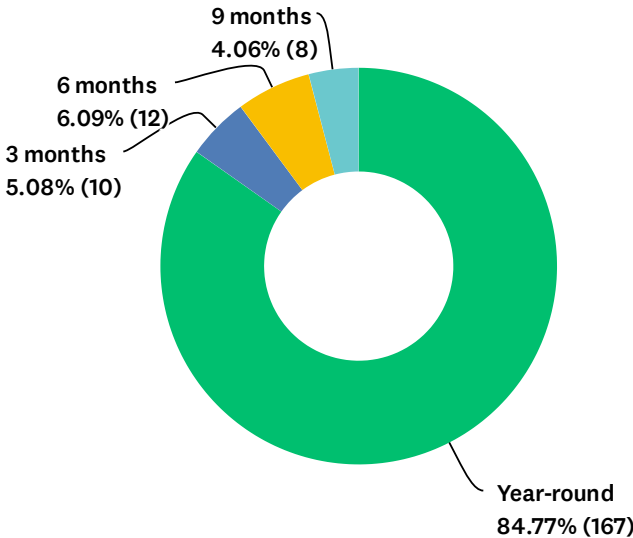


ANSWER CHOICES	RESPONSES	
Less than a year	9.14%	18
1-5 years	40.61%	80
6-10 years	11.68%	23
More than ten years	38.58%	76
TOTAL		197



### Q4 What part of the year do you live there?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Year-round	84.77%	167
3 months	5.08%	10
6 months	6.09%	12
9 months	4.06%	8
TOTAL		197

## Q5 What do you love about where you live?

Answered: 175 Skipped: 22

#	RESPONSES	DATE
1	night sky	7/7/2021 11:30 AM
2	Small community feel	7/7/2021 12:25 AM
3	Convenient to Oakhurst; Reasonably priced rental	6/30/2021 12:42 AM
4	Nature	6/26/2021 10:03 PM
5	Natural beauty and it not being crowded	6/26/2021 5:25 PM
6	Peaceful forest surroundings The quiet of winter	6/25/2021 1:26 PM
7	Quiet, close access to Yosemite and Sierra Nevada outdoor activities.	6/25/2021 11:46 AM
8	Not feeling isolated. I have lived in el portal and Yosemite valley and they make it convenient for work but really hard outside of that. Especially winter.	6/25/2021 7:02 AM
9	It's Yosemite -- what else?!	6/24/2021 10:15 PM
10	The peace and quiet, a dark sky at night. Neighborhood feeling	6/24/2021 8:33 PM
11	being in the Wawona area. It is our vacation home and we do rent it out through the Redwoods	6/24/2021 6:03 PM
12	community	6/24/2021 2:45 PM
13	Beauty, history, community, safety	6/24/2021 7:34 AM
14	It is affordable and convenient. Plus beautiful location.	6/24/2021 1:09 AM
15	3200' elevation, seasons, solitude, meeting friends socially in town,	6/23/2021 7:14 AM
16	Beautiful place, lovely people.	6/22/2021 5:32 PM
17	The community and the location	6/22/2021 3:31 PM
18	access to both town services / businesses and recreation (Yosemite, foothills, national forest)	6/22/2021 3:15 PM
19	The low population numbers. The chance of snow in the winter. Being close to Yosemite.	6/22/2021 3:12 PM
20	Like? It's worse than prison	6/22/2021 2:38 PM
21	Peace & quiet	6/22/2021 11:26 AM
22	It's incredible!	6/22/2021 11:20 AM
23	Climate diversity liberal	6/22/2021 11:17 AM
24	Yosemite valley	6/22/2021 10:58 AM
25	Community, Yosemite NP	6/22/2021 10:33 AM
26	Accessibility to world-class hiking and climbing without the necessity of driving a vehicle. The appeal is that I never have to leave Yosemite Valley. I can wake up, climb, and then walk to work.	6/22/2021 8:40 AM
27	I get to live in Yosemite. Can't argue with the cost of rent either	6/22/2021 1:39 AM
28	It's full of life: great community, thriving gardens and houses full of character.	6/21/2021 9:37 PM
29	It's walkable and not terribly far from where I work in El Portal. Stockton Creek Preserve.	6/21/2021 7:52 PM
30	I get to live in Yosemite! I get to walk to work.	6/21/2021 7:32 PM
31	The beauty of Yosemite and the strength of the community.	6/21/2021 9:20 AM

## Mariposa County Housing and Mobility Survey

32	The good parts of the community The forestry The freedom to enjoy nature Being able to work and live in the park The people who care about preserving nature	6/20/2021 8:05 PM
33	It's Yosemite, I can hike out my door, swim across the street, ski in the winter, ride my bike to work. I have one of the best jobs in the world, I get up every day happy to go to work, and there is an incredible community of people in and around the Park. I can volunteer in the park, and in the Summer, access the high country and the Eastside. In the winter, there's loads of Central Valley wildlife reserves to bird in when I'm tired of the cold. SF and the central coast are close enough for weekend visits. Amstock, Sal's, the Bug, the Mobil, swimming holes, dark night skies, clean rock, resinous forest wind, wildflowers climbing the west slope as spring move up... bears, bobcats, brodeias, sequoias, snowpack, you name it. Everything is here but the ocean.	6/20/2021 6:07 PM
34	Access to downtown Mariposa.	6/20/2021 5:20 PM
35	It's peaceful and a small community.	6/20/2021 4:59 PM
36	Huff	6/20/2021 4:36 PM
37	Waking up and seeing Half Dome	6/20/2021 1:54 PM
38	the nature, community, and sense of connection	6/20/2021 12:16 PM
39	Living so close to the park!	6/20/2021 12:00 PM
40	it's in beautiful Yosemite!	6/20/2021 11:48 AM
41	Close to the river, quiet, secluded, great community.	6/20/2021 11:25 AM
42	Close proximity to my family.	6/20/2021 10:56 AM
43	Proximity to activities, sanctity of nature, etc.	6/20/2021 10:21 AM
44	The area	6/20/2021 9:50 AM
45	It's beautiful and quiet.	6/20/2021 9:50 AM
46	This is home. We need housing closer to the park. Groveland and Mariposa and Midpines etc. are too far away and the drive is too dangerous! It is not sustainable. I had to leave the area for 6 mos because I couldn't find housing. With Airbnb and rising rents, we have a disaster on our hands.	6/20/2021 9:33 AM
47	The privilege of living in Yosemite Valley; proximity to work (pre-COVID); having a outdoor space to entertain friends/family	6/20/2021 9:22 AM
48	quiet, beautiful, inside the park	6/20/2021 9:20 AM
49	The community, close to work, no commute. Sense of pride of keeping a historic home in clean and good condition.	6/20/2021 9:06 AM
50	Proximity to Yosemite, and I've grown up here.	6/20/2021 8:22 AM
51	the location!	6/20/2021 7:51 AM
52	Accessibility to the outdoors	6/20/2021 7:37 AM
53	Inside Yosemite	6/20/2021 6:38 AM
54	The environment and people within it	6/20/2021 3:24 AM
55	Born and bred.	6/18/2021 1:33 PM
56	I love living in the Sierras with Yosemite nearby. I love our small town, the bars with live music, the live music in the park.	6/18/2021 10:59 AM
57	short commute to work	6/18/2021 2:52 AM
58	Commute to work	6/17/2021 3:34 PM
59	Location	6/17/2021 3:00 PM
60	Living inside the park close to work	6/17/2021 12:26 PM

## Mariposa County Housing and Mobility Survey

61	Not much	6/17/2021 11:16 AM
62	Quiet	6/17/2021 7:49 AM
63	Living in the park.	6/16/2021 11:54 PM
64	The beauty of walking back forth to work since my schedule changes and no being stuck in a car or bus. I love to walk	6/16/2021 10:38 PM
65	I love the community and being in an optimal location to Yosemite.	6/16/2021 1:13 PM
66	It is close to the park and the RMS building. Both of which I frequent on work days.	6/16/2021 9:59 AM
67	Living in the park	6/15/2021 9:20 AM
68	being alone	6/14/2021 7:26 PM
69	The commute to work is typically about 30 mins, the community of people, local community events, safety of the neighborhood.	6/14/2021 7:09 PM
70	nothing	6/14/2021 6:57 PM
71	the people	6/14/2021 8:20 AM
72	The community, the river, the beauty, the access are some of the things that I love the most.	6/14/2021 7:44 AM
73	The commute	6/13/2021 1:43 PM
74	Peaceful, private, wildlife and vegetation	6/13/2021 4:43 AM
75	rural community and life away from work; personal space	6/12/2021 1:46 PM
76	Good people. Decent access to Yosemite. Great access to USFS land for running, biking, and firewood.	6/12/2021 9:41 AM
77	affordable rent, access to forest service roads for recreation	6/12/2021 9:26 AM
78	Quiet, area has good recreation opportunities. Mariposa has good amount of law enforcement, feel safe!	6/11/2021 8:30 PM
79	Rural area close to a town, within 45 minutes of work in El Portal.	6/11/2021 7:53 PM
80	Access to the outdoors / location	6/11/2021 3:37 PM
81	Privacy	6/11/2021 1:00 PM
82	Community, closeness to work	6/11/2021 12:31 PM
83	It's in the park. No commute. Easy walking. Close to work.	6/11/2021 11:15 AM
84	close to park	6/11/2021 10:03 AM
85	close but not too close to town, enough acreage to buffer between neighbors	6/11/2021 10:00 AM
86	Recreational opportunities, and small town mountain life	6/11/2021 9:48 AM
87	My roommates	6/11/2021 8:53 AM
88	Quiet	6/10/2021 12:56 PM
89	Winters	6/10/2021 12:55 PM
90	Foresta road	6/10/2021 9:34 AM
91	Close to town and my work duty station in Yosemite Valley	6/10/2021 9:27 AM
92	Vibrant multi-generational community, closeness to work / easy commute, beauty, proximity to recreation (park, river, etc)	6/10/2021 8:22 AM
93	Small close community. Fresh air, clean water, mountains.	6/10/2021 12:08 AM
94	It is near the one trail in town	6/9/2021 3:00 PM
95	Close to Yosemite Valley	6/9/2021 2:58 PM

## Mariposa County Housing and Mobility Survey

96	Inside the park, close to office, close to recreation opportunities.	6/9/2021 2:58 PM
97	Everything, the seasons, the people and the waterfalls.	6/9/2021 2:14 PM
98	Location, location, location	6/9/2021 1:25 PM
99	Access to the park, river and the community.	6/9/2021 12:59 PM
100	Close to the park, great community	6/9/2021 10:44 AM
101	space, being in mountains, tall trees	6/9/2021 10:23 AM
102	Location	6/9/2021 10:01 AM
103	It's in Mariposa County	6/9/2021 9:53 AM
104	Walking distance to work	6/9/2021 9:46 AM
105	Natural beauty, quiet, great neighbors, proximity to Yosemite	6/9/2021 9:38 AM
106	The community, the river, and the schools.	6/9/2021 9:30 AM
107	Proximity to work in the park	6/9/2021 9:21 AM
108	being near nature, being away from the city, access to recreation, community	6/9/2021 9:16 AM
109	Location	6/8/2021 7:06 PM
110	I like the remoteness of the area. It's less crowded than the park.	6/8/2021 2:15 PM
111	Love it friends and neighbors, if we didn't have a river to recreate in during hot months I would be out of here	6/8/2021 1:08 PM
112	Nature, community	6/5/2021 1:05 PM
113	I love the location, obviously. My neighbors are wonderful and I think the house is cute and quaint.	6/4/2021 3:48 PM
114	not much...just the palm trees	6/4/2021 1:35 PM
115	The house is spacious, clean, the appliances work, and there is plenty of parking.	6/3/2021 12:12 PM
116	great community, the sound of the river, surrounded by open space	6/3/2021 11:16 AM
117	Community, access to river	6/3/2021 11:12 AM
118	The view! I'm on top of a mountain without too many neighbors and look out over the spring hill area	6/3/2021 11:09 AM
119	Access to Yosemite, having neighbors who also work for the park	6/3/2021 10:33 AM
120	The park. How could one not love living IN Yosemite?	6/3/2021 10:30 AM
121	The environment, community, proximity to Yosemite Valley and the Yosemite Valley School and community.	6/2/2021 9:40 PM
122	The river, the views, the community, the valley school and teachers!	6/2/2021 7:06 PM
123	The forest	6/2/2021 4:43 PM
124	Community, landscape, quiet, close to YNP	6/2/2021 4:02 PM
125	Living by the river and in a place where I can walk without cars, not having to lock my doors, small community, being by the park.	6/1/2021 9:37 AM
126	It's beautiful	5/30/2021 1:38 PM
127	being located in Yosemite Valley	5/30/2021 12:42 PM
128	Sunsets	5/30/2021 10:56 AM
129	Quiet, rural feel	5/30/2021 9:46 AM
130	It's my own space	5/29/2021 1:54 AM

## Mariposa County Housing and Mobility Survey

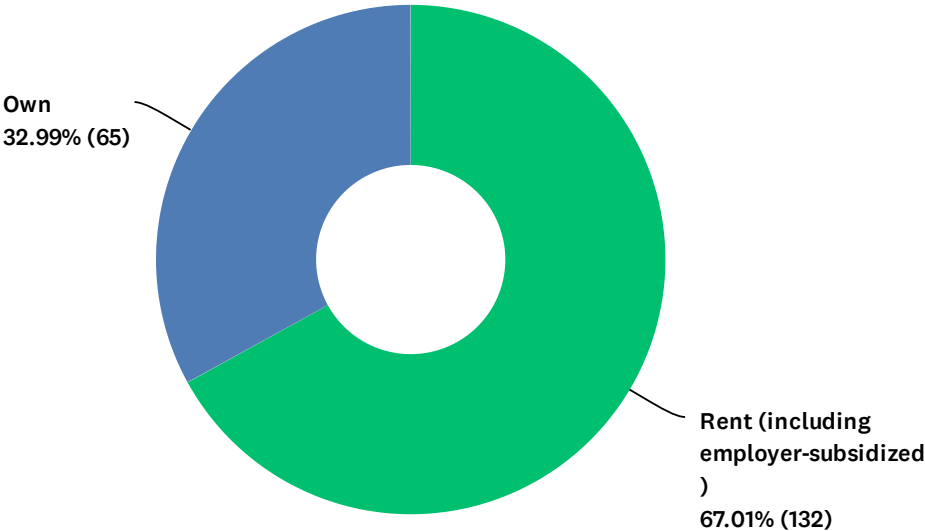
131	Beautiful, community, having a yard, quiet, in Yosemite	5/28/2021 10:17 PM
132	The nature	5/28/2021 6:18 PM
133	It's beautiful!	5/28/2021 5:24 PM
134	Being in a small town in the canyon that's close to Yosemite!	5/28/2021 5:15 PM
135	Being in the valley and walking distance to work	5/28/2021 1:38 PM
136	The community, the Merced River, the adventures at every bend of the mountains/river,	5/28/2021 12:26 PM
137	I love the location and proximity to the park.	5/28/2021 11:21 AM
138	I love the fact that I am surrounded by a gorgeous environment and that I am able to explore that environment with little or no preparation.	5/28/2021 9:15 AM
139	Living in such a beautiful location. Close to work.	5/28/2021 8:41 AM
140	Inbetween town and park location. Not a bad location. I can have a garden!!!! After living in Yosemite Valley for 12 years, this is a treat.	5/28/2021 5:51 AM
141	Everything except aramark	5/28/2021 5:07 AM
142	Beautiful, unique location	5/27/2021 9:55 PM
143	The beautiful location, the walkability to friends houses and places to eat like the pizza deck, the hiking opportunities	5/27/2021 9:55 PM
144	Being involved with the people that make this place 'go', and being of service while I'm here.	5/27/2021 9:49 PM
145	Everything except the fires.	5/27/2021 9:46 PM
146	Being close to town (we both work in Mariposa) but also close to the river and the Valley.	5/27/2021 9:39 PM
147	The people, the, beauty.	5/27/2021 8:00 PM
148	location, safe neighborhood, the people, the river, the plants and animals, the trails	5/27/2021 7:51 PM
149	People	5/27/2021 7:22 PM
150	Close to my friends who live here, community events.	5/27/2021 6:21 PM
151	Proximity to work, close to Yosemite	5/27/2021 6:01 PM
152	The beauty and how peaceful it is	5/27/2021 5:41 PM
153	Beautiful area	5/27/2021 5:30 PM
154	The Beauty, but the rent is nice	5/27/2021 3:45 PM
155	The community. Small. Non commercial and YOSEMITE!	5/27/2021 3:05 PM
156	Solitude	5/27/2021 2:02 PM
157	It's Yosemite!	5/27/2021 1:59 PM
158	Community, accessibility to the park/high country/east side.	5/27/2021 1:38 PM
159	Nature	5/27/2021 1:33 PM
160	Access to outdoors, cheap rent that's auto deducted from paychecks, close proximity to work, affordable, amenities,	5/27/2021 1:28 PM
161	Community	5/27/2021 1:11 PM
162	The scenic beauty of the area	5/27/2021 1:10 PM
163	Community	5/27/2021 1:07 PM
164	Access to Yosemite National Park.	5/27/2021 12:58 PM
165	Yosemite!	5/27/2021 12:37 PM
166	The beauty	5/27/2021 12:15 PM

## Mariposa County Housing and Mobility Survey

167	The steady community and changing seasons	5/27/2021 11:48 AM
168	Off-season, I love the quiet, beauty, and solitude.	5/27/2021 10:56 AM
169	The park in general.	5/27/2021 10:49 AM
170	Natural, rural, weather (mostly), Yosemite	5/27/2021 10:41 AM
171	The rural life, swimming in the river, hiking eveywhere.	5/27/2021 10:41 AM
172	Great neighbors, 2 acres with stream and trees, wildlife	5/27/2021 10:19 AM
173	I am retired so I am thankful for the conveniences that I have I town.	5/26/2021 4:16 PM
174	Natural Beauty, access to nature and nature based activities. Small friendly community.	5/26/2021 2:25 PM
175	good	5/26/2021 12:15 PM

### Q6 Do you rent or own your home?

Answered: 197 Skipped: 0

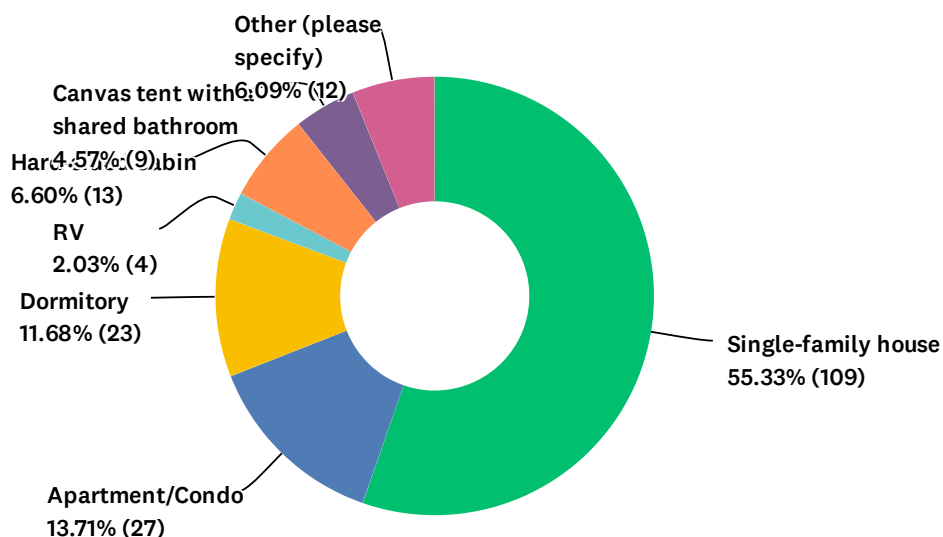


ANSWER CHOICES	RESPONSES	
Rent (including employer-subsidized)	67.01%	132
Own	32.99%	65
TOTAL		197



## Q7 What kind of home do you live in?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES
Single-family house	55.33% 109
Apartment/Condo	13.71% 27
Dormitory	11.68% 23
RV	2.03% 4
Hard-sided cabin	6.60% 13
Canvas tent with a shared bathroom	4.57% 9
Other (please specify)	6.09% 12
<b>TOTAL</b>	<b>197</b>

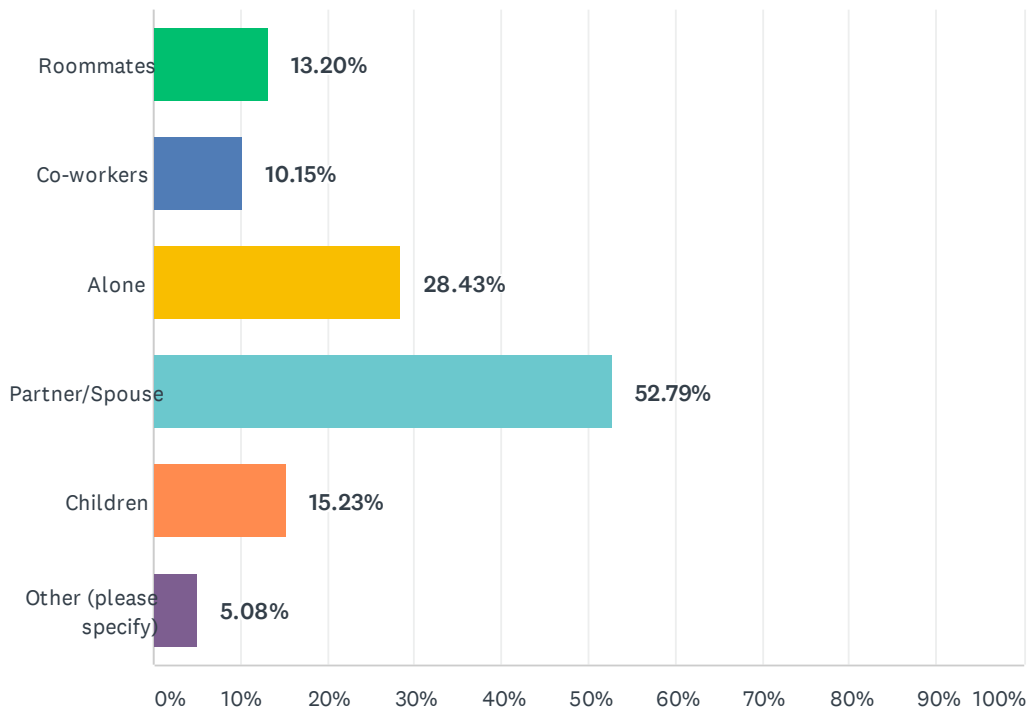
#	OTHER (PLEASE SPECIFY)	DATE
1	WOB	6/20/2021 1:54 PM
2	3 bedroom	6/20/2021 12:04 PM
3	Wob (hard sided tent) with shared facilities	6/20/2021 3:24 AM
4	studio on top of a house	6/16/2021 9:59 AM
5	converted garage	6/14/2021 7:44 AM
6	1 bedroom with bath shared kitchen	6/13/2021 1:43 PM
7	Single-wide trailer.	6/12/2021 9:41 AM
8	Single-wide trailer with ramada installed over it	6/12/2021 9:26 AM
9	I rent an apartment in a divided single-family home	6/10/2021 9:27 AM
10	Dorm	5/28/2021 8:41 AM

# Mariposa County Housing and Mobility Survey

11	Mobile Home	5/27/2021 1:10 PM
12	Tent in Yosemite, trailer in Mariposa	5/27/2021 12:37 PM

## Q8 Who do you live with? Select all that apply.

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Roommates	13.20%	26
Co-workers	10.15%	20
Alone	28.43%	56
Partner/Spouse	52.79%	104
Children	15.23%	30
Other (please specify)	5.08%	10
Total Respondents: 197		

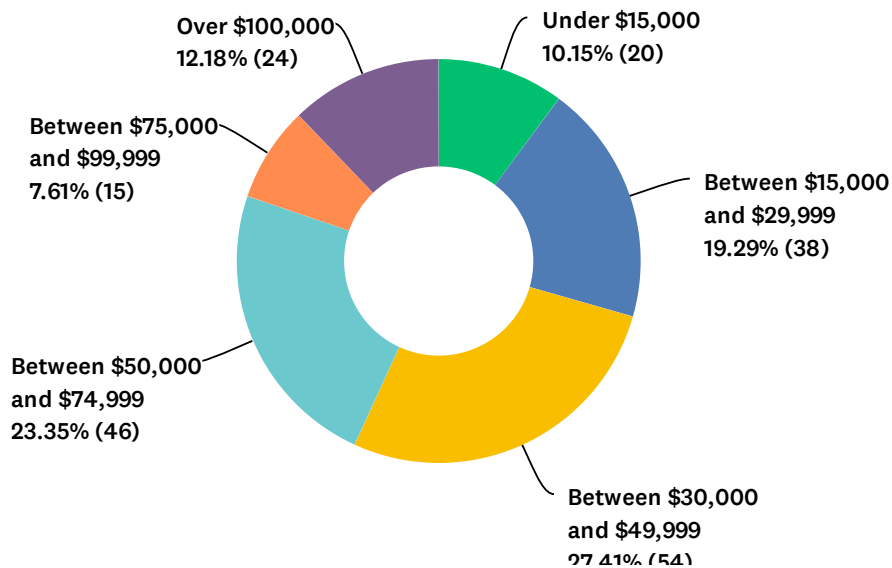
#	OTHER (PLEASE SPECIFY)	DATE
1	Currently alone, but once cover restrictions are lifted, will have roommates	6/22/2021 8:40 AM
2	Mom	6/20/2021 12:04 PM
3	Family	6/20/2021 9:50 AM
4	Have friends who stay over when it gets to hot in there tent	6/20/2021 3:52 AM
5	Family	6/17/2021 3:00 PM
6	Mr. Fuzz, a gray tabby cat. He's a mellow roommate, but doesn't hold up his end of the chores.	6/3/2021 10:30 AM
7	My parents	5/28/2021 12:26 PM
8	Usually I have a roommate, but with covid single-occupancy rules.	5/28/2021 9:15 AM

# Mariposa County Housing and Mobility Survey

9	After covid restrictions are lifted we will be assigned a roommate	5/28/2021 8:41 AM
10	Pet	5/27/2021 9:55 PM

## Q9 What is your annual salary/income?

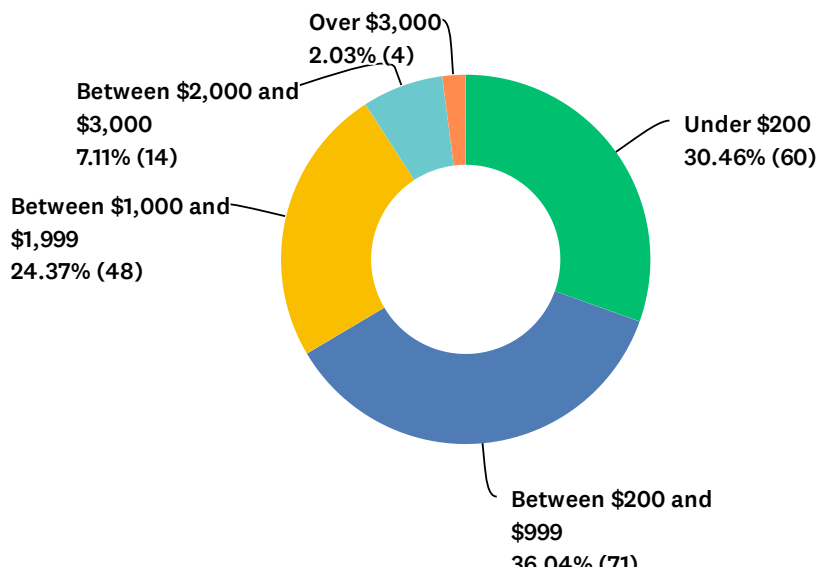
Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under \$15,000	10.15%	20
Between \$15,000 and \$29,999	19.29%	38
Between \$30,000 and \$49,999	27.41%	54
Between \$50,000 and \$74,999	23.35%	46
Between \$75,000 and \$99,999	7.61%	15
Over \$100,000	12.18%	24
<b>TOTAL</b>		<b>197</b>

# Q10 What is your total monthly cost of housing (rent or mortgage)?

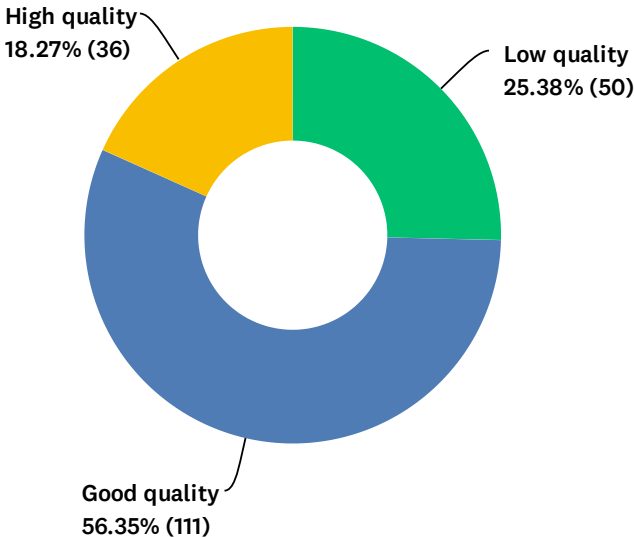
Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under \$200	30.46%	60
Between \$200 and \$999	36.04%	71
Between \$1,000 and \$1,999	24.37%	48
Between \$2,000 and \$3,000	7.11%	14
Over \$3,000	2.03%	4
<b>TOTAL</b>		<b>197</b>

### Q11 How would you rank the condition where you live?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Low quality	25.38%	50
Good quality	56.35%	111
High quality	18.27%	36
TOTAL		197

## Q12 What do you dislike about where you live?

Answered: 170 Skipped: 27

#	RESPONSES	DATE
1	commute to work	7/7/2021 11:30 AM
2	Visitors disregard for traffic sign, Auth Veh. Only, No Parking and Do Not Enter signs/Little being done about it.	7/7/2021 12:25 AM
3	Extreme number of rental cabins with very limited enforcement ability with regard to noise, parking, and number of people gathering. Ordinances need to be created and enforceable by NPS law enforcement.	6/30/2021 12:42 AM
4	Not enough privacy, reading to get into the park	6/26/2021 10:03 PM
5	poor county services--poor road maintenance, garbage pickups are often missed. Too much traffic on Hwy 41. We can't get out to shopping certain times of the day due to traffic backups at the Yosemite entrance station. Daily admittance to Yosemite needs to be decreased and reservation checking process at gates needs to be much more efficient.	6/26/2021 5:25 PM
6	Lack of services: Needle collection Poor condition of secondary roads Forest Dr. , Laurel Ave., Fishcamp Lane, Silvertip Rd	6/25/2021 1:26 PM
7	Lack of medical services, cultural diversity, and economic industry for jobs.	6/25/2021 11:46 AM
8	It's far from work. The commute in the winter time is relatively dangerous with snow and ice	6/25/2021 7:02 AM
9	Dirt and weeds everywhere, zero effort to make employee housing better, emergency repairs only	6/25/2021 1:26 AM
10	Road conditions. Potholes need fixing.	6/24/2021 10:15 PM
11	High Fire danger, emergency services need more funding and support	6/24/2021 8:33 PM
12	drive to the store, drive to the doctor, drive to the dentist, drive, drive, drive. Also the 5th season is longer than it used to be. That season is when the temps reach in the triple digits during the day and night temps don't drop below 90F. I call it HELL	6/24/2021 2:45 PM
13	Natural hazards: smoke, fire, wind; distance to hospitals.	6/24/2021 7:34 AM
14	Far away from necessities. Dated amenities in every home.	6/24/2021 1:09 AM
15	Five acre lot next door turned into an animal circus with 4 horses, 6 goats, pigs, turkeys, chickens, 6 dogs and a donkey!!	6/23/2021 7:14 AM
16	Tents are super hot in the summer and below freezing in the winter	6/22/2021 5:32 PM
17	Traffic on our stry	6/22/2021 3:31 PM
18	difficult to access quality reliable health care and other services (contractors and other skilled workers never call me back when I request help)	6/22/2021 3:15 PM
19	The summer heat and fires I dislike.	6/22/2021 3:12 PM
20	Yolanda not trust worthy, Housing leads not trustworthy.	6/22/2021 2:38 PM
21	I love it!	6/22/2021 11:26 AM
22	Fire danger earthquake risk,	6/22/2021 11:17 AM
23	Aramark. Not allowed to have guests or visitors. Whether they are from another housing area Aramark or nps or outside guests. Aramark claims it's due to covid however we are at much higher risks during at work activities	6/22/2021 10:58 AM
24	The heat.	6/22/2021 10:33 AM



## Mariposa County Housing and Mobility Survey

25	Living in a food desert.	6/22/2021 8:40 AM
26	Lack of gender neutral bathrooms. Lack of private individual bathing facilities. No personal running water. Shared kitchen and bathroom facilities. The housing office manager reserves better housing for her friends. No regard for transgender employees.	6/22/2021 1:39 AM
27	It's expensive and hot.	6/21/2021 9:37 PM
28	Surrounded by AirBnBs now. I miss living in a neighborhood with actual neighbors.	6/21/2021 7:52 PM
29	I wish more transportation was available . There use to be a regular free bus that went from Wawona to the Valley and back on a regular basis.	6/21/2021 5:49 PM
30	There are constant repairs that need to be made. My door wouldn't even stay shut a couple days ago, and it took a whole week for someone to come by and fix it. No central ac, pest problems in the kitchen prevent me from keeping food in my cupboard.	6/21/2021 9:20 AM
31	Disrespectful people Sexual harassment Guests who don't care about Yosemite Lack of attention to basic appliances that need to be fixed	6/20/2021 8:05 PM
32	Unlike NPS housing, my home is in the middle of visitor activity and I'm frequently woken up by late night drunk visitors (I've also lived in Lower Housing, El Portal and Foresta where I could sleep on my porch and not be woken up), there's no space out of the public view outside the housing, it's located between two areas that have 100s of fire rings that load the air with particulates all summer long, I have no cover for my vehicle, the parking spots are about 12 inches wider than my compact sized vehicle and therefore my car is constantly being damaged. Also, plowing for employee lots is very poor, sporadic and mostly relies on residents to clear snow other than a single narrow lane. Aramark also has significant backlogs in maintenance and took weeks and sometimes months to fix really important things like heat stopping and sewage drains backing up into buildings repeatedly. Also, the clinic no longer provides primary care and finding dental, medical, & vision care for full-time residents is a nightmare and often requires trips to the Central Valley. Also, concession housing is severely overcrowded in assigned rooms/tents, kitchens, common areas, and bathrooms.	6/20/2021 6:07 PM
33	Commute to work and resulting difficulty of finding community since my family is either working or commuting most days.	6/20/2021 5:20 PM
34	Zero cell service, poor internet service, frequent power outages, high rent and few home improvements for the \$\$	6/20/2021 4:59 PM
35	The community space. There is no community Center to watch TV and hang out with friends.	6/20/2021 1:54 PM
36	It's old and when the power we don't get AC and everyone else does	6/20/2021 12:04 PM
37	It's expensive, I wish I could live inside the park, the housing is poor quality	6/20/2021 12:00 PM
38	Yosemite needs more dorm-style housing, like what was built in 2007	6/20/2021 11:48 AM
39	I know that if I advance higher into my organization where I do not have employer provided housing, I won't be able to live in el portal/it will be a significant portion of my income to pay my rent.	6/20/2021 11:25 AM
40	The heat, and the 3 hour commute to work.	6/20/2021 10:56 AM
41	Facilities are not properly cleaned/maintained, guests make their way into our kitchens/bathrooms/parking areas, and the housing staff is usually pretty indifferent.	6/20/2021 10:21 AM
42	Fire	6/20/2021 9:50 AM
43	The threat of forest fires every year.	6/20/2021 9:50 AM
44	It is old and full of pests and plumbing problems!	6/20/2021 9:33 AM
45	Non-emergency maintenance concerns take an inordinate amount of time to be fixed	6/20/2021 9:22 AM
46	Far from groceries/health care; filled with mostly vacation homes, only one road out in case of fire	6/20/2021 9:20 AM
47	Housing manager plays favorites. Does not always give the legal notice before entering my house. Rent is going up exponentially while our salaries are stagnant and living conditions do not get better.	6/20/2021 9:06 AM

## Mariposa County Housing and Mobility Survey

48	Yosemite park traffic backing up into town, long lines at the gate. (Worse with the reservation system).	6/20/2021 8:22 AM
49	Not having a bathroom in my space. Having something a little bit larger(even without a bathroom) would be a step up!	6/20/2021 7:51 AM
50	Bathrooms & kitchens get dirty fast because no one knows how to clean up after themselves	6/20/2021 7:37 AM
51	Nothing	6/20/2021 6:38 AM
52	The constant fear of getting roommates the space is extremely small	6/20/2021 3:24 AM
53	12 miles from grocery store.	6/18/2021 1:33 PM
54	Nightly rentals in my neighborhood instead of single family homes. Get rid of AirBB type rentals in what should be family neighborhoods. Monthly rentals are needed for Park employees and families in Mariposa. I know everyone knows this is the problem with lack of rentals, but the ones making the decisions have rentals themselves and are reluctant to fix the problem. Homeless people living around and leaving trash and having fires. Need a plan for these poor people.	6/18/2021 10:59 AM
55	no cell service in my room, parking difficult at times, small	6/18/2021 2:52 AM
56	Nothing	6/17/2021 3:34 PM
57	Nothing	6/17/2021 3:00 PM
58	The building needs serious repairs not just quick fix	6/17/2021 12:26 PM
59	The drive, the isolation.	6/17/2021 11:16 AM
60	High cost of fire insurance, summer heat, worried about well going dry (it has not gone dry previously).	6/17/2021 7:49 AM
61	nothing	6/16/2021 11:54 PM
62	I like everything.	6/16/2021 10:38 PM
63	There are minimal opportunities to own a home. Even in Midpines or Mariposa, there isn't a large market and it sounds like folks are making cash offers above asking price - there is no way for a government employee to compete with that.	6/16/2021 1:13 PM
64	It is very small, no heat other than a wood burning stove, no AC... the amenities are quite rudimentary and beyond anything it was VERY VERY hard to acquire a rental unit.	6/16/2021 9:59 AM
65	A roommate; don't have my own apartment or kitchen	6/15/2021 9:20 AM
66	The landlord	6/14/2021 7:26 PM
67	The extremely limited supply of opportunities to buy a home in El Portal.	6/14/2021 7:09 PM
68	Yolanda	6/14/2021 6:57 PM
69	fires	6/14/2021 8:20 AM
70	I don't really save money since the rent is pretty high and the work I do isn't very lucrative. We have an overpriced grocery store and a few dining options.	6/14/2021 7:44 AM
71	I need my own kitchen	6/13/2021 1:43 PM
72	Distance to Yosemite Valley	6/13/2021 4:43 AM
73	commute time to work, fire hazard, inability to find housing opportunities to buy home for long-term	6/12/2021 1:46 PM
74	Fear of wildfire 5 months/year. Hot. We rent, so it feels like our money is being wasted on rent instead of improvements on a home that we own.	6/12/2021 9:41 AM
75	We are having trouble with deer mice and other vermin in the walls and roof; w/d has occasional problems that we repair; no fire clearance; inefficient to heat and cool	6/12/2021 9:26 AM
76	Roads need better maintenance. Roads sides overgrown hard to maintain a defensible zone. Need to raise taxes!	6/11/2021 8:30 PM

## Mariposa County Housing and Mobility Survey

77	High cost of living, increasing taxes, people speed on our road	6/11/2021 7:53 PM
78	shared toilet	6/11/2021 3:37 PM
79	Long commute.	6/11/2021 1:00 PM
80	Difficult to get NPS B&G to repair things , they are not a good landlord	6/11/2021 12:31 PM
81	expensive!!! we don't get paid near enough for rent around here!!!	6/11/2021 10:03 AM
82	The road I live on (Ben Hur) can be quite busy. I also am close enough to 49 that I hear a lot of traffic noise at times.	6/11/2021 10:00 AM
83	The lack of work opportunities, the fact that many promotions happen in house rather than being fairly and competitively hired, the high cost of living, all the second homes	6/11/2021 9:48 AM
84	The floors are wonky, the walls paper thin, eventually will have to have a roommate and it is hard to fit two people into a dorm	6/11/2021 9:40 AM
85	It's far from work. The neighbors fire guns indiscriminately in the middle of the night. We lose power often. WiFi is expensive and unreliable. It's very hard to find something affordable.	6/11/2021 8:53 AM
86	I rent from a private homeowner in old EP and I constantly worry that she is going to try to sell the house and kick me out, forcing me to have to search for housing again. She has already offered to sell to other people, so housing insecurity is a pretty big worry. My landlord also randomly decides to increase rent and there is no rent control here so because people are in desperate need of housing there's always the possibility that if I'm unable to afford rent at some point it'll just go to someone else who is willing to pay out of desperation. Rent pricing in EP is outrageous for people coordinating with private owners. It's also pretty annoying that people who don't work in YNP are able to own and live in EP though guidance says otherwise. I feel that's something that needs to be better enforced. Additionally, there's a house in EP that's on the market for half a million dollars and literally not sure who in this community can even afford that? These things aren't accessible to employees who are trying to make a living, it's literally things like this that signal a keep out sign to employees like me.	6/10/2021 5:37 PM
87	Fire danger. PG&E leaving trees on ground that they cut. Heat and Foxtail grass.	6/10/2021 12:56 PM
88	Other people properties that are not kept up. Used as a dumping grounds.	6/10/2021 12:55 PM
89	Mice and anta	6/10/2021 9:34 AM
90	My daily commute to work is approximately 1 hour 15 min in good traffic each way. Drivers in the river canyon can be reckless, I have experienced several near misses from people improperly passing, speeding, or running the red light on the Ferguson Bridge. Also, internet and internet options available at my home are poor. We need to the internet infrastructure in Mariposa County, in El Portal and in residential areas in Yosemite Valley.	6/10/2021 9:27 AM
91	All the limitations on EP as a "company town" (no leases, so no bank loans etc).	6/10/2021 8:22 AM
92	Chance of wildfire.	6/10/2021 12:08 AM
93	I moved here during the pandemic, so my opinions may be not indicative of normal times, but there seems not be a strong community feel in Mariposa. Also, there are very few places to recreate (running and biking)	6/9/2021 3:00 PM
94	Well water is not consistent, fire danger is high, rent is expensive.	6/9/2021 2:58 PM
95	Limited and scarce housing options. Housing options are poor quality. Price to buy housing is too high to afford. Housing costs are inflated relative to local income level. Most housing is second homes/ vacation rental properties. Lack of diversity in terms of socio-economic, ethnicity, and race.	6/9/2021 2:58 PM
96	Small space.	6/9/2021 2:14 PM
97	The buildings need a lot of love. The communal areas are insufficiently stocked with equipment, and the equipment is frequently faulty. Company housing seems seriously underfunded.	6/9/2021 1:25 PM
98	Lack of rentals available, the small space, there's mold, our child is outgrowing it.	6/9/2021 12:59 PM
99	Distance to stores	6/9/2021 10:44 AM

## Mariposa County Housing and Mobility Survey

100	It is "maintained" by the National Park Service	6/9/2021 9:53 AM
101	Lack of private bathroom and kitchen	6/9/2021 9:46 AM
102	Fire season, remoteness, power outages	6/9/2021 9:38 AM
103	Lack of services and amenities	6/9/2021 9:21 AM
104	do not lease my land, in spite of Congress' order in the 1980s commanding NPS to issue EP homeowners long term leases as soon as administratively possible, therefore, cannot reasonably develop my home as cannot get a normal mortgage.	6/9/2021 9:16 AM
105	Fire danger, no facilities	6/8/2021 7:06 PM
106	The govt. Seasonal built apartments are not vey well made, there are many structural issues.	6/8/2021 2:15 PM
107	Hot smoky summers	6/8/2021 1:08 PM
108	Too many outdoor lights from rentals that glare on the roads and neighboring houses - not only spoils dark skies but actually makes driving more dangerous in some spots.	6/5/2021 1:05 PM
109	I dislike the age of the building. It was clearly a large house that was cut into two. The building is old, electrical is not equipped to handled more than a few items plugged in and, the area around me is not fire safe. Also, there is no central heating or air conditioning.	6/4/2021 3:48 PM
110	too hot and humid too much of the time	6/4/2021 1:35 PM
111	The AC is locked so that it will not go lower than 75°. My room is so hot I cannot sleep at night. I also don't like how long it takes to commute to Yosemite valley.	6/3/2021 12:12 PM
112	nothing	6/3/2021 11:16 AM
113	Lack of restaurants, medical providers, services; Ferguson slide bridge.	6/3/2021 11:12 AM
114	Utilities are too high	6/3/2021 11:09 AM
115	Extremely small space that I share with my partner (who is also a park employee)	6/3/2021 10:33 AM
116	Nothing. I am *VERY* lucky to live in the housing that I have. I'm a one-percenter as far as housing goes - I know that 99% of the people who live and work here don't have it nearly as good.	6/3/2021 10:30 AM
117	Not a very family friendly place.	6/2/2021 9:40 PM
118	Park crowds and traffic, far from grocery options and other amenities, lots of driving to get anywhere, distance to high school, fire season.	6/2/2021 7:06 PM
119	Housing updates	6/2/2021 4:43 PM
120	The apartment is too small, but we cannot afford to buy a house here because one can't get a mortgage here, as you don't own the land your house sits on in El Portal. We do not come from families with money. Anywhere that we could buy a house in neighboring communities involves too long a commute each way to Yosemite Valley where we usually work. So we continue sinking money into rent as a trade-off to living and working here.	6/2/2021 4:02 PM
121	Lack of housing, limited services (grocery, medical, extra-curricular), limited employment possibilities.	6/1/2021 9:37 AM
122	Very little food. There are limited groceries and most take out is closed by 6 pm. There is also zero local hangout place	5/30/2021 1:38 PM
123	No WIFI in employee housing, crowded kitchens, and being around first year employees who keep you up all night while trying to sleep.	5/30/2021 12:42 PM
124	It's over an hours drive to my workplace. No community outside of church groups. Undrinkable hazardous ground water. Slim choices for dining. No access to trails or rec in town. Terrifying racist attitudes of "mountain people" to the "valley trash." Unsafe to walk on roads.	5/30/2021 10:56 AM
125	Systematically losing my long time neighbors to vacation rentals. ☹️. I also live on a very rural road and hate the lack of enforcement for speeding and drunk/drugged up drivers past my house.	5/30/2021 9:46 AM

## Mariposa County Housing and Mobility Survey

126	I work in Yos Valley and have a 90 min commute each day	5/29/2021 1:54 AM
127	It's a far drive to get to town for groceries and medical care. The house is old and falling apart when you look closely	5/28/2021 10:17 PM
128	There's a black mold problem, the door doesn't seal all the way, my floor is about to cave in in a few spots, the heater barely works and when it does theres an awful smell, rotting steps, washing machine is broke half the time.	5/28/2021 6:18 PM
129	Expensive housing few and far between makes it nearly impossible to financially be able to get out of employee housing... which means this isn't a long term living situation for many.	5/28/2021 5:15 PM
130	Unclean restrooms, dilapidated HVAC systems, poor lighting, poor communal space.	5/28/2021 1:38 PM
131	There's no other housing around so I have to live with my parents at 25 yrs old	5/28/2021 12:26 PM
132	very nice housing but limited options in terms of who I get to live with. Long distance for any groceries and other essential needs (i.e. pharmacy)	5/28/2021 11:21 AM
133	To utilize a decent kitchen, I must enter a commons area. Also, the carpet could stand to be changed. I believe this is the original carpet installed when they built new housing.	5/28/2021 9:15 AM
134	Shared room. Number of kitchens are not adequate for number of residents. Walls are paper-thin, zero privacy.	5/28/2021 8:41 AM
135	Fire danger, foxtails	5/28/2021 5:51 AM
136	Aramark has destroyed employee morale, I used to like working here, but now I'm only staying for the park	5/28/2021 5:07 AM
137	The apartment is falling apart and NPS maintenance does not respond to work requests. Washer and dryer hook ups available but we are not allowed to use them. We get zero direct sunlight so we can't have a garden. I'd love to have a yard but since it's employer provided housing that will never be an option.	5/27/2021 9:55 PM
138	It's an old building and I think it has a mold problem related to the decaying roof.	5/27/2021 9:55 PM
139	The horrible traffic - not being able to get to any appointments easily from the valley and then back home; lack of Privacy during the high months;	5/27/2021 9:49 PM
140	1. Wildfires. 2. Potential for losing home insurance due to wildfires.	5/27/2021 9:46 PM
141	Rattlesnakes and fire insurance prices	5/27/2021 9:39 PM
142	Lack of services, difficulty getting people to come to el portal for home repairs.	5/27/2021 8:00 PM
143	Old housing	5/27/2021 7:22 PM
144	Difficult to change housing (no availability), trouble parking, tough to upkeep, no anonymity.	5/27/2021 6:21 PM
145	Poor Internet, very small space	5/27/2021 6:01 PM
146	When there are storms we have to relocate due to hazardous trees and branches falling	5/27/2021 5:41 PM
147	Lots of people	5/27/2021 5:30 PM
148	Having communal bathroom if I could afford my own bathroom I would move outside the park	5/27/2021 3:45 PM
149	Commute	5/27/2021 2:02 PM
150	Roomates	5/27/2021 1:59 PM
151	Fire danger, dispersed camping along 140 and no action taken to deter it.	5/27/2021 1:38 PM
152	Sometimes it can be noisy. Safety has been an issue with folks on drugs, having fires, and illegal camping.	5/27/2021 1:33 PM
153	Shared housing (pre-covid), limited housing options, no internet, tricky access to grocery/travel out of park dependent on traffic/road conditions etc	5/27/2021 1:28 PM
154	140 and Valley commute.	5/27/2021 1:26 PM
155	Not enough housing and only one bus company going to Yosemite park.	5/27/2021 1:11 PM

## Mariposa County Housing and Mobility Survey

156	RVBO's, lack of amenities.	5/27/2021 1:10 PM
157	Not a lot of social things	5/27/2021 1:07 PM
158	Old construction with inefficient insulation; no forced air (ie HVAC, mini-split unit, furnace); low quality/unhealthy materials used (ie carpet & linoleum). I do not trust that the NPS house I live in is asbestos and lead free. The house is a poor design and very small for our family size. I dislike not being able to make the property more safe from hazardous trees that are on the lot. In general living in NPS housing is pretty dysfunctional. There seems to be low regard for health and safety and zero regard for environmental sustainable construction updates and practices. Very discouraging.	5/27/2021 12:58 PM
159	Water quality in Mariposa. Housing in Yosemite needs repair and needs new management to facilitate where employees live. It's been ran by the same person for years and is based on favoritism over seniority.	5/27/2021 12:37 PM
160	Not enough housing, too much traffic.	5/27/2021 12:15 PM
161	The lead paint, mold in the ceiling, ant invasions, very few power outlets, mouse traces	5/27/2021 11:48 AM
162	It is in disrepair, too small, no privacy with Aramark housing employees entering your residence for no reason. Sometimes they will go into your home and not even leave a note	5/27/2021 11:04 AM
163	Tourists	5/27/2021 10:56 AM
164	Nothing	5/27/2021 10:49 AM
165	Fire	5/27/2021 10:41 AM
166	Fire season, my water bill.	5/27/2021 10:41 AM
167	politics, one unpleasant neighbor	5/27/2021 10:19 AM
168	Nothing significant to comment on in this response.	5/26/2021 4:16 PM
169	It is a little close to a major collector road and at time traffic can be noisy.	5/26/2021 2:25 PM
170	good	5/26/2021 12:15 PM

## Q13 Other thoughts related to housing in Mariposa County (regarding safety, nearby amenities, quality of life, etc.)

Answered: 129 Skipped: 68

#	RESPONSES	DATE
1	It is hard to feel like I live in a community-live in Mariposa, work in park, not easy to connect with either community due to driving distance.	7/7/2021 11:30 AM
2	Electric skate boards not allowed on the road?	7/7/2021 12:25 AM
3	There is an extreme lack of affordable housing for those people who are not required occupants of the park. The rental market is absolutely out of control and needs to be curtailed. There is no reason for property owners to own 8 or 10 homes that are all rentals. Limit the number of properties in a given area that can be used as short term rentals, limit the number allowed to property owners. Actually enforce things like the number of parking spaces required.	6/30/2021 12:42 AM
4	Property tax revenues do not seem to be fairly distributed. We pay high county taxes but receive virtually zero county services here in Wawona.	6/26/2021 5:25 PM
5	Housing inventory is limited from low to none for rentals and purchase.	6/25/2021 11:46 AM
6	Yes -- the county needs to have a stated policy for ADUs in Yosemite West and Wawona. There is an acute housing crisis for those that work in the park and some of the burden could be alleviated through encouraging ADUs.	6/24/2021 10:15 PM
7	Explore ADU potential in Wawona, reach out to property owners.	6/24/2021 8:33 PM
8	again, it is our family vacation home that we enjoy but also rent out through the Redwoods	6/24/2021 6:03 PM
9	Re: Q10 What is your total monthly cost of housing (rent or mortgage)? you need another option because if you live in EP you cannot get a mortgage. You either dip into retirement, have a trust fund, or get an owner-financed loan.	6/24/2021 2:45 PM
10	None	6/24/2021 1:09 AM
11	Dramatic need for workforce housing.	6/23/2021 7:14 AM
12	Seems like if we had a more diverse economy that was based less on tourism we might be better off financially as a county and maybe not have as much trouble with housing shortages (due to housing being used for vacation rentals)	6/22/2021 3:15 PM
13	They should update the hospital.	6/22/2021 3:12 PM
14	You can build dorms at the old Curry stables. If you build dorms outside the park you may want Forresta. You will need busses 24/7 otherwise traffic will just get worse	6/22/2021 2:38 PM
15	N/A	6/22/2021 11:17 AM
16	The positions in the park don't pay much, and the subsidized housing makes it worth it. I'm wondering how new housing will be able to compete with low cost of housing within the park.	6/22/2021 8:40 AM
17	Almost nothing in employee housing areas is ada compliant. There's no gender neutral anything. Bathroom facilities are poorly maintained, and quite frankly, disgusting. Laundry facilities are always in disrepair	6/22/2021 1:39 AM
18	Overall great quality of life.	6/21/2021 9:37 PM
19	I would appreciate more sidewalks or bike lanes. It's hard to get around in some areas without dodging cars.	6/21/2021 7:52 PM
20	The housing outside of Yosemite Valley is hard to find and usually expensive.	6/21/2021 7:32 PM
21	I feel safe in my community.	6/21/2021 5:49 PM

## Mariposa County Housing and Mobility Survey

22	We need to lock our building so no guests wander in anymore. It hasn't happened in a month or so, but when guests began to make their return, the Ahwahnee dorms saw a huge influx of tourists wandering through here. I even had a friend kick someone out of our kitchen because they needed to cook, despite EMPLOYEES ONLY signs posted at every entrance. I've heard of friends in other parts of the valley be assaulted and I'm concerned for my safety. I've also had to personally stop guests from walking into our dorms in the recent past.	6/21/2021 9:20 AM
23	More transportation should be readily available to park employees, handicapped or disabled, mental evaluation should be more required for employees because I know someone who killed their animal while living in employee housing in Yosemite	6/20/2021 8:05 PM
24	Concession employees work in positions with low compensation when compared to comparable jobs outside the park. With the profound scarcity of housing in the county, high cost of the housing that is available, the combined costs of renting and commuting to housing outside the park (time and \$ wise) puts that housing out of budgetary reach. VRBO and other short term rentals soak up much of the available homes and impact this situation to the detriment of employees.	6/20/2021 6:07 PM
25	More washers and dryers would be great. Bigger kitchens and shower houses.	6/20/2021 1:54 PM
26	Our employee housing in Yosemite had a dishwasher that was broken, and filled with black mold. Housing wouldn't do anything about it. Also, many mice living in the walls, with looming threat of Hantavirus.	6/20/2021 10:56 AM
27	Very far from everything	6/20/2021 9:50 AM
28	We need more affordable housing.	6/20/2021 9:50 AM
29	Please help us with homes. Having to move every 4-6 mos and deal with terrible conditions is ridiculous for my income bracket. As a middle class person, I should be able to call a place home in California. To pay taxes and not be able to find a home in this county is unacceptable.	6/20/2021 9:33 AM
30	Living outside the park sounds appealing but the 140 corridor traffic is horrendous during the regular season. If NPS/Concessions could partner for an employee/park partner bus (survey to be completed for route stops/times) and a percentage of ridership maintained it would help environmentally and more people could potentially work in Yosemite without the need for a vehicle	6/20/2021 9:22 AM
31	There are jobs I would like to pursue in/around the park, but have been motivated to stay where I am because I don't want to lose my housing and I know that finding housing when it isn't provided can be incredibly difficult for folks	6/20/2021 9:20 AM
32	Everything is extremely expensive. Buying or even renting is almost impossible.	6/20/2021 9:06 AM
33	The lines at the gate are huge deal, I use Wawona as my back up grocery, gas, and post office. Basics for our small town.	6/20/2021 8:22 AM
34	I dont think it is safe to have roommates yet	6/20/2021 7:37 AM
35	Great community. Good. Neighbors.	6/20/2021 6:38 AM
36	Need more housing for Employees need safe living quarters and non expensive house rentals are to high for the normal seasonal worker who makes 13 bucks an hour they can't afford more then a campsite affordable low income housing for Them would be amazong	6/20/2021 6:20 AM
37	Safety in yosemite valley housing is subpar to say the least. The women's bathroom door is easily unlockable by any passing tourist with a simple click of the enter button, which has many times led to men (visitors to the park no less) attempting to open individual stalls within the women's restroom, looking under them, peaking in the showers, using the women's facilities, and so fourth. Because of incidents like these and housing doing nothing to fix the issue girls in "huff housing" now feel as if they need to carry a weapon to feel remotely safe accessing the restroom after dark.	6/20/2021 3:24 AM
38	N/A	6/18/2021 1:33 PM
39	Connect town with sidewalks and safe crossing walks. ( I believe this is happening) Quit building 3 story housing units in neighborhoods and get rid of nightly rentals. We have really nice hotels that could use the support.	6/18/2021 10:59 AM
40	Love to live in Yosemite Valley	6/17/2021 3:34 PM



## Mariposa County Housing and Mobility Survey

41	Fire safety: high fuel loading on neighboring lands and in the area in general.	6/17/2021 7:49 AM
42	none	6/16/2021 11:54 PM
43	I don't want to ride a bus to work.	6/16/2021 10:38 PM
44	The indigenous communities do not have opportunities to rent or buy either - it's a large piece of why they can't receive federal recognition. Mariposa County exists on stolen land and there should be a plan to house all indigenous communities who were the first inhabitants of the land.	6/16/2021 1:13 PM
45	Please please PLEASE provide more amenities and construct more pet-friendly housing options for NPS employees within El Portal. It is absolutely insanity that I can acquire well-paying, year-round job for NPS but can end up homeless because of the lack of housing opportunities and unwillingness of the government to allow pets in their rental units for term employees.	6/16/2021 9:59 AM
46	Living outside the park would be a long commute	6/15/2021 9:20 AM
47	Need ATM in valley for cash deposits. Aramark Housing not trust worthy, incompetent. Street lights and walkway lights burnt out never replace. Washers and dryers always breaking down. When the power goes out and then comes back on machines have to be manually reset and we will have no washers for days until the machines are reset by maintenance staff. Housing incompetent with package deliveries. Night housing not always available. Not all kitchens have lockable cubicles for your pots and pans. Not all housing have dedicated power so when power goes out you are in darkness and freezing or roasting which ever the case may be. Housing will plow the parking lot when they feel like it.	6/14/2021 7:26 PM
48	Even if there were more housing rental opportunities in Midpines/Mariposa, the length of the commute for anyone working in Yosemite Valley is still very long and not sustainable as a daily commute.	6/14/2021 7:09 PM
49	Any new housing would have to include access to retail and ATM	6/14/2021 6:57 PM
50	We should convert the old chapel into something useful for the community before it rots away and becomes challenging to restore. Maybe a bakery, diner, farmers market venue, or brewery.	6/14/2021 7:44 AM
51	Would like to buy a house but BNBs are buying up everything and vacation rentals	6/13/2021 1:43 PM
52	There isn't much to choose from in the rental market, and it very expensive	6/13/2021 4:43 AM
53	amenities are good with access to Mariposa and an hour long drive to Merced or 45 minutes to Oakhurst; safety and access to homes a concern with wildfire hazards; do like that we have cell service here whereas many places closer to the park have no cell service	6/12/2021 1:46 PM
54	I love it here, but the housing market is very expensive relative to incomes. We were incredibly lucky to find an inexpensive rental two years ago and haven't had a rent increase, but friends have not been so lucky and are spending huge proportions of their incomes on rent/utilities. Also, fire safety programs have been increasing in visibility/access since I've been here, but it feels like we still have a long way to go.	6/12/2021 9:41 AM
55	My partner's and my commutes are long but this is the compromise location. Would love to have more bike/walking connections on minor roads instead of having to get on the highways. Housing is extremely hard to find for us and friends/coworkers. Thrilled that the Midpines general store market is reopen.	6/12/2021 9:26 AM
56	Poor hospital.	6/11/2021 8:30 PM
57	Mariposa County in a good place to live, plenty of law enforcement, close to amenities.	6/11/2021 7:53 PM
58	I do love being here, it's just tragic that so many NPS homes are empty which could be rented to folks who work in the park. The "bidding system" needs to be revised	6/11/2021 12:31 PM
59	yeah, you need to do the same with tuolumne county - annoying that the only county the park is ever concerned about is mariposa, when there are 3 other counties that people commute from.	6/11/2021 10:03 AM
60	I've lived here the majority of my life and am discouraged to see so many vacation rentals. It is really challenging to find affordable housing here. I do feel safe here, and am very grateful to those who keep us safe. Sometimes, it feels like our zoning is out of whack. For example,	6/11/2021 10:00 AM

## Mariposa County Housing and Mobility Survey

there used to be houses across the street (west) from the Hall of Records, and now I find out it is zoned commercial.

61	Second homes have made owning housing out of reach for those of us who live and work here	6/11/2021 9:48 AM
62	Communal facilities are left disgusting, things break often	6/11/2021 9:40 AM
63	We should be permitted to put tiny houses on lots. The number of Air B&Bs should be restricted.	6/11/2021 8:53 AM
64	It's bothersome that Aramark monopolizes on the fact that it has the most convenient gas and market options in YV and EP. Employees shouldn't have to pay outrageous prices for gas and grocery/toiletry needs when they come up. We already don't make very much money working here and then we have to pay tourist prices out of convenience. Aramark should be required to give employees discount cards.	6/10/2021 5:37 PM
65	Would like to see something done about the Homeless people camps springing up. Again, that is a fire hazard.	6/10/2021 12:56 PM
66	Need more amenities	6/10/2021 12:55 PM
67	As a working professional, I would like to be in a position to buy a house. My dream would be to have a modest house/cottage and a garden. There are no 1-2 bedroom houses or condos in Mariposa County where park professionals can live. You have to rent a room in a larger home to find an affordable place to live. I made sacrifices in housing options by coming to Yosemite. Among National Park Service employees it is widely known that housing in and around Yosemite is the greatest challenge and inconvenience that employees face. You have to know someone locally to find somewhere reasonable to live. Some live in tents and cars. Many employees choose to turn down Yosemite jobs because of poor housing options.	6/10/2021 9:27 AM
68	Commutes are a huge part of quality of life and it is really tough sometimes to find and retain good candidates to hire into vacancies because of what they hear about commutes around the County.	6/10/2021 8:22 AM
69	Good	6/10/2021 12:08 AM
70	The price of housing does not seem commensurate with the local wages	6/9/2021 3:00 PM
71	The housing shortage in Mariposa County completely blows my mind given the startling number of vacation rentals that sit empty half the year. The taxes on second homes should incentivize or subsidize renting to local workers (and discourage vacation rentals). We also need a good home loan program for local workers because many banks won't finance fixer uppers and those are the only properties that are affordable. Out-of-town investors can just pay cash. The NPS and other local employers also need to increase their wages substantially to attract and retain talent that doesn't have multi-generational wealth.	6/9/2021 2:58 PM
72	As a resident in the Valley, it's very important for me to live IN the Valley; I hear rumours now and then that there is efforts behind the scenes to move everyone out of the Valley, and I find that a very concerning prospect. Living in the Valley is a huge incentive to WORK in the Valley. People living in company housing sacrifice a lot just to live in the Valley, and that should be considered, not just for future plans but also the quality of the housing. Cracked tile floors in bathrooms are a hazard, as is the mold growing in the grout of the showers, and the kitchens serving dozens of dorm-dwelling employees should have more than one stove; it's hard because of the lack of room to expand, but dinner time comes and people have to wait upwards of an hour to begin cooking because the four burners on the one stove are already occupied. It's not the end of the world; but things could be better.	6/9/2021 1:25 PM
73	NPS wont allow families to live together even when both people work within the park. Seasonals can't have over night guests even though you are married and have a child.	6/9/2021 12:59 PM
74	Oakhurst needs a Dollar General instead of True Value	6/9/2021 9:53 AM
75	None	6/9/2021 9:46 AM
76	Definitely a lack of affordable housing in the area due to vacation rental market.	6/9/2021 9:38 AM
77	Housing should be closer to the park work sites rather than an hour commute from Mariposa- especially for entry level positions.	6/9/2021 9:21 AM
78	There is no upkeep in any of the laundry facilities. Washers and dryers are often broken, semi-	6/8/2021 2:15 PM

## Mariposa County Housing and Mobility Survey

broken, expensive as a seasonal or volunteer and if we're paying for them I don't understand how they are so poorly kept. There are also not many available in El Portal nor are they located in a highly accessible area. This seems like a small thing but it's just inconvenient enough to compound stress. If work is stressful or life in general, oftentimes doing laundry is the straw that will break the camels back.

79	Underground power instead of trees and utility poles, at least along pre-existing road corridors.	6/5/2021 1:05 PM
80	In a perfect world, I would just like a place that is a bit more up to date with the world we live in.	6/4/2021 3:48 PM
81	no opinion,...too hot right now....and CA is in a drought	6/4/2021 1:35 PM
82	It would be nice if there were more washers and dryers. there is not one in my building and I have to go three streets over I try to find one in one of the apartment buildings that is open. it also would be nice if the post office was open 12:00 to 7: 00pm instead of 8:00 to 3: 00pm.	6/3/2021 12:12 PM
83	I love shopping in Mariposa. Everything is so close and easy to get to, park, etc... I always see people I know when I shop and it is fun to chat and catch up. I know many of the people working at the different dr, dental offices and other stores and offices in town. I really like small town living	6/3/2021 11:16 AM
84	I consistently feel like the town of Mariposa is not capturing as much tourist money as they could. Why not more ethnic food options, climbing gym, etc.?	6/3/2021 11:12 AM
85	I feel safe living alone and close enough to town to be easy.	6/3/2021 11:09 AM
86	Mariposa County does a pretty good job, in my opinion. However, some of my non-white friends have experienced racism and are afraid to venture off Highway 140, which limits their housing options.	6/3/2021 10:30 AM
87	Would be nice if more affordable housing was here for families to live, for Park families to be more permanent, public transportation or school transportation.	6/2/2021 9:40 PM
88	Housing market makes it hard to buy affordable homes. Diversity is lacking. Not enough public transport options for locals since it seems more tourist drive.	6/2/2021 7:06 PM
89	Buying an affordable house is hard to come by in neighboring communities as well as so many homes are being used for vacation rentals.	6/2/2021 4:02 PM
90	Stop allowing more vacation rentals. There are already way too many making rental or buying options extremely limited.	6/1/2021 9:37 AM
91	Everyone should be able to live in a WOB with access to wifi and air conditioning. Tent Cabins are not an appropriate living situation for someone who been working in the park for 7 years.	5/30/2021 12:42 PM
92	Unsafe for people of color.	5/30/2021 10:56 AM
93	Housing in Mariposa county is awful and over priced and extremely difficult to find- does not make any attempt to support the park which is the counties primary employer	5/29/2021 1:54 AM
94	I wish more housing on Foresta was for park employees rather than almost all being vacation homes and air bnbs	5/28/2021 10:17 PM
95	Needs more fire extinguishers, temporary residences should not be used for 25 years and should be built to code.	5/28/2021 6:18 PM
96	I pay taxes on our federal property and although they are reimbursed I do not see any efforts on the counties part to offer any services to the children of the valley. Not everyone out here can afford daycare. No county swim or summer camps are offered here or in El Portal. It's really disapointing.	5/28/2021 3:28 PM
97	Housing shouldn't be so overloaded and under maintained. Yosemite workers are people not animals	5/28/2021 1:38 PM
98	El portal has really limited and expensive housing. Half the government housing in rancharia is t even used because nps doesn't want to pay to maintain it, which pushes more folks into old el portal, and therefore less housing available over all, especially for folks who work for other park partners.	5/28/2021 12:26 PM
99	Transportation getting in and out of the valley can be expensive and challenging.	5/28/2021 9:15 AM

## Mariposa County Housing and Mobility Survey

100	Way too many Air B&B's to find rentals places to buy.	5/28/2021 5:51 AM
101	I don't think its worth working in Yosemite if you need to commute from outside the park every day	5/28/2021 5:07 AM
102	We'd love to buy a house and have a garden, install solar panels, etc but the fire risk and housing prices are way to high. It's literally impossible.	5/27/2021 9:55 PM
103	There is very little affordable housing in the entire county and very few apartment rentals. Also, it's unfortunate that many people who work in Yosemite Valley have to drive an hour all the way out to Mariposa to find an apartment. It would be nice if there was more housing in Yosemite Valley and El Portal for staff. It would be especially nice if there were more government housing apartments in El Portal.	5/27/2021 9:55 PM
104	Living in the valley can be quite a privilege and yet we have no competition for better food/discounts for anything. Not having a resident/employee entrance/exit is a huge problem when commuting; residential areas should be protected from tourists and clear universal signage should be improved.	5/27/2021 9:49 PM
105	It would be great if tiny homes were embraced as an option for those wanting to build a mother-in-law unit on their property.	5/27/2021 9:46 PM
106	Buying our house was REALLY stressful, we got outbid several times before someone accepted our offer, and if we weren't a two-income household (the number above is both of us combined), there's no way either of us could have afforded it on our own. The fire insurance is killer too. With virtually no options to rent, I would have had to turn down the job Yosemite offered me. We're excited to be here, but definitely understand why people get frustrated and leave (or don't bother to come at all). We're also pretty worried about daycare availability as we're hoping to start a family soon-ish.	5/27/2021 9:39 PM
107	We have got to build denser and smaller units to house our seasonal and low income workforce. One and two bedroom apartments, so they don't have to have roommates just because the only available housing is too big and therefore more expensive. Restricting multiple home on lots has really prevented options such as clustered small homes.	5/27/2021 8:00 PM
108	It's getting really hard to find housing here. Airbnb/vacation rentals are negatively impacting our community.	5/27/2021 7:22 PM
109	The prices for renting are ridiculous if not employer sponsored. Hard to live here long term. In EP, the only food is the market which doesn't have great inventory and jacks up the prices.	5/27/2021 6:21 PM
110	Housing and NPS come by far too often	5/27/2021 5:41 PM
111	Homeless people near creek in town are nasty	5/27/2021 2:02 PM
112	No roommates I've had things stolen from me	5/27/2021 1:59 PM
113	Such a housing shortage. I feel so grateful to have a house that is not related to my employment, but it frustrates and saddens me to see my friends struggle to find similar options for their families.	5/27/2021 1:38 PM
114	There need to be more trained mental health professionals in town.	5/27/2021 1:33 PM
115	More than fair pay for what is offered but would like more options of housing choices independent of seniority/job status and job security	5/27/2021 1:28 PM
116	Gas price is very high	5/27/2021 1:11 PM
117	There needs to be more housing for the year round residents, Mariposa needs to git rid on the vacation rentals in areas not zoned for hotels. Residential areas should be for home owners or long term renters only.	5/27/2021 1:10 PM
118	N/a	5/27/2021 1:07 PM
119	The lack of nearby medical resources makes living in Yosemite Valley very difficult. Prior to NPS running the medical clinic there was access to better primary care, a dentist and physical therapist. There is no mental health practitioner in the Valley because the funding was taken away (that's what I heard), and there absolutely should be a mental health provider with an office here. It's incredibly difficult to have to take a day off of work to go to any specialty care	5/27/2021 12:58 PM

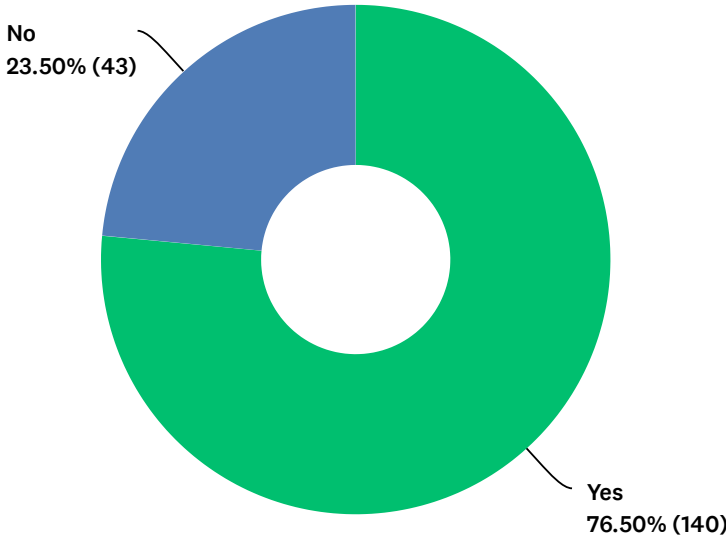
## Mariposa County Housing and Mobility Survey

in Fresno, Merced or Sonora (ie Pediatrician, OBGYN). This leads to more health concerns accumulating due to lack of access.

120	The employee housing and facilities in Yosemite (for the concessionaire employees at least) are vastly in need of updates and improvements. The cots in the tents are painful and old and the hard sided cabins have mold. The bathrooms and kitchens are disgusting.	5/27/2021 12:37 PM
121	Employee housing needs to be built in Foresta.	5/27/2021 12:15 PM
122	The construction and traffic in yosemite valley has taken a huge toll on quality of life for people who must live outside the park and commute in. There is an order to how housing is dispersed among workgroups, and that order has been disrupted this year - senior employees were dropped from priority housing while a brand new employee was given a Valley bed. There needs to be transparency and merit involved in housing selection, rather than favoritism.	5/27/2021 11:48 AM
123	3 people in a canvass tent or 2 people in a WOB should be illegal. No room dividers no space no privacy . Communal kitchens lack working microwaves or toasters. The fridge doesn't fit everyones food, half the washers are broken and housing only allows a 2 hour window to pick up packages and will send back your mail after one week with no notice	5/27/2021 11:04 AM
124	The tourists are a problem. It would be beneficial if traffic was limited.	5/27/2021 10:56 AM
125	I do love the town of Mariposa but wish town had a bigger variety of shops	5/27/2021 10:41 AM
126	not enough rentals for my co-workers, rentals are ridiculously expensive (ie today say a ROOM, with private bat and fridge) renting for \$1000/mo!!	5/27/2021 10:19 AM
127	There has been a history of insufficient planning for workforce housing to support the tourism industry. The County and National Park Servicr should be coordinating on all facets of workforce housing	5/26/2021 4:16 PM
128	I feel lucky to have housing security.	5/26/2021 2:25 PM
129	good	5/26/2021 12:15 PM

### Q14 Do you commute to work in Mariposa County?

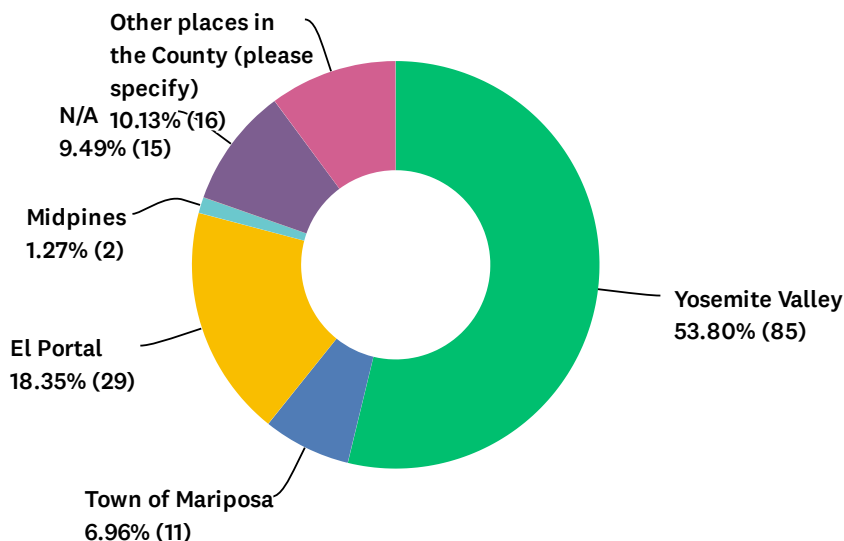
Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes	76.50%	140
No	23.50%	43
TOTAL		183

## Q15 If yes, where?

Answered: 158 Skipped: 39



ANSWER CHOICES	RESPONSES	
Yosemite Valley	53.80%	85
Town of Mariposa	6.96%	11
El Portal	18.35%	29
Midpines	1.27%	2
Coulterville	0.00%	0
N/A	9.49%	15
Other places in the County (please specify)	10.13%	16
<b>TOTAL</b>		<b>158</b>

#	OTHER PLACES IN THE COUNTY (PLEASE SPECIFY)	DATE
1	Wawona	6/30/2021 12:55 AM
2	Wawona (walk to work)	6/24/2021 7:39 AM
3	El portal, the valley, and Tuolumne Meadows	6/20/2021 9:36 AM
4	Foresta	6/20/2021 6:41 AM
5	Bootjack/Woodland	6/12/2021 9:33 AM
6	South entrance	6/11/2021 1:05 PM
7	Wawona	6/11/2021 12:32 PM
8	Wawona	6/9/2021 3:00 PM
9	Yosemite West	6/9/2021 10:24 AM
10	Wawona	6/9/2021 9:56 AM

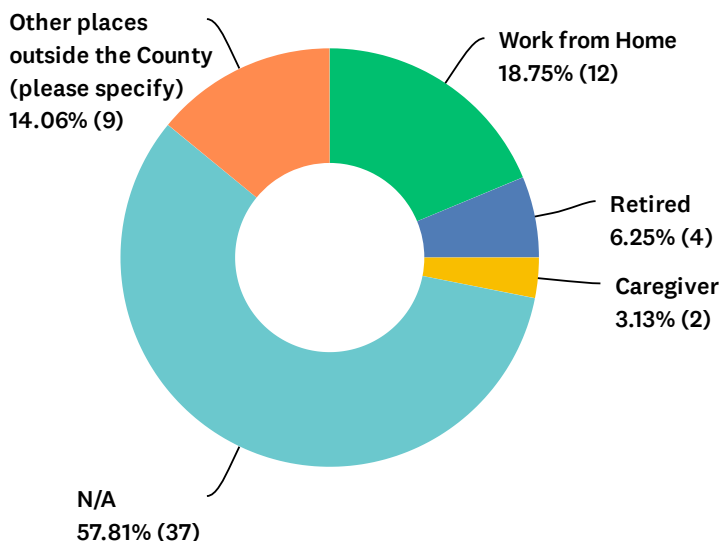
## Mariposa County Housing and Mobility Survey

11	Yosemite West	6/9/2021 9:23 AM
12	Yosemite West	6/9/2021 9:17 AM
13	Multiple locations including Wawona, Yosemite Valley, Mariposa	5/30/2021 11:05 AM
14	I am a mix of work from home and commuting to the valley.	5/28/2021 11:24 AM
15	I commute to the Valley daily and my husband commutes to Mariposa daily. Between the two of us we drive about 3 hours every day.	5/27/2021 9:59 PM
16	Currently commute to Mariposa, but I have commuted to El Portal, Yos Valley. and Tuolumne Meadows and will respond as a El Portal Commuter	5/26/2021 2:35 PM



### Q16 If no, tell us more:

Answered: 64 Skipped: 133

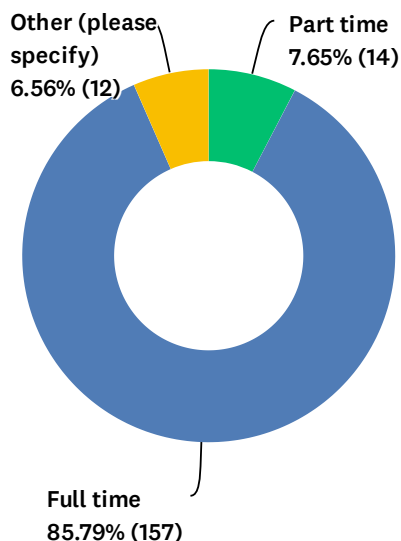


ANSWER CHOICES	RESPONSES	
Work from Home	18.75%	12
Retired	6.25%	4
Caregiver	3.13%	2
N/A	57.81%	37
Other places outside the County (please specify)	14.06%	9
<b>TOTAL</b>		<b>64</b>

#	OTHER PLACES OUTSIDE THE COUNTY (PLEASE SPECIFY)	DATE
1	I work in the part of the parks that's in Tuolumne County	6/20/2021 5:01 PM
2	Walk to work	6/20/2021 9:08 AM
3	Sonora, Fresno	6/20/2021 8:24 AM
4	Live in park	6/15/2021 9:23 AM
5	Big Oak Flat Ranger Station	6/13/2021 11:50 AM
6	San Benito County	6/11/2021 8:34 PM
7	groveland to the park	6/11/2021 10:04 AM
8	Hetch Hetchy	6/9/2021 3:13 PM
9	I live and work in El Portal.	5/27/2021 3:06 PM

## Q17 How often do you work per week?

Answered: 183 Skipped: 14

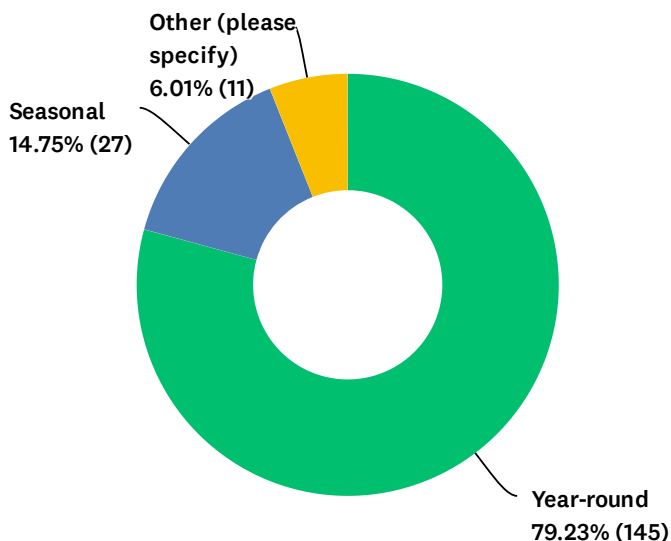


ANSWER CHOICES	RESPONSES	
Part time	7.65%	14
Full time	85.79%	157
Other (please specify)	6.56%	12
<b>TOTAL</b>		<b>183</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	0	6/26/2021 5:27 PM
2	retired	6/24/2021 6:05 PM
3	Currently awaiting re-employment at full-time as usual	6/24/2021 7:39 AM
4	Stay at home parent	6/24/2021 1:11 AM
5	work full time but currently mostly teleworking from home and commuting to the office once a week; that might change as pandemic effects lessen	6/22/2021 3:18 PM
6	Volunteer	6/22/2021 11:21 AM
7	1-2	6/20/2021 8:24 AM
8	I currently telework but will likely be returning to the office in some capacity soon	6/9/2021 9:45 AM
9	Full time but never 40 hr, about 30hrs per week	5/28/2021 5:13 AM
10	Volunteer	5/27/2021 9:56 PM
11	two part-time jobs	5/27/2021 9:53 PM
12	Retired	5/27/2021 10:58 AM

## Q18 How often do you work per year?

Answered: 183 Skipped: 14

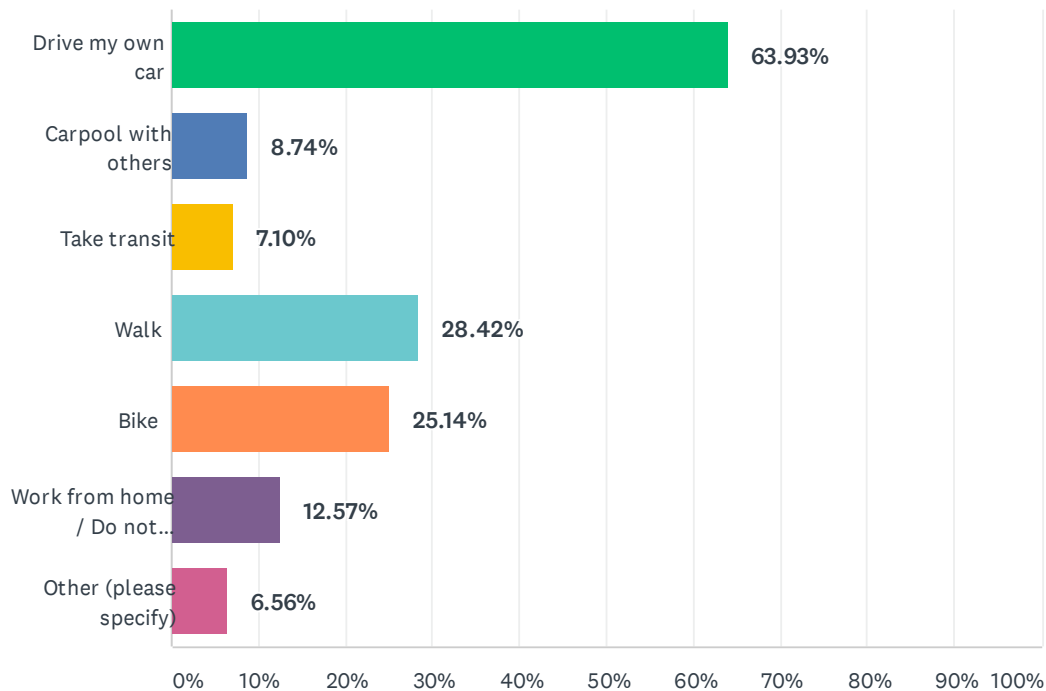


ANSWER CHOICES	RESPONSES	
Year-round	79.23%	145
Seasonal	14.75%	27
Other (please specify)	6.01%	11
<b>TOTAL</b>		<b>183</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	0	6/26/2021 5:27 PM
2	retired	6/24/2021 6:05 PM
3	due to Covid I no longer have FT work	6/24/2021 2:49 PM
4	Year-round, seasonal transfer between Wawona & Yos Valley	6/24/2021 7:39 AM
5	Seasonal, but trying to piece together year-round work.	6/14/2021 8:04 AM
6	Currently a full time seasonal position	6/11/2021 11:19 AM
7	furlough	6/11/2021 10:04 AM
8	when I feel like it....sometimes volunteer	6/4/2021 1:37 PM
9	Typically year round employment but it does have to be renewed each season.	5/28/2021 11:24 AM
10	Used to be year round, until Aramark started closing curry each winter	5/28/2021 5:13 AM
11	Retired	5/27/2021 10:58 AM

### Q19 How do you commute most often? Select all that apply.

Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES
Drive my own car	63.93% 117
Carpool with others	8.74% 16
Take transit	7.10% 13
Walk	28.42% 52
Bike	25.14% 46
Work from home / Do not commute	12.57% 23
Other (please specify)	6.56% 12
Total Respondents: 183	

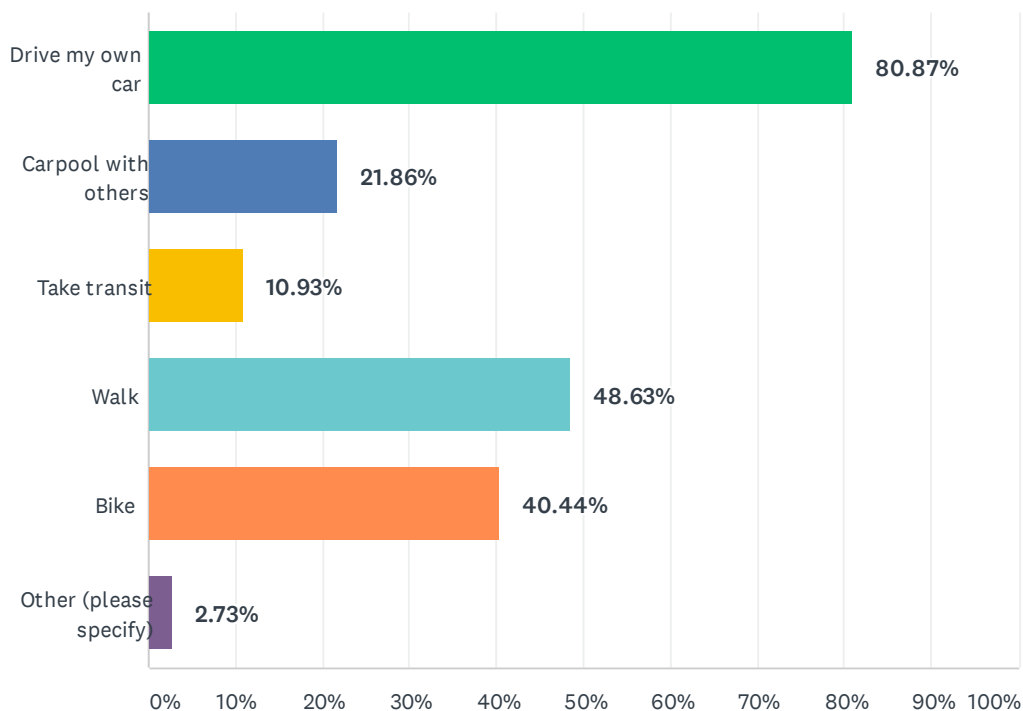
#	OTHER (PLEASE SPECIFY)	DATE
1	E-board	7/7/2021 12:28 AM
2	no commute	6/26/2021 5:27 PM
3	retired	6/24/2021 6:05 PM
4	on the occasional EP days I can bike, but currently it's mostly Mariposa	6/24/2021 2:49 PM
5	Drive company car.	6/22/2021 3:14 PM
6	There is probably a percentage of NPS folks who will be teleworking around 50% of the time from here on out. That is going to have a big impact on how housing outside of the park will be viewed.	6/21/2021 8:01 PM

# Mariposa County Housing and Mobility Survey

7	Government vehicle	6/20/2021 5:01 PM
8	Live where I work	6/15/2021 9:23 AM
9	Government Vehicle	6/14/2021 8:04 AM
10	Motorcycle	6/12/2021 9:47 AM
11	Motorcycle.	6/3/2021 10:32 AM
12	we did have a vanpool until COVID...	5/27/2021 10:22 AM

## Q20 How do you get around when you are not commuting? Select all that apply.

Answered: 183 Skipped: 14

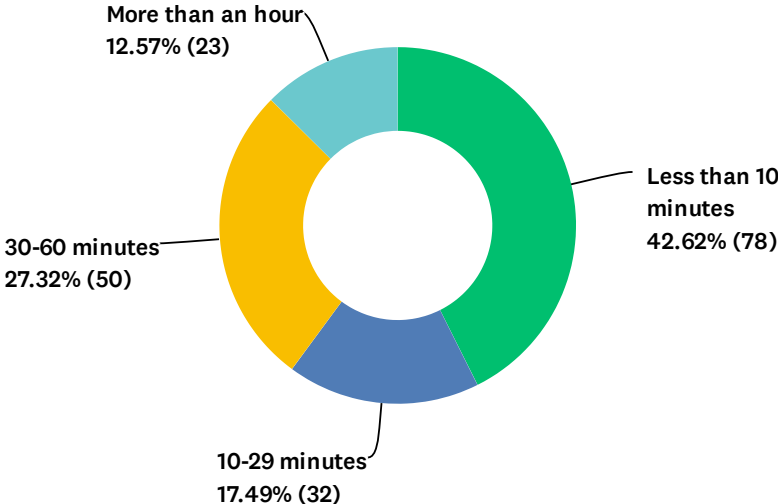


ANSWER CHOICES	RESPONSES
Drive my own car	80.87% 148
Carpool with others	21.86% 40
Take transit	10.93% 20
Walk	48.63% 89
Bike	40.44% 74
Other (please specify)	2.73% 5
Total Respondents: 183	

#	OTHER (PLEASE SPECIFY)	DATE
1	E-board	7/7/2021 12:28 AM
2	Climb	6/22/2021 11:00 AM
3	iwalk	6/16/2021 10:42 PM
4	Motorcycle	6/12/2021 9:47 AM
5	Motorcycle	6/3/2021 10:32 AM

## Q21 How long is your commute?

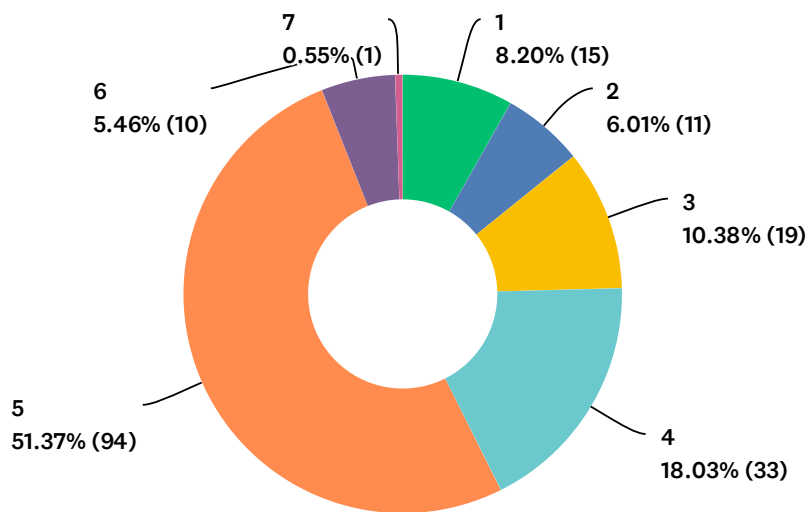
Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
Less than 10 minutes	42.62%	78
10-29 minutes	17.49%	32
30-60 minutes	27.32%	50
More than an hour	12.57%	23
TOTAL		183

## Q22 How many days per week do you have to commute?

Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
1	8.20%	15
2	6.01%	11
3	10.38%	19
4	18.03%	33
5	51.37%	94
6	5.46%	10
7	0.55%	1
TOTAL		183



## Q23 What do you like about your commute?

Answered: 153 Skipped: 44

#	RESPONSES	DATE
1	nothing	7/7/2021 11:32 AM
2	The view and fresh air	7/7/2021 12:28 AM
3	Short.	6/30/2021 12:55 AM
4	Seeing the trees	6/26/2021 10:04 PM
5	short	6/25/2021 1:27 PM
6	The disconnect from work and home.	6/25/2021 7:03 AM
7	no commute, retired	6/24/2021 6:05 PM
8	It's not in LA...	6/24/2021 2:49 PM
9	Short and unencumbered	6/24/2021 7:39 AM
10	Easy	6/23/2021 7:16 AM
11	Not to far, close to home	6/22/2021 5:34 PM
12	Beautiful drive, and Being able to take the bus	6/22/2021 3:39 PM
13	scenery	6/22/2021 3:18 PM
14	It's short.	6/22/2021 3:14 PM
15	Walking in the sun	6/22/2021 2:43 PM
16	It's the only time I have to myself	6/22/2021 11:31 AM
17	Yosemite valley! Biking!	6/22/2021 11:00 AM
18	My commute is a walk through Cook's Meadow. It's beautiful, I can see Yosemite Falls in the day, and the stars at night.	6/22/2021 8:45 AM
19	I get to travel through Yosemite	6/22/2021 1:43 AM
20	Short and pretty.	6/21/2021 9:42 PM
21	It is pretty and usually relaxing.	6/21/2021 8:01 PM
22	It's only about a ten minute walk from home	6/21/2021 7:34 PM
23	I don't have to commute to work but I commute between Los Angeles where I have another home.	6/21/2021 5:55 PM
24	It's a three minute walk from my dorm building	6/21/2021 9:25 AM
25	Yosemite nature Great bike paths Good for health	6/20/2021 8:06 PM
26	Riding my bike over housekeeping bridge and stopping to watch Yosemite Falls/rainbows/wildlife/sunset etc.	6/20/2021 6:16 PM
27	It's scenic	6/20/2021 5:22 PM
28	Short	6/20/2021 5:01 PM
29	The walk among the trees	6/20/2021 1:56 PM
30	The view	6/20/2021 12:05 PM
31	easy bike ride	6/20/2021 11:49 AM

## Mariposa County Housing and Mobility Survey

32	It's a beautiful drive from el portal to the valley!	6/20/2021 11:28 AM
33	The beautiful drive.	6/20/2021 11:00 AM
34	Beautiful scenery	6/20/2021 10:23 AM
35	I commute with my husband, we work nearly the same shift.	6/20/2021 9:57 AM
36	The view	6/20/2021 9:54 AM
37	It is beautiful	6/20/2021 9:36 AM
38	I'm driving against visitor traffic to get to Midpines, driving through the river canyon is beautiful.	6/20/2021 9:23 AM
39	Its a 5 minute walk.	6/20/2021 9:08 AM
40	Nothing	6/20/2021 8:24 AM
41	It is short, beautiful, not much traffic	6/20/2021 7:56 AM
42	Close to work, pretty views, nice people	6/20/2021 7:39 AM
43	I can walk to my overnight rental.	6/20/2021 6:41 AM
44	Drive	6/20/2021 6:22 AM
45	It's easy and nearby	6/20/2021 3:37 AM
46	Clossness	6/18/2021 1:36 PM
47	Beautiful river canyon	6/18/2021 11:03 AM
48	usually short	6/18/2021 2:55 AM
49	Its short	6/17/2021 3:36 PM
50	The views	6/17/2021 3:03 PM
51	with in walking distance to work	6/17/2021 12:27 PM
52	Nothing	6/17/2021 11:17 AM
53	Scenic	6/17/2021 7:52 AM
54	walking	6/16/2021 11:58 PM
55	nothing. I don't commute. I live in Yosemite valley	6/16/2021 10:42 PM
56	When I did have to commute from Midpines to the park, aside from it being scenic there wasn't anything I liked about it.	6/16/2021 1:16 PM
57	It is close	6/16/2021 10:00 AM
58	Nothing	6/15/2021 9:23 AM
59	Exercise	6/14/2021 7:32 PM
60	It's only about 35 minutes on average.	6/14/2021 7:15 PM
61	nothing	6/14/2021 7:02 PM
62	I drive into one of the most stunning landscapes in the world to go to work.	6/14/2021 8:04 AM
63	2 minutes to work	6/13/2021 1:44 PM
64	Beautiful scenery	6/13/2021 4:49 AM
65	scenery is nice	6/12/2021 1:51 PM
66	Beautiful ride through the Merced River canyon. Not usually much traffic.	6/12/2021 9:47 AM
67	Quiet, generally little traffic	6/12/2021 9:33 AM
68	Listen to music.	6/11/2021 8:34 PM
69	Vanpool with co-workers, makes the time go by faster, saves gas	6/11/2021 7:58 PM

## Mariposa County Housing and Mobility Survey

70	breezy	6/11/2021 3:38 PM
71	Scenic	6/11/2021 1:05 PM
72	Love I am close enough to walk	6/11/2021 12:32 PM
73	Most of the time it is peaceful and uninterrupted. Sometimes you can help park guests figure out where they can find stuff like bathrooms, coffee or the falls.	6/11/2021 11:19 AM
74	I like driving, and I use the time to process the day and clear my head.	6/11/2021 10:26 AM
75	views	6/11/2021 10:04 AM
76	it is a beautiful and safe drive	6/11/2021 9:50 AM
77	The views	6/11/2021 8:55 AM
78	Early morning lighting and sunsets, but that doesn't fill my tank...	6/10/2021 5:42 PM
79	Pretty drive	6/10/2021 12:59 PM
80	Relatively short	6/10/2021 12:57 PM
81	The drive is scenic, good opportunity to listen to podcasts and catch up on the news	6/10/2021 9:32 AM
82	I can bike it, Foresta Rd from Old EP to warehouse is safe	6/10/2021 8:23 AM
83	Scenic beauty	6/10/2021 12:13 AM
84	It is on slow roads	6/9/2021 3:13 PM
85	That it is not longer. YARTS is an option	6/9/2021 3:01 PM
86	Short	6/9/2021 3:00 PM
87	It's beautiful and short	6/9/2021 2:17 PM
88	The scenery :)	6/9/2021 1:27 PM
89	The scenery	6/9/2021 1:01 PM
90	Short, near the office, along the Merced	6/9/2021 10:46 AM
91	Like it when not much traffic	6/9/2021 10:24 AM
92	Beautiful scenery	6/9/2021 10:04 AM
93	It's short	6/9/2021 9:56 AM
94	Beautiful scenery, podcasts	6/9/2021 9:45 AM
95	I am working from home currently	6/9/2021 9:31 AM
96	Relatively short commute and a beautiful drive	6/9/2021 9:23 AM
97	nothing	6/9/2021 9:17 AM
98	The scenery	6/8/2021 7:10 PM
99	Listening to podcasts and music	6/8/2021 2:18 PM
100	Scenery	6/8/2021 1:11 PM
101	Scenic	6/5/2021 1:10 PM
102	obviously the location of my commute is wonderful and it's a short commute so I don't mind it at all	6/4/2021 3:49 PM
103	biking	6/4/2021 1:37 PM
104	It is a beautiful drive	6/3/2021 12:15 PM
105	most beautiful commute in the world :) Usually no traffic if I go early enough and so peaceful	6/3/2021 11:19 AM
106	It is short, I can walk	6/3/2021 11:13 AM

## Mariposa County Housing and Mobility Survey

107	Love it! It's really easy since I work in town now.	6/3/2021 11:12 AM
108	Scenery	6/3/2021 10:34 AM
109	8 minutes, and I get to ogle Yosemite Falls along the way.	6/3/2021 10:32 AM
110	Pretty scenery	6/2/2021 9:40 PM
111	It's incredibly short	6/2/2021 7:09 PM
112	The scenery	6/2/2021 4:09 PM
113	Basically not a commute since I live a 10 minute walk from my place of employment. I love not having to drive a long distance.	6/1/2021 9:39 AM
114	I don't commute	5/30/2021 1:40 PM
115	Close proximity to my job	5/30/2021 12:44 PM
116	Nothing	5/30/2021 11:05 AM
117	I don't.	5/29/2021 1:56 AM
118	The river canyon is beautiful, and I'm driving against visitor traffic	5/28/2021 10:21 PM
119	The nature	5/28/2021 6:20 PM
120	It's beautiful	5/28/2021 5:25 PM
121	Beautiful!	5/28/2021 5:16 PM
122	Short walk, the best thing ever.	5/28/2021 1:41 PM
123	The drive is very nice and gives me time to think/ prep for the day.	5/28/2021 11:24 AM
124	My commute is only one to two minutes.	5/28/2021 9:17 AM
125	Walking distance	5/28/2021 8:43 AM
126	The canyon is beautiful and I get to compare wild flowers and the river daily/weekly. Love jumping in the river on a hot day on my way home.	5/28/2021 5:54 AM
127	I live in the valley, it can't get much better	5/28/2021 5:13 AM
128	Nothing	5/27/2021 9:59 PM
129	N/A	5/27/2021 9:56 PM
130	Only if I time it right, it can be enjoyable with a good audio book.	5/27/2021 9:53 PM
131	Pretty quick and easy to get into town from Midpines	5/27/2021 9:43 PM
132	Beautiful scenery	5/27/2021 8:04 PM
133	The scenery.	5/27/2021 7:27 PM
134	Short, easy.	5/27/2021 6:24 PM
135	Short	5/27/2021 6:01 PM
136	It's beautiful	5/27/2021 5:43 PM
137	Th view	5/27/2021 2:02 PM
138	Scenic, not super long.	5/27/2021 1:40 PM
139	It's short and the traffic is minimal.	5/27/2021 1:34 PM
140	Accessibility without car except for poor weather which may depend on shuttle running (snow/rain)	5/27/2021 1:30 PM
141	The Merced River Canyon	5/27/2021 1:29 PM
142	The beauty of the drive	5/27/2021 1:13 PM

## Mariposa County Housing and Mobility Survey

143	In the morning no one around	5/27/2021 1:09 PM
144	Nothing	5/27/2021 12:58 PM
145	The river canyon between the park and Mariposa is beautiful.	5/27/2021 12:44 PM
146	Scenery	5/27/2021 12:17 PM
147	Scenery of the mountains and river	5/27/2021 11:51 AM
148	The scenery	5/27/2021 10:50 AM
149	Simple, not too long	5/27/2021 10:42 AM
150	great scenery!	5/27/2021 10:22 AM
151	I do not have to commute on a regular basis and when I do, the distance is short.	5/26/2021 4:25 PM
152	Time to listen to a podcast, or music and enjoy a nice cup of coffee	5/26/2021 2:35 PM
153	good	5/26/2021 12:16 PM

## Q24 What do you dislike about your commute?

Answered: 147 Skipped: 50

#	RESPONSES	DATE
1	I have to donate two hours of my day to have a job while others get to live onsite.	7/7/2021 11:32 AM
2	Guest bikers not paying attention to the path and people in front of them.	7/7/2021 12:28 AM
3	N/A	6/30/2021 12:55 AM
4	Traffic since it is single lane	6/26/2021 10:04 PM
5	Gone all day. Traffic.	6/25/2021 7:03 AM
6	no commute, retired you should have this as an option	6/24/2021 6:05 PM
7	I don't want to drive to work. I want to ride my bike.	6/24/2021 2:49 PM
8	Nothing	6/24/2021 7:39 AM
9	It's hot	6/22/2021 5:34 PM
10	Length of time and traffic if I don't leave very early. Difficult to get bus reservation when Yosemite Has use limits and more tourists use bus to avoid park reservation system.	6/22/2021 3:39 PM
11	long, dangerous curvy roads that people (mostly locals) drive too fast on	6/22/2021 3:18 PM
12	Getting across hwy 140	6/22/2021 3:14 PM
13	Walking at night in the dark	6/22/2021 2:43 PM
14	Slow drivers who don't use turn outs	6/22/2021 11:31 AM
15	Traffic!!	6/22/2021 11:21 AM
16	Scenic drive through canyon.	6/22/2021 10:34 AM
17	N/A	6/22/2021 8:45 AM
18	I have to deal with tourist traffic	6/22/2021 1:43 AM
19	Heat.	6/21/2021 9:42 PM
20	It's too long and a bit dangerous. Response time to accidents in the 140 river canyon seems to be very long by everyone (park, CHiPs, Sherriff, ambulance, etc). Cost of gas.	6/21/2021 8:01 PM
21	Long drive.	6/21/2021 5:55 PM
22	Nothing at all	6/21/2021 9:25 AM
23	Busy cars that speed in Yosemite People who clog the bike paths when walking	6/20/2021 8:06 PM
24	Living in the East End of The Valley in the summertime if for some reason I HAVE to take my car somewhere. I have to plan my days/weeks around getting my car out of The Valley when the roads aren't stand-still parking lots... to the tune of moving my car at 6am to the Lodge so that 10 hours later I can leave.	6/20/2021 6:16 PM
25	It's long. It can be very slow depending on the time of day.	6/20/2021 5:22 PM
26	The traffic within the Valley.	6/20/2021 1:56 PM
27	The time	6/20/2021 12:05 PM
28	Crowds in the summer time mean I have to add at least an hour to my drive time unless I'm getting there between 7-7:30	6/20/2021 11:28 AM
29	The 3 hour long drive, and the multi-hour long lines of cars you have to wait behind to get into	6/20/2021 11:00 AM

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the park just to get to work. (I've missed 4 hours of a shift before, just because of having to wait behind a thousand visitors).

30	Cars that refuse to stop in crosswalks, too much congestion on walking/bike paths	6/20/2021 10:23 AM
31	It's long, the tourists don't use turnouts.	6/20/2021 9:57 AM
32	Traffic (tourists), gas prices	6/20/2021 9:54 AM
33	It is dangerous and an environmental disaster.	6/20/2021 9:36 AM
34	potential for rock-fall closing the road; long drive	6/20/2021 9:23 AM
35	Construction and park traffic	6/20/2021 8:24 AM
36	The new traffic route in the valley is a little frustrating	6/20/2021 7:56 AM
37	Tourists going 30+ MPH in the parking lot & guests not knowing what "on your left" means	6/20/2021 7:39 AM
38	Nothing	6/20/2021 6:41 AM
39	The construction the cvt truck drivers who are unsafe on the road	6/20/2021 6:22 AM
40	Nothing	6/20/2021 3:37 AM
41	Heat	6/18/2021 1:36 PM
42	Constant road construction. Stop light in the canyon. Tourists driving slow. Locals driving crazy fast. Length of time away from home.	6/18/2021 11:03 AM
43	latest road configuration adds 20+ minutes to part of my commute	6/18/2021 2:55 AM
44	Nothing	6/17/2021 3:36 PM
45	Nothing	6/17/2021 3:03 PM
46	Spending time in the car driving the river canyon	6/17/2021 11:17 AM
47	Length	6/17/2021 7:52 AM
48	none	6/16/2021 11:58 PM
49	nothin	6/16/2021 10:42 PM
50	It is dangerous and takes up a great deal of time.	6/16/2021 1:16 PM
51	Nothing really, it is fantastic to be fortunate enough to have found housing in El Portal (after looking for the better part of a year).	6/16/2021 10:00 AM
52	Long drive	6/15/2021 9:23 AM
53	bad weather while no mass transit	6/14/2021 7:32 PM
54	The traffic in Yosemite Valley can add 30-45 minutes to the commute home on weekends.	6/14/2021 7:15 PM
55	traffic and long loop	6/14/2021 7:02 PM
56	There's usually traffic and distracted drivers.	6/14/2021 8:04 AM
57	Traffic, duration	6/13/2021 4:49 AM
58	curvy roads, winter conditions can be treacherous, awful tourist drivers (drive too fast, tailgate, unsafe), constant construction and road hazards make commute longer than it should be, intermittent shuttle service (YARTS)	6/12/2021 1:51 PM
59	When traffic is bad, it's quite frustrating. When a line builds up behind an RV that won't pull over, my commute can increase from ~30 minutes to nearly an hour.	6/12/2021 9:47 AM
60	Having to get on 49 for the last few miles. Narrow shoulders on Triangle/Carleton/Silva	6/12/2021 9:33 AM
61	Too long, a lot of traffic, crazy drivers.	6/11/2021 8:34 PM
62	Distance, spending at least 1 1/2 hours daily commuting to work, money on gas (gas prices high), wear and tear on vehicle	6/11/2021 7:58 PM

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63	N/A	6/11/2021 3:38 PM
64	Traffic. Slow tourists	6/11/2021 1:05 PM
65	Nothing	6/11/2021 12:32 PM
66	Bicyclists with no manners	6/11/2021 11:19 AM
67	It is nearly 3 hours out of my day, and if the traffic is bad, it takes even longer. Plus, 140 between El Portal and Mariposa is basically a scary race track.	6/11/2021 10:26 AM
68	slow people. 45 minutes	6/11/2021 10:04 AM
69	tourists drive slowly and erratically, there is no viable public transportation option	6/11/2021 9:50 AM
70	It's long. The roads are very dangerous when it snows.	6/11/2021 8:55 AM
71	Ridiculous gas prices set by Aramark that means my tank is like \$60 to fill almost every week...	6/10/2021 5:42 PM
72	Agressive local drivers. Very unsafe, need to have more traffic enforcement in the canyon.	6/10/2021 12:59 PM
73	Road construction	6/10/2021 12:57 PM
74	The drive gets old. My work day is essentially a 12-hour day.	6/10/2021 9:32 AM
75	Nothing	6/10/2021 8:23 AM
76	Traffic	6/10/2021 12:13 AM
77	Gas money	6/9/2021 3:13 PM
78	Tourists driving slow in the canyon, the light, the fact that the canyon is dangerous in the winter	6/9/2021 3:01 PM
79	Long lines, traffic, construction.	6/9/2021 3:00 PM
80	Dodging tourists	6/9/2021 2:17 PM
81	Witnessing poor behaviour from visitors (walking in meadows, fishing from bridges, illegal parking on vegetation).	6/9/2021 1:27 PM
82	The cost of gas	6/9/2021 1:01 PM
83	N/A	6/9/2021 10:46 AM
84	Line at entrance station	6/9/2021 10:24 AM
85	Nothing	6/9/2021 10:04 AM
86	Mariposa County does a poor job maintaining roads in Wawona	6/9/2021 9:56 AM
87	Winding roads, slow tourists, commute time (1 hour each way), gas prices	6/9/2021 9:45 AM
88	I am hoping to move my office to El Portal	6/9/2021 9:31 AM
89	lines at NPS gate, slow traffic in park,	6/9/2021 9:17 AM
90	The miles it puts on my car and the price of gas	6/8/2021 7:10 PM
91	Uncertain traffic, can be unsafe in incliment weather	6/8/2021 2:18 PM
92	Bad drivers and some crowded roads	6/8/2021 1:11 PM
93	Speeder, tailgaters, lack of signage	6/5/2021 1:10 PM
94	the road redirection	6/4/2021 3:49 PM
95	potholes	6/4/2021 1:37 PM
96	I don't like the unknowns that can make me late to work, like how long will the delay be at the gates, and will there be traffic delays and construction delays.	6/3/2021 12:15 PM
97	It would be nice if my job was such that I could take the bus more or carpool easier	6/3/2021 11:19 AM



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98	NA	6/3/2021 11:13 AM
99	nothing	6/3/2021 11:12 AM
100	Single lane road and getting stuck behind slow vehicles	6/3/2021 10:34 AM
101	Nothing. There's nothing that a reasonable human could dislike about an 8 minute walk in Yosemite Valley.	6/3/2021 10:32 AM
102	It's long, road closes sometimes.	6/2/2021 9:40 PM
103	Nothing	6/2/2021 7:09 PM
104	The traffic due to road projects and high visitation.	6/2/2021 4:09 PM
105	N/a	5/30/2021 1:40 PM
106	traffic and lack of parking when returning home	5/30/2021 12:44 PM
107	It varies so much. A 50 minute commute on a good day can be a two hour commute on a high traffic day. The road often has periodic closures for tree work, road work, etc that add up to an hour. It's hypocritical for me to work for a conservation organization talking to people about the effects of climate change on the park and to personally burn as much gasoline as I do getting to work. I hate that it takes a good slice of the time I'd rather spend exercising.	5/30/2021 11:05 AM
108	When I do have to drive into Yosemite Valley (approx 1 every two weeks) I do hate 140... so much crazy.	5/30/2021 9:48 AM
109	The commute.	5/29/2021 1:56 AM
110	Even if I wanted to take yarts, I still have to drive 25 minutes to El Portal first. Also the Ferguson light can add many minutes if I hit it wrong	5/28/2021 10:21 PM
111	The traffic.	5/28/2021 6:20 PM
112	Miss the shuttles/5-9 for when it's late, I'm tired, etc	5/28/2021 5:25 PM
113	Always road work... and tourists	5/28/2021 5:16 PM
114	The traffic	5/28/2021 3:32 PM
115	Nothing	5/28/2021 1:41 PM
116	The drive is long and can add so much time to my work day as well as the cost of fuel and miles added to my car.	5/28/2021 11:24 AM
117	Nothing	5/28/2021 9:17 AM
118	Nothing	5/28/2021 8:43 AM
119	Slow cars/RV's, locals that drive the canyon way too fast, construction delays.	5/28/2021 5:54 AM
120	I live in the valley, not much can ruin it	5/28/2021 5:13 AM
121	Constant construction and traffic turns a 25 minute drive to the valley into 60-90 minute drive every day. Winter driving conditions to the valley and Mariposa are very dangerous. Road closures due to rockfall require missing work without pay or driving around.	5/27/2021 9:59 PM
122	N/A	5/27/2021 9:56 PM
123	The tourists not using pull-outs; they just don't understand that we're not on vacation and we just want to get to our destination - work - on time and they must pull over and let us pass and then go at their own vacation pace.	5/27/2021 9:53 PM
124	Tourists in rented RVs with no clue what they're doing on mountain roads.	5/27/2021 9:43 PM
125	Dangerous road and drivers, traffic jams, unpredictable road conditions (Rockfall, ice). But mostly drivers doing dangerous things like passing on blind curves.	5/27/2021 8:04 PM
126	Traffic occurring earlier.	5/27/2021 7:27 PM
127	Can get backed up entering the park, blind corners with tourists camping illegally.	5/27/2021 6:24 PM
128	Visitors parked in the road	5/27/2021 6:01 PM

## Mariposa County Housing and Mobility Survey

129	All the traffic in Yosemite valley	5/27/2021 5:43 PM
130	Nothing	5/27/2021 2:02 PM
131	Traffic.	5/27/2021 1:40 PM
132	N/A	5/27/2021 1:34 PM
133	Dependent on visitor traffic/weather during commute which can be unpredictable	5/27/2021 1:30 PM
134	Slow vehicles .	5/27/2021 1:29 PM
135	Traffic and gas prices are very high.	5/27/2021 1:14 PM
136	The time it takes and the deer can be a pain.	5/27/2021 1:13 PM
137	To many people in the afternoon	5/27/2021 1:09 PM
138	Driving and Yosemite traffic.	5/27/2021 12:58 PM
139	Constant delays from construction and traffic	5/27/2021 12:44 PM
140	Traffic	5/27/2021 12:17 PM
141	The backlog from visitors and construction	5/27/2021 11:51 AM
142	Park traffic	5/27/2021 10:58 AM
143	Traffic at times, rockslides	5/27/2021 10:42 AM
144	distance	5/27/2021 10:22 AM
145	N/A	5/26/2021 4:25 PM
146	Traffic, other dangerous commuters, visitors that drive slow and dangerously, road construction and overall time wasted.	5/26/2021 2:35 PM
147	good	5/26/2021 12:16 PM

## Q25 How could your commute be better?

Answered: 127 Skipped: 70

#	RESPONSES	DATE
1	law enforcement presence, tired of seeing people pass on double yellow line and coming at me in my lane...commute is TOO LONG!	7/7/2021 11:32 AM
2	Less guest	7/7/2021 12:28 AM
3	N/A	6/30/2021 12:55 AM
4	More lanes	6/26/2021 10:04 PM
5	no commute, retired	6/24/2021 6:05 PM
6	If I moved somewhere that I can commute by bike	6/24/2021 2:49 PM
7	Couldn't be better	6/24/2021 7:39 AM
8	Shuttles	6/22/2021 5:34 PM
9	Fewer delays due to construction	6/22/2021 3:39 PM
10	could bike without risking my life	6/22/2021 3:18 PM
11	Better signage	6/22/2021 3:14 PM
12	A/C Radio	6/22/2021 11:31 AM
13	Less tourists. Limit # of cars in the valley	6/22/2021 11:21 AM
14	Not sure	6/22/2021 10:34 AM
15	I can't imagine a better commute.	6/22/2021 8:45 AM
16	LoL no tourists! But then I wouldn't have a job	6/22/2021 1:43 AM
17	I frequently have to enter Yosemite National Park for my commute, and the line at the gate can add a significant amount of time to my commute.	6/21/2021 9:42 PM
18	If it was shorter, and if they would finish the darn rock shed.	6/21/2021 8:01 PM
19	If there was public transportation. from Los Angeles to Yosemite such as if I could take a train and then Yarts.	6/21/2021 5:55 PM
20	I don't think it can be	6/21/2021 9:25 AM
21	Less people walking on bike path	6/20/2021 8:06 PM
22	If it were shorter or faster	6/20/2021 5:22 PM
23	N/A	6/20/2021 1:56 PM
24	If it wasn't one lane there	6/20/2021 12:05 PM
25	Not sure how to fix the traffic since it's just the two lane highway.	6/20/2021 11:28 AM
26	Having my wife be able to live in employee housing with me, like the ranger's family's get to, so I don't have to commute at all.	6/20/2021 11:00 AM
27	Fewer people	6/20/2021 10:23 AM
28	Remove the tourists.....ha, ha	6/20/2021 9:57 AM
29	Better gas price	6/20/2021 9:54 AM
30	Housing closer to park facilities	6/20/2021 9:36 AM

## Mariposa County Housing and Mobility Survey

31	finish the ferguson slide project so there's not a light	6/20/2021 9:23 AM
32	Better road infrastructure	6/20/2021 8:24 AM
33	N/A	6/20/2021 7:56 AM
34	Maybe a designated bike path	6/20/2021 7:39 AM
35	N/a	6/20/2021 6:41 AM
36	Time Construction to be off say 6 to 730 and 4 to 6 at night let us get home Talk to cvt owners and tell em we are tired of how they drive down 140 Darrah triangle etc	6/20/2021 6:22 AM
37	By having the buses back before winter. It gets hard getting to and from work in the Winter. So it would be nice to have the busses back in the Valley	6/20/2021 3:54 AM
38	When I used to work at yosemite valley lodge last winter/spring it was extremely difficult to access on bike/skateboard due to how icy and cold it was before 7am. Not having access to the "59" employee transportation bus was a major punch to the gut and left most employees struggling to get rides to work. The alternative set in place was courtesy rides provided by night housing security between 10pm and 6am, this service was completely unreliable for a number of reasons. 1. There was no communication between you and night housing directly you had to go through the valley operator which then asked housing for you, this often lead to rides never showing up. 2. Don't expect to be at work on time, I've personally waited an hour and fifteen minutes for the courtesy ride before and ultimately had to make the decision to bike to work in the 5 minutes I had left before my shift started 2 miles away. This is common as there's only one night housing personnel doing a slew of tasks, package pickup, other employee rides (with only a 5 seater suv or a 8 seater van), "security rounds" (which is just code word for hassling employees or taking a nap in the housing office) 3. And lastly the courtesy ride system is flawed because that's exactly what it is... a courtesy, housing is not obligated or required to give employees rides, but if they decide not to or other things come up, employees are just left to hang out and dry because there's no direct communication between housing and said employee, so once again it comes full circle. You're just left, without a ride.	6/20/2021 3:37 AM
39	Walk to lose weight	6/18/2021 1:36 PM
40	No construction and their vehicles.	6/18/2021 11:03 AM
41	Not living outside Yosemite Valley to commute to work	6/17/2021 3:36 PM
42	Nothing	6/17/2021 3:03 PM
43	If I didn't have one.	6/17/2021 11:17 AM
44	I would take YARTS if it were faster: it adds about an hour to my daily commute time.	6/17/2021 7:52 AM
45	none	6/16/2021 11:58 PM
46	nothing	6/16/2021 10:42 PM
47	Yarts should offer a better timetable and opportunities to rideshare should be increased.	6/16/2021 1:16 PM
48	Bus transport	6/15/2021 9:23 AM
49	mass transit	6/14/2021 7:32 PM
50	An even shorter commute would be ideal and a commute without traffic.	6/14/2021 7:15 PM
51	build a pedestrian underpass at Yosemite Falls to reduce traffic stand still, waiting for pedestrians crossing and blocking the road. This will keep traffic moving.	6/14/2021 7:02 PM
52	It would be nice to have a parking lot in El Portal and a bus service for visitors to take to reduce the number of cars trying to enter the park during peak season.	6/14/2021 8:04 AM
53	Commuter train from Mariposa to Yosemite Valley would create the perfect solution for work travel	6/13/2021 4:49 AM
54	YARTS or other community shuttle service could have more times and buses available to reduce congestion on highway and provide variety of times to catch the bus to El Portal and YNP Valley, ride-share opportunity exploration?	6/12/2021 1:51 PM
55	I was using YARTS before COVID, but with ridership restrictions I haven't been able to use it	6/12/2021 9:47 AM

## Mariposa County Housing and Mobility Survey

for commuting for the last year. I'm looking forward to it being easier/more available soon.

56	I really want to commute by electric bike but the ride can be dicey with cars along the way. The commute could be made better with wider shoulders on Triangle/Carleton/Silva; Bike options either by making a bike corridor along 49 or connecting smaller neighborhood roads.	6/12/2021 9:33 AM
57	Shorter, or no commute.	6/11/2021 8:34 PM
58	If it was shorter, more available housing to purchase closer to El Portal.	6/11/2021 7:58 PM
59	N/A	6/11/2021 3:38 PM
60	Teleportation	6/11/2021 1:05 PM
61	In winter road is not plowed.. can make it a bit tough to walk	6/11/2021 12:32 PM
62	Since the pandemic, I have been mandated to telework exclusively, except for occasional trips to my office in the park. But when telework ends, the commute could be improved by YARTS offering more runs and more direct runs with fewer stops. My 3 hour commute (round trip) turns to 4 or more with the current YARTs configuration.	6/11/2021 10:26 AM
63	not as long	6/11/2021 10:04 AM
64	create a viable public transportation option	6/11/2021 9:50 AM
65	Build more housing near the park.	6/11/2021 8:55 AM
66	YARTS used to offer commuter passes but those are no longer available or honored so there's literally no incentive to take the bus into the park. And in all honesty, commuter passes should be free to park employees. There's a pretty strong correlation with people who have longer commutes are often the people who are lowest paid. And the people who get to work from home or have shorter commutes tend to be on the higher end of the pay scale. Hence why it would be worthwhile to provide free commuter passes to ALL park employees.	6/10/2021 5:42 PM
67	Speeding enforcement and at the stop light	6/10/2021 12:59 PM
68	My work schedule does not give me the option to use YARTS. This is a great service and if the schedule was more reliable I would use the bus.	6/10/2021 9:32 AM
69	N/A	6/10/2021 8:23 AM
70	Leave lane open for local commuters	6/10/2021 12:13 AM
71	I wish there was good public transportation from Wawona to Yosemite Valley and Tuolumne. I would take it every weekend.	6/9/2021 3:00 PM
72	Not sure it can be. Rangers can't be everywhere at once. ☹️	6/9/2021 1:27 PM
73	Carpooling	6/9/2021 1:01 PM
74	N/A	6/9/2021 10:46 AM
75	None	6/9/2021 10:04 AM
76	Repaved roads	6/9/2021 9:56 AM
77	Carpooling, increased teleworking flexibility even after Covid	6/9/2021 9:45 AM
78	dedicated resident line in all seasons, public transportation to Yosemite West, with an official stop in the Yosemite West area.	6/9/2021 9:17 AM
79	Mileage compensation	6/8/2021 7:10 PM
80	Local hotels need to have 2 nite minimum stay and their guests need to ride Yarts or a hotel shuttle into Yosemite valley	6/8/2021 1:11 PM
81	More funding for law enforcement	6/5/2021 1:10 PM
82	I would like to not have to go out to El Cap meadow in order to go to the village from the Lodge.	6/4/2021 3:49 PM
83	sometimes have electric-assist	6/4/2021 1:37 PM

## Mariposa County Housing and Mobility Survey

84	I would like there to be a Yosemite conservancy/NPS commuter shuttle bus that runs multiple times a day. Maybe have a phone number that you could call to find out how long the delay is at the gate.	6/3/2021 12:15 PM
85	NA	6/3/2021 11:13 AM
86	nothing	6/3/2021 11:12 AM
87	Having cell service the whole way	6/3/2021 10:34 AM
88	A magic carpet ride?	6/3/2021 10:32 AM
89	Can't possibly be better	6/2/2021 7:09 PM
90	Less traffic. Having a home closer to the office. YARTS is no longer offering employee passes, so each ride is too expensive. Earlier rides into the Valley would allow more employees to get to work on time and use the bus as an option. Currently anyone who starts work at 7 AM or before is out of luck. More and more timely bus runs might make it better.	6/2/2021 4:09 PM
91	N/a	5/30/2021 1:40 PM
92	not having to wait in 2 hours of traffic to get home.	5/30/2021 12:44 PM
93	It could be shorter. There could be other folks in town that work in the park I could commute with. (So few live in Oakhurst)	5/30/2021 11:05 AM
94	Better YARTS schedule and bring back the commute reduced rate passes - or an emp bus	5/29/2021 1:56 AM
95	I'd love if there was a yarts stop at the diversion dam so I could park there and take it once a week	5/28/2021 10:21 PM
96	Keep reservations full time.	5/28/2021 6:20 PM
97	Not sure it can be if trees and rocks keep falling and Yosemite keeps being a tourist destination :)	5/28/2021 5:16 PM
98	Better traffic flow in the summer.	5/28/2021 3:32 PM
99	No change needed	5/28/2021 1:41 PM
100	Na	5/28/2021 8:43 AM
101	Cell service in the canyon so I don't have to remember to download my podcasts	5/28/2021 5:54 AM
102	Ice cream?	5/28/2021 5:13 AM
103	Reduce construction and traffic. Reduce tourist vehicles overcrowding. Increase signage about slow vehicles using turn outs.	5/27/2021 9:59 PM
104	N/A	5/27/2021 9:56 PM
105	YARTS out of the valley to Mariposa earlier in the day; more pull outs for slow drivers with loud and clear signage that they MUST use them...	5/27/2021 9:53 PM
106	Wider (more debris-free) shoulders or a dedicated bike path (engineering challenges aside) on 140 would make biking more pleasant.	5/27/2021 9:43 PM
107	I'd take the bus more if it ran more often and later into evening.	5/27/2021 8:04 PM
108	Paid commute time. It's a dangerous commute.	5/27/2021 7:27 PM
109	Improved entrance station	5/27/2021 6:24 PM
110	Less cars and better designed roads	5/27/2021 5:43 PM
111	Scooter	5/27/2021 2:02 PM
112	Ride share program, wider shoulders to make me feel more safe on my bike.	5/27/2021 1:40 PM
113	N/A	5/27/2021 1:34 PM
114	Separate access for employee travel around visitor traffic	5/27/2021 1:30 PM
115	Helicopter	5/27/2021 1:29 PM

## Mariposa County Housing and Mobility Survey

116	It would be great if Yarts has employees discount pass again.	5/27/2021 1:14 PM
117	Public transportation	5/27/2021 1:13 PM
118	????	5/27/2021 1:09 PM
119	If I could ride a bus I could do work on the bus.	5/27/2021 12:58 PM
120	Doing more night construction and not just all day mon-fri. More limited day use traffic. Give tourists more options to take busses, expand yarts and add park and ride places at entrance towns	5/27/2021 12:44 PM
121	Not sure	5/27/2021 12:17 PM
122	Better signage so that visitors are not stopping to figure out directions and driving confused	5/27/2021 11:51 AM
123	Limit traffic within the park	5/27/2021 10:58 AM
124	less often or not so far	5/27/2021 10:22 AM
125	I no longer commute to Yosemite Valley from Mariposa, but I did for seven years. I think that the limited YARTS schedules are not sufficient for many park employees. The fare is high fir low wage workers who are not eligible for subsidies by the federal government.	5/26/2021 4:25 PM
126	If the Furguson Rock shelter was complete then traffic would not bunch up at the bridges	5/26/2021 2:35 PM
127	good	5/26/2021 12:16 PM

## Q26 Other thoughts related to commuting in Mariposa County (regarding safety, convenience, cost, etc.)

Answered: 75 Skipped: 122

#	RESPONSES	DATE
1	N/A	7/7/2021 12:28 AM
2	We frequently are left without power and are at the absolute end of the line for repair. If you think this is only due to major issues like storms, you're kidding yourself. Mariposa County provides no services except a library on very limited hours conducive only to those who don't work (e.g. 1-3pm; 12-5pm) to the community of Wawona and that is with us helping to fund our own library. You even left us and Yosemite West off this silly survey which is not at all surprising! We have no access to health, wellness or social programs. Everything is 100% Valley and El Portal-centric within the park. Our school isn't even properly funded with tax money...that is sent to Bass Lake or somewhere and the school is left to fundraise to provide school services to the numerous children in our community. We have insufficient garbage and recycling services with dumpsters that have holes in them, are broken, overfilled twice a week because there aren't enough of them, and ignored by Recology. We have insufficient repairs to County-owned roads. The list goes on and on. You rake in TOT taxes and pretty darn close to ZERO of it comes back to this community and even less goes back to Yosemite West. You've got 400 private rental houses that are generating hundreds of thousands of dollars and you can't even plow roads, let alone clear culverts, patch potholes, repair signs, or paint roadway markings or do any kind of preventative or routine maintenance. I've lived here nearly 15 years and have never seen a road repaved. You keep milking the cash cow but never feed it.	6/30/2021 12:55 AM
3	Yarts is very reasonably priced	6/22/2021 3:39 PM
4	If more Yosemite folks could live closer to work (or continue to telework), that would really cut down on the need for all those people to spend so much time driving	6/22/2021 3:18 PM
5	More lights in town.	6/22/2021 3:14 PM
6	transportation provided by Aramark is hit and miss and jamie_gonzales@parner.nps.gov does not respond to emails	6/22/2021 2:43 PM
7	I wish Midpines store had gasoline	6/22/2021 11:31 AM
8	The shorter a commute, the better. The lower cost, the better. Park employees are not especially well-paid, and adding a lengthy commute to the work day reduces quality of life.	6/22/2021 8:45 AM
9	More YARTS busses and more frequent transfer connections	6/22/2021 1:43 AM
10	See notes regarding telework, this will allow more folks to live further away, possibly.	6/21/2021 8:01 PM
11	I think a reservation system should be year round to avoid too many cars in Yosemite.	6/21/2021 5:55 PM
12	To access other parts of the valley easier, like the grocery store, post office, and wellness center would be fantastic	6/21/2021 9:25 AM
13	The State Police are responsible for patrolling 140 but they are so profoundly understaffed that they have almost no presence from Midpines to the Park border. As a result, there's a LOT of poor and sometimes seriously dangerous behavior by local drivers happening all the time.	6/20/2021 6:16 PM
14	I worry about accidents, especially in the winter or when there are rockslides in the Merced River canyon.	6/20/2021 5:22 PM
15	A residential cost of gas at the el portal gas station that allows me to pay whatever gas is in mariposa.	6/20/2021 11:28 AM
16	There is always the threat of rocks on the road or a rock slide or trees down. It is expensive. Right now we are paying approximately \$75.00 a week to commute.	6/20/2021 9:57 AM
17	Gas prices are high. Almost not worth working in Yosemite	6/20/2021 9:54 AM



## Mariposa County Housing and Mobility Survey

18	We need more police presence on 140. People follow too closely and drive too fast.	6/20/2021 9:36 AM
19	I wish there was a YARTS stop at the diversion dam (120/140 intersection) so I could take YARTS more often, but it's not worth it at this point if I'm already having to drive to EP	6/20/2021 9:23 AM
20	Housing outside the park is a long commute, expensive rent, pretty much impossible with no COLA. Yosemite will be able to keep more employees if COLA existed.	6/20/2021 9:08 AM
21	We need to improve our overall infrastructure.	6/20/2021 8:24 AM
22	The new traffic route, driving all the way to el cap just to get home to the village when at the lodge, having to do that if it's snowy or rainy and the busses are running again. Some people don't know how to drive well in the snow or their vehicles aren't meant for some of the snow we get down here yet still have to get to work but now they have to drive all the way down to el cap from the lodge just making it unsafe for those who aren't as comfortable driving in those conditions	6/20/2021 7:56 AM
23	N/a	6/20/2021 7:39 AM
24	N/a	6/20/2021 6:41 AM
25	Nope	6/20/2021 3:37 AM
26	Mariposa is becoming crazy expensive and local wages do not match this change. Get rid of nightly rentals and you will have plenty of housing for the working class people.	6/18/2021 11:03 AM
27	Would not work if not able to live in Yosemite	6/17/2021 3:36 PM
28	I appreciate my employer's willingness to allow maximum telework during the pandemic, and overall support of telework and flexible work schedules.	6/17/2021 7:52 AM
29	If planning would favor walking to work.	6/16/2021 11:58 PM
30	It seems a lot of folks buying houses right now are not locals or from the area - they are buying these houses to use as rental properties. Controls need to be placed on VRBOs and Air Bnb's - people who work and live here have few options and it is wrong to allow it to continue uncontrolled.	6/16/2021 1:16 PM
31	Undafe	6/15/2021 9:23 AM
32	If you build housing outside of park will that create more traffic? 24 hour bus in and out of park for employees. Like maybe every 4 hours. Us graveyard employees need rides too.	6/14/2021 7:32 PM
33	The safety of driving through the Merced River Canyon between Briceburg and Yosemite is a concern, both with the risk of rockfall and the recklessness of some drivers on the road.	6/14/2021 7:15 PM
34	The bus is doable (except during COVID), but often crowded if employees aren't told to refrain from use due to high visitor usage needs. Generally safe. Road maintenance should be done in off-season though. All the employee cars increase pollution. Gas prices make commuting costly.	6/13/2021 4:49 AM
35	can shuttle system be greener?	6/12/2021 1:51 PM
36	We need more electric vehicle charging infrastructure! I've been hoping to purchase an electric vehicle for the past few years, but there are no charging stations in El Portal or Midpines, which are the towns I commute between. More YARTS runs, other commuting options (van share?, smaller busses for YNP/Aramark employees) would be nice.	6/12/2021 9:47 AM
37	Roads in poor shape.	6/11/2021 8:34 PM
38	The tourists can cause traffic back-ups, vacation rental patrons not knowing where they are going and driving erratically.	6/11/2021 7:58 PM
39	N/A	6/11/2021 3:38 PM
40	Housing in the greater Mariposa area is expensive and hard to find and too far from Yosemite.	6/11/2021 11:19 AM
41	I think we have found that a lot of work can be done remotely and that mindset will continue even after the pandemic allows "normalcy". Maybe consider some communal or partnered touch-down spaces for those who have telework challenges (like slow internet, lack of space) but could still get work done remotely without having to commute to El Portal or Yose Valley.	6/11/2021 10:26 AM

## Mariposa County Housing and Mobility Survey

YARTs is really the only transit and I think it is affordable, but they don't have enough runs. A pipe dream would be a rail system into the park again ;).

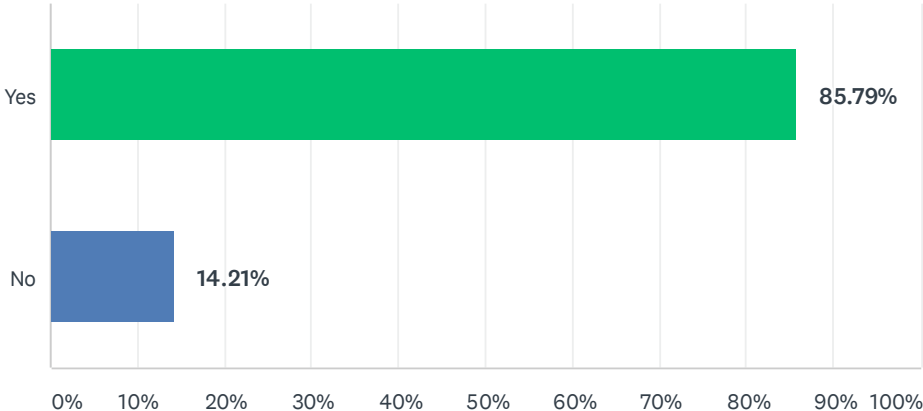
42	It would be easy to increase the number and availability of YARTS routes - you have a perfectly good system in place, just need more routes / better time offerings	6/11/2021 9:50 AM
43	Cost of filling up tank is unreasonable for employees.	6/10/2021 5:42 PM
44	Bicycle lanes, Sidewalks	6/10/2021 12:57 PM
45	The wear and tear on my car, the expense of gas and the stress of long commutes after working a long day are all stressful factors.	6/10/2021 9:32 AM
46	I really feel for people who have longer commutes than I.	6/10/2021 8:23 AM
47	The YARTS system is awesome, but there are too few runs and generally they don't align with flight schedules at FAT.	6/9/2021 3:00 PM
48	None	6/9/2021 10:04 AM
49	Make sure Wawona roads are plowed more timely/thoroughly in the winter.	6/9/2021 9:56 AM
50	Employee only gas prices that are lower than the cost for tourists	6/8/2021 7:10 PM
51	Commuting here is never convenient, yet this is what we sign up for upon moving out here. A rideshare program would be so helpful for shopping days, errands, getting out to hike and other things on top of work.	6/8/2021 2:18 PM
52	Increased public transportation.	6/5/2021 1:10 PM
53	I would gladly take yart but it costs more to take the bus than to drive. Ask yarts to bring back the commuter bus pass rates.	6/3/2021 12:15 PM
54	it's a great place to live	6/3/2021 11:19 AM
55	I wish the vacation rental market could be capped so that real people can afford to rent or own a home. I have seen many coworkers driven out of here due to lack of appropriate housing for them and their family.	6/3/2021 11:13 AM
56	more public transportation would be awesome and I would use it	6/3/2021 11:12 AM
57	Highway 140 is dangerous partly because of how people drive (passing when they shouldn't and speeding).	6/2/2021 7:09 PM
58	N/a	5/30/2021 1:40 PM
59	Mariposa county is very expensive to live in and and terrible public transportation	5/29/2021 1:56 AM
60	Gas is expensive along with expensive NPS RO housing. It makes	5/28/2021 3:32 PM
61	Gas prices suck	5/28/2021 5:54 AM
62	Less cars, the new traffic pattern doesn't have many pedestrian crossing signs and I don't trust people in cars up here to watch the road	5/28/2021 5:13 AM
63	I don't think there's anything you can do about the rockfall hazards. But it's terrible.	5/27/2021 9:59 PM
64	N/A	5/27/2021 9:56 PM
65	For safety, we need cell coverage on the whole 140 corridor.	5/27/2021 8:04 PM
66	During road closures, employees should be given extra flexibility with commute times.	5/27/2021 7:27 PM
67	The gas in EP is so expensive it's inconvenient when you're just commuting that you have to go to Mariposa for cheaper gas. The road is unsafe for transportation other than by vehicle.	5/27/2021 6:24 PM
68	Gas is way too expensive	5/27/2021 5:43 PM
69	Aramark should give me a travel stipend.	5/27/2021 1:29 PM
70	Gas prices in Greely Hill are way overinflated.	5/27/2021 1:13 PM
71	Very costly with the price of gas in Yosemite and El Portal.	5/27/2021 12:58 PM

## Mariposa County Housing and Mobility Survey

72	Need employee housing in Foresta	5/27/2021 12:17 PM
73	The distance from Mariposa abs surrounding hubs make for a long commute to Yosemite Valley. Safety is a concern, especially during inclement weather. Workers often have difficulty coordinating work/commute times and duration with other family members, especially children,	5/26/2021 4:25 PM
74	I've tried it all. Going to work and going home present very different experiences. Mornings are generally nice. Riding a Motorcycle was a good way to go.	5/26/2021 2:35 PM
75	good	5/26/2021 12:16 PM

### Q27 Do you work in Yosemite National Park?

Answered: 183 Skipped: 14

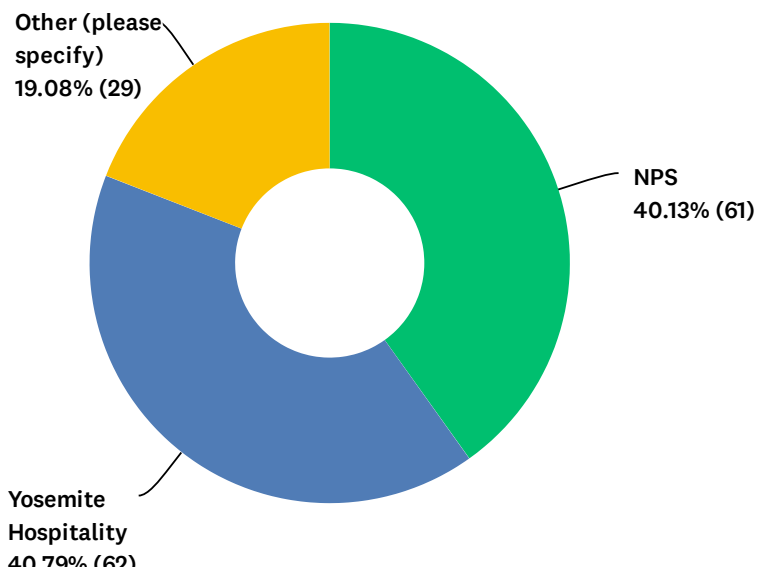


ANSWER CHOICES	RESPONSES	
Yes (1)	85.79%	157
No (2)	14.21%	26
TOTAL		183

BASIC STATISTICS				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	2.00	1.00	1.14	0.35

## Q28 Who do you work for in Yosemite?

Answered: 152 Skipped: 45



ANSWER CHOICES	RESPONSES	
NPS	40.13%	61
Yosemite Hospitality	40.79%	62
Other (please specify)	19.08%	29
TOTAL		152

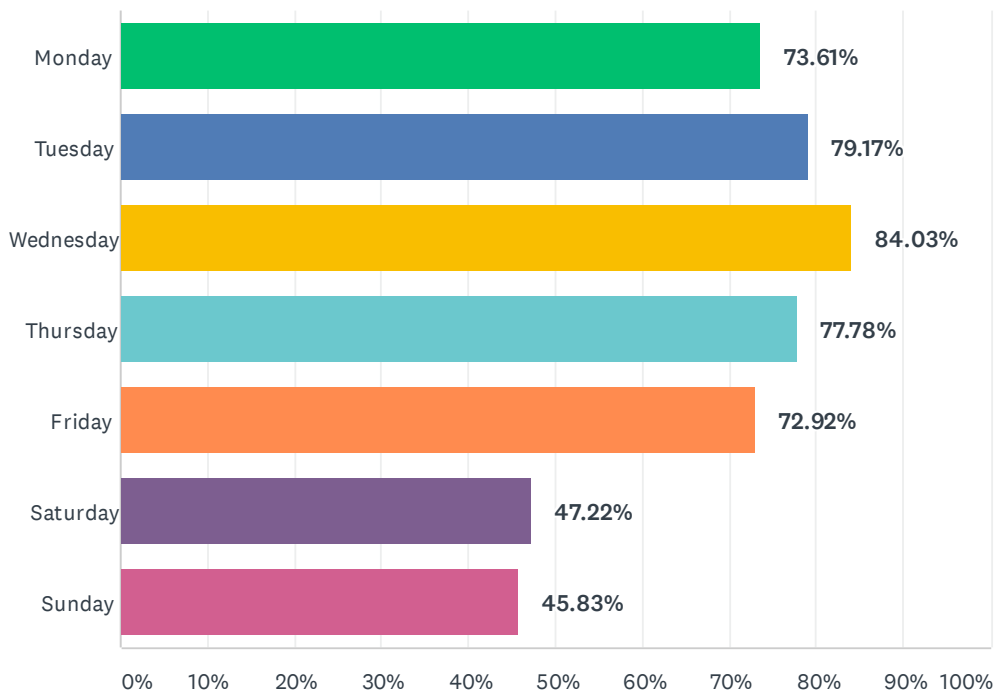
#	OTHER (PLEASE SPECIFY)	DATE
1	<span style="background-color: #00b050; color: white; padding: 2px;">NatureBridge</span> NatureBridge	6/20/2021 11:28 AM
2	NatureBridge (have been laid off since COVID but will return in October)	6/20/2021 9:25 AM
3	Badger pass	6/20/2021 8:25 AM
4	Myself	6/20/2021 6:43 AM
5	NatureBridge	6/18/2021 11:10 AM
6	You misspelled a word in number #29	6/14/2021 7:09 PM
7	YWECS	6/11/2021 12:34 PM
8	THE Ansel Adams gallery	6/11/2021 11:23 AM
9	Yosemite Conservancy	6/10/2021 5:43 PM
10	NatureBridge	6/10/2021 9:35 AM
11	UC Merced	6/9/2021 3:09 PM
12	Yosemite Conservancy	6/9/2021 3:01 PM
13	Yosemite National Park ChildCare Center	6/9/2021 1:02 PM
14	Yosemite Conservancy	6/9/2021 9:25 AM
15	Yosemite conservancy	6/8/2021 7:11 PM

## Mariposa County Housing and Mobility Survey

16	Yosemite Conservancy	6/4/2021 1:38 PM
17	Yosemite Conservancy	6/3/2021 12:16 PM
18	Yosemite Conservancy	6/3/2021 11:20 AM
19	NatureBridge	6/2/2021 4:11 PM
20	NatureBridge	5/28/2021 5:17 PM
21	NatureBridge	5/28/2021 11:25 AM
22	Yosemite Conservancy	5/28/2021 5:55 AM
23	YNPCCC	5/27/2021 10:02 PM
24	Mariposa County	5/27/2021 9:53 PM
25	Yosemite Conservancy	5/27/2021 3:07 PM
26	Yosemite childcare center	5/27/2021 1:15 PM
27	non profit	5/27/2021 1:14 PM
28	NaturBridge	5/27/2021 1:14 PM
29	NatureBridge	5/27/2021 12:58 PM

### Q29 What days of the week to you have to be at your work site? Select all that apply.

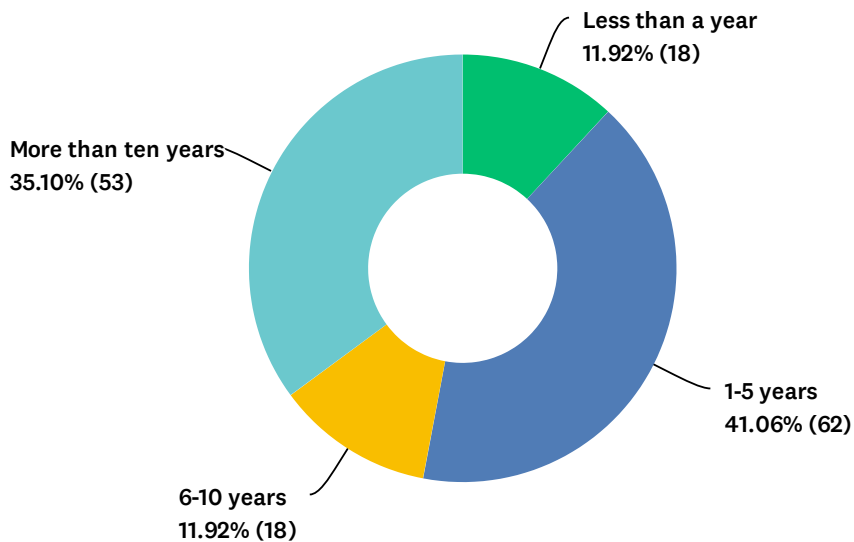
Answered: 144 Skipped: 53



ANSWER CHOICES	RESPONSES	
Monday	73.61%	106
Tuesday	79.17%	114
Wednesday	84.03%	121
Thursday	77.78%	112
Friday	72.92%	105
Saturday	47.22%	68
Sunday	45.83%	66
Total Respondents: 144		

## Q30 How long have you worked there?

Answered: 151 Skipped: 46



ANSWER CHOICES	RESPONSES	
Less than a year	11.92%	18
1-5 years	41.06%	62
6-10 years	11.92%	18
More than ten years	35.10%	53
TOTAL		151



## Q31 What do you like about working in Yosemite?

Answered: 127 Skipped: 70

#	RESPONSES	DATE
1	It is incredible to work at such a busy park and make a difference.	7/7/2021 11:33 AM
2	NA	7/7/2021 12:30 AM
3	It's a steady well-paying job	6/30/2021 12:56 AM
4	The hikes, the people	6/26/2021 10:05 PM
5	The people both coworkers and sometimes visitors.	6/25/2021 7:04 AM
6	Everything, it's the best	6/25/2021 1:28 AM
7	Everything	6/24/2021 7:41 AM
8	Good pay, easy job	6/22/2021 5:35 PM
9	my work group and the greater Yosemite community, access to the park, connection to and ability to contribute to a beautiful place that is loved by so many	6/22/2021 3:22 PM
10	Nature	6/22/2021 3:15 PM
11	no utility bills	6/22/2021 2:44 PM
12	I can't remember	6/22/2021 11:33 AM
13	Yosemite!	6/22/2021 11:03 AM
14	The people	6/22/2021 10:37 AM
15	I'm always in Yosemite. Hiking, climbing, work, stargazing, swimming, all within walking distance. Great views out my front door!	6/22/2021 8:46 AM
16	It's Yosemite	6/22/2021 1:45 AM
17	I like living close to the park, and spending my working time in one of my favorite places.	6/21/2021 9:44 PM
18	My coworkers. The views some days.	6/21/2021 8:05 PM
19	It's in Yosemite	6/21/2021 7:35 PM
20	The community and abundance of activities for outside of work	6/21/2021 9:28 AM
21	Great nature experience Decent community Awesome manager Cheap affordable rent Freedom to explore	6/20/2021 8:08 PM
22	My job is the BEST. I get to live in the BEST PLACE.	6/20/2021 6:22 PM
23	The staff are by and large very dedicated and incredible people. The park is majestic and beautiful and outdoor paradise	6/20/2021 5:02 PM
24	I love the fri3nds I made within the valley and living in Nature	6/20/2021 1:59 PM
25	Nature, affordable housing, the community	6/20/2021 12:19 PM
26	meet people from everywhere	6/20/2021 11:50 AM
27	The location and the JOY everyone shared about working in such a beautiful place.	6/20/2021 11:28 AM
28	The list is truly limitless.	6/20/2021 11:05 AM
29	Good coworkers	6/20/2021 10:24 AM
30	Besides the beauty of the park. My husband and I have both worked for the concessionaire for 37 years, we have achieved a wage that we cannot make anywhere else in Mariposa County.	6/20/2021 10:01 AM

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We like our jobs and have many good friends in the park.

31	It is Yosemite	6/20/2021 9:55 AM
32	Everything	6/20/2021 9:37 AM
33	incredibly beautiful, I love the community and the job	6/20/2021 9:25 AM
34	My boss is amazing abs i LOVE Yosemite.	6/20/2021 9:13 AM
35	Yosemite	6/20/2021 8:25 AM
36	Almost everything, the place, the opportunity, the experience, the hikes, climbs, tuolumne!!	6/20/2021 7:58 AM
37	Almost everything.	6/20/2021 7:42 AM
38	Great community	6/20/2021 6:43 AM
39	The people	6/20/2021 6:23 AM
40	Cheap rent	6/20/2021 3:39 AM
41	Yosemite is incredible. I think you know how awesome it is. It is a dream to be able to work there.	6/18/2021 11:10 AM
42	close to housing, away from large populations	6/18/2021 2:56 AM
43	The Location	6/17/2021 3:37 PM
44	Being in the park	6/17/2021 3:04 PM
45	being inside the park, the community	6/17/2021 12:28 PM
46	The people and the Park Service Mission of protecting the resource while providing access for visitors.	6/17/2021 11:18 AM
47	A spectacular landscape and a worthy mission.	6/17/2021 7:54 AM
48	Being able to walk to work.	6/16/2021 11:59 PM
49	I love being able to walk to work and to the store. Its so comforting that I'm so close to everything here in Yosemite Valley.	6/16/2021 10:43 PM
50	It's a powerful, scenic, and awe-inspiring place. I enjoy working to protect the land for current and future generations.	6/16/2021 1:18 PM
51	It is beautiful	6/16/2021 10:01 AM
52	No commute; beautiful backyard	6/15/2021 9:24 AM
53	Pays more than other parts of Mariposa county	6/14/2021 7:34 PM
54	The community of people who live here. This incredible park.	6/14/2021 7:17 PM
55	I do what I love and it hardly feels like work.	6/14/2021 8:05 AM
56	The people the beauty	6/13/2021 1:45 PM
57	Rich history, great people, beautiful park	6/13/2021 4:51 AM
58	People, natural beauty, opportunities for recreation. Almost everything.	6/12/2021 9:50 AM
59	It's a dynamic National Park, great co-workers, beautiful scenery, challenging work assignments.	6/11/2021 8:00 PM
60	Beautiful / Nature	6/11/2021 3:39 PM
61	Love having the park as our classroom, love the families	6/11/2021 12:34 PM
62	It's great.	6/11/2021 11:23 AM
63	Being a part of caring for such a magical place and being able to see it so often. I also have a great team and very flexible schedule.	6/11/2021 10:39 AM
64	everything	6/11/2021 10:05 AM

## Mariposa County Housing and Mobility Survey

65	the beauty of the place, the fact that it is the center of the world for rock climbing	6/11/2021 9:52 AM
66	My days off	6/11/2021 8:56 AM
67	I do a job that I'm passionate about and I feel like I bring really good contributions to the program.	6/10/2021 5:43 PM
68	Nice stable place to work. People are great.	6/10/2021 1:00 PM
69	I'm an NPS Ranger proud to work in Yosemite.	6/10/2021 9:33 AM
70	Beauty, civil service	6/10/2021 8:24 AM
71	A beautiful national park	6/10/2021 12:14 AM
72	Opportunities for recreation. Opportunity to help care for a truly special place. It is my home and I can live close to my family.	6/9/2021 3:09 PM
73	Connecting with Yosemite, the community	6/9/2021 3:01 PM
74	The people, the place, my job	6/9/2021 1:30 PM
75	Having access to the park. Being able to raise my child here.	6/9/2021 1:02 PM
76	Conservation, protecting and restoring park resources, access to the park and surrounding public land	6/9/2021 10:47 AM
77	It's Yosemite	6/9/2021 10:05 AM
78	Yosemite Fire is a great program	6/9/2021 9:58 AM
79	Fast paced work environment, meaningful work, excellent field work	6/9/2021 9:47 AM
80	Inspiring	6/9/2021 9:25 AM
81	I just love being there	6/8/2021 7:11 PM
82	The scenery, I technically live in El Portal but due to work / recreation I'm in the Valley alot. I also lived/worked in the Valley before and the Valley loop/ ease of getting around is nice.	6/8/2021 2:20 PM
83	Scenery	6/8/2021 1:19 PM
84	I love the job, the chance to make someone vacation AMAZING, truly motivates me in my professional life. I obviously love Yosemite, and the community here.	6/4/2021 3:51 PM
85	it's beautiful here	6/4/2021 1:38 PM
86	It is beautiful and my employer is ethical	6/3/2021 12:16 PM
87	I feel passionate about my job and it is beautiful, active and outdoors	6/3/2021 11:20 AM
88	It is a beautiful place, challenging work, great coworkers	6/3/2021 11:15 AM
89	Scenery and history of the park, proximity to recreation	6/3/2021 10:36 AM
90	Living in Yosemite.	6/3/2021 10:33 AM
91	The place, helping natural resources, love working for NPS, love my job, the privilege of living in a national park.	6/2/2021 7:15 PM
92	Community, nature, quiet, access to recreation, beauty	6/2/2021 4:11 PM
93	Excellent work/life balance, community, scenery, job growth opportunities	5/30/2021 1:41 PM
94	The scenery, the programs, yhe community and my co workers.	5/30/2021 9:49 AM
95	It's Yosemite! World class destination and a place I LOVE.	5/29/2021 1:58 AM
96	The nature	5/28/2021 6:22 PM
97	It's beautiful	5/28/2021 5:26 PM
98	I can play outside right before or after working!	5/28/2021 5:17 PM
99	Being in Yosemite, working with the tourist, seasonal changes.	5/28/2021 1:43 PM

## Mariposa County Housing and Mobility Survey

100	The location gives many opportunities for recreation.	5/28/2021 11:25 AM
101	The manager I work for is one of the few that I trust. Also, the environment is spectacular.	5/28/2021 9:20 AM
102	The park. The excitement of the guests.	5/28/2021 8:46 AM
103	It's Yosemite!! I worked for the concession company for 12 years and now YC for 2. Yosemite is home now.	5/28/2021 5:55 AM
104	Right now my time off	5/28/2021 5:24 AM
105	I worked previously for NB and the daycare and have recently returned to the park after being away for 3 years. I'm having a hard time remembering what I like about it besides the scenery.	5/27/2021 10:02 PM
106	The beautiful location and the walkability of the valley. Also appreciate the hiking opportunities.	5/27/2021 9:57 PM
107	I love being an essential part of our community	5/27/2021 9:53 PM
108	The mission of nps, ththe coworkers. coworkers.	5/27/2021 8:05 PM
109	Waterfalls and the feeling working there.	5/27/2021 7:32 PM
110	Great place to recreate and very structured work environment with decent pay and benefits.	5/27/2021 6:26 PM
111	Dream job	5/27/2021 6:01 PM
112	The people and how beautiful it is	5/27/2021 5:44 PM
113	The purpose, the people, the place.	5/27/2021 3:07 PM
114	The location	5/27/2021 2:04 PM
115	People, scenery, activities are abundant	5/27/2021 1:42 PM
116	Access to outdoors and affordable living accommodations	5/27/2021 1:32 PM
117	The Beauty.	5/27/2021 1:31 PM
118	Beautiful	5/27/2021 1:15 PM
119	The beauty	5/27/2021 1:14 PM
120	Yosemite it's self	5/27/2021 1:11 PM
121	Living in/access to the park	5/27/2021 1:02 PM
122	Access to Yosemite National Park.	5/27/2021 12:58 PM
123	Beauty	5/27/2021 12:18 PM
124	Community and healthy lifestyles	5/27/2021 11:53 AM
125	The people and my backyard	5/27/2021 10:55 AM
126	The view! the park mission.	5/27/2021 10:22 AM
127	good	5/26/2021 12:17 PM

## Q32 What do you dislike about working in Yosemite?

Answered: 128 Skipped: 69

#	RESPONSES	DATE
1	the commute	7/7/2021 11:33 AM
2	NA	7/7/2021 12:30 AM
3	It sucks the soul from you over time. Getting in and out of the park is a nightmare. If I have to go to town for an appointment I have to plan at minimum an extra hour to return to the park and that can extend up to 2 extra hours on ANY given day.	6/30/2021 12:56 AM
4	Housing, traffic- not enough lanes to get around	6/26/2021 10:05 PM
5	The commute.	6/25/2021 7:04 AM
6	Distance to groceries	6/25/2021 1:28 AM
7	Nothing	6/24/2021 7:41 AM
8	The system is weird. People are weird.	6/22/2021 5:35 PM
9	Environment, other employees	6/22/2021 3:40 PM
10	long commute, general issues with access to services in a rural area	6/22/2021 3:22 PM
11	Long lines of visitors.	6/22/2021 3:15 PM
12	Aramark	6/22/2021 2:44 PM
13	Upper managements disdain and poor understanding of all maintenance ops.	6/22/2021 11:33 AM
14	Tourists	6/22/2021 11:21 AM
15	Aramarks dealing with employees	6/22/2021 11:03 AM
16	The congestion	6/22/2021 10:37 AM
17	Only that the park can be very crowded on weekends.	6/22/2021 8:46 AM
18	Aramark. They're dissolving everything that makes it enjoyable to live and work here	6/22/2021 1:45 AM
19	Housing is either expensive or lacks personal space. Also the crowds.	6/21/2021 9:44 PM
20	Don't get me started...	6/21/2021 8:05 PM
21	The short staffing	6/21/2021 9:28 AM
22	Lack of concern for individuals who share with new roommates and have to deal with unsanitary, disrespectful roommates with no choice	6/20/2021 8:08 PM
23	Poor and overcrowded housing. Huge disparity in quality of housing, privacy, and lack of a neighborhood between NPS and concessions housing areas. Unaffordability and lack of housing outside the park, unless it were subsidized, no matter how much I'd want to, I couldn't afford to live outside company housing.	6/20/2021 6:22 PM
24	The rent is exorbitant for what you get in return. The connectivity is poor in most areas.	6/20/2021 5:02 PM
25	Dislike ARAMARK!!! The disrespect their employees and give them no feel of community. Dislike the amount of ppl allowed in the park, with no parking. The lack of respect ppl have for the Meadows and animals.	6/20/2021 1:59 PM
26	lack of jobs I enjoy year-round; commute to get groceries/doctor/dentist; not valued by company	6/20/2021 12:19 PM
27	housing needs improvement	6/20/2021 11:50 AM

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28	Crowds :(	6/20/2021 11:28 AM
29	My wife can't live with me, as she is not a park employee and has her own career, so she lives 3 hours outside of the park. I see her maybe two days out of the week, at most (but rarely) three days. Also, Yosemite housing (Yolanda) plays favorites with who she listens to or ignores. Like our dishwasher full of black mold that she actively ignored. No to mention her part in Aramark illegally evicting us from the park at the beginning of the pandemic. It often feels like employee safety is not Aramark's priority. Also, a lack of ADA access in employee housing.	6/20/2021 11:05 AM
30	Entitled tourists and indifferent managerial staff	6/20/2021 10:24 AM
31	The commute and the low level of customer service of the current concessionaire.	6/20/2021 10:01 AM
32	Stupid tourists	6/20/2021 9:55 AM
33	Housing challenges	6/20/2021 9:37 AM
34	Not really a hang-out place for locals - everything is geared towards visitors. Love when the carabiner is open in the winter and Sal's nights in EP but wish there was more. Also stress of rock falls and tree falls and other road closures	6/20/2021 9:25 AM
35	Seasonal employees are treated very differently, like second class citizens. Covid made it worse. Seasonal employees could have no visitors at all (awful neighbors watched you and tattled if you social distanced outside) while permanent employees were allowed to do anything. We all pay rent, we should have to follow the same rules. Pure discrimination.	6/20/2021 9:13 AM
36	The park administration and lack of awareness for the community from the current superintendent!	6/20/2021 8:25 AM
37	Sometimes housing is end all be all with the head of housing and it can be difficult to do anything(like enter back into housing) when she is gone on vacation and she does not delegate so that's frustrating	6/20/2021 7:58 AM
38	Housing situation. Sometimes it feels as though our housing is being held over our heads and they were being taunted and traded with it if we make even the smallest mistake. Yolanda needs to be stopped.	6/20/2021 7:42 AM
39	Nothing	6/20/2021 6:43 AM
40	Housing is to expensive	6/20/2021 6:23 AM
41	How the tourists are treated better than the employees making it all happen. We are constantly hassled by NPS, housing, and tourists whenever we aren't at work or commuting to it.	6/20/2021 3:39 AM
42	The commute. Lack of housing inside of the park for employees. Constant projects and road construction. Hate Aramark. Park services pet projects to implement Merced River Plans and Tuolumne River Plans. Their projects causing more harm to the environment by moving stuff, poisoning non native plants, killing fish in high sierra lakes, cutting down trees and making parking lots in Tuolumne, digging up Ahwahnee Meadow, Digging out river at Housekeeping camp. I could go on....basically all the construction and the parking crisis created by Park Service.	6/18/2021 11:10 AM
43	Small living conditions, high grocery prices	6/18/2021 2:56 AM
44	NPS	6/17/2021 3:37 PM
45	Nothing	6/17/2021 3:04 PM
46	traffic	6/17/2021 12:28 PM
47	Summer congestion.	6/17/2021 7:54 AM
48	Roadways that favor cars over pedestrians.	6/16/2021 11:59 PM
49	Nothing	6/16/2021 10:43 PM
50	I strongly dislike how problems like low wages and housing are ignored. The people making decisions do not remember what it is like to be a low-wage employee who has to commute or has to deal with not having housing. These issues affect mental health severely.	6/16/2021 1:18 PM
51	The crowds and lack of ability to navigate around the line of cars at the gate.	6/16/2021 10:01 AM

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52	Housing sucks	6/15/2021 9:24 AM
53	Aramark	6/14/2021 7:34 PM
54	The high stress of my job.	6/14/2021 7:17 PM
55	ARAMARK	6/14/2021 7:09 PM
56	The uncertainty of my future here. I really just want a permanent job or some sense of stability in my career here.	6/14/2021 8:05 AM
57	The traffic	6/13/2021 1:45 PM
58	No affordable housing for low income federal employees	6/13/2021 11:51 AM
59	Commute. It often affects morale of staff.	6/13/2021 4:51 AM
60	Crowds/traffic can be annoying. The housing situation has been a source of stress for the whole time I've worked here. When my wife and I were dating, we were not allowed to live together in government housing, forcing us to move down to Midpines instead of staying up in El Portal, where I had been based. We love Midpines now, but it's been a source of financial stress and guilt at the resources we consume by commuting.	6/12/2021 9:50 AM
61	Large park, lots of visitors, lots of time in the road and sitting in traffic.	6/11/2021 8:00 PM
62	N/A	6/11/2021 3:39 PM
63	Crowds and stress.	6/11/2021 1:07 PM
64	3 govt entitled to deal with. Often because of that, nothing gets done	6/11/2021 12:34 PM
65	It's too crowded in normal summers. There needs to be a reservation system in place from April to October every year so that employees and visitors aren't stuck in traffic for most of the summer.	6/11/2021 11:23 AM
66	The commute can be rough. There is not a lot of opportunity to move up/advance. It can be taxing to	6/11/2021 10:39 AM
67	the pay	6/11/2021 10:05 AM
68	the concessionaire treats its employees with little care and doesn't fulfil the terms of its contract	6/11/2021 9:52 AM
69	Cost of living is high.	6/11/2021 8:56 AM
70	Answer for #33, I already live outside the park but would love the opportunity to live closer to my worksite.	6/10/2021 5:43 PM
71	Too many tourist and traffic conjection during the summer.	6/10/2021 1:00 PM
72	Impacts on personal life.	6/10/2021 9:33 AM
73	Some aspects of workplace culture	6/10/2021 8:24 AM
74	Traffic	6/10/2021 12:14 AM
75	Scarcity culture in terms of compensation (across organizations), housing, promotion, etc.. Hierarchical leadership structures across organizations that entrench socio-economic differences. Organizations are threatened by new ideas. People and organizations are siloed and not up-to-speed on current societal trends in ethical work environment, productivity research, management research, etc. Inequities in compensation and opportunities that favor white men and people with multi-generational wealth. Summer crowds. Ignorant behavior by visitors (litter, poop, driving, etc.). Lack of opportunity to buy housing. Employees are taken for granted and told they are privileged to live/work here in substandard conditions.	6/9/2021 3:09 PM
76	The commute	6/9/2021 3:02 PM
77	Impossible to afford owning a home.	6/9/2021 3:01 PM
78	The serious flaws in communication (example: no one knew about the Valley traffic pilot program until it was literally being put into place; this is something everyone should have	6/9/2021 1:30 PM

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known about to help direct guests as needed, and ensure we also are able to navigate it correctly to get to work on time).

79	The lack of housing offered. The pay is not good.	6/9/2021 1:02 PM
80	Fires and smoke	6/9/2021 10:47 AM
81	Crowding	6/9/2021 10:05 AM
82	The lack of efficiency/productivity of many of the other programs within the park	6/9/2021 9:58 AM
83	The commute, mostly	6/9/2021 9:47 AM
84	Traffic and increasing number of closures from wildfire and weather.	6/9/2021 9:25 AM
85	Trying to get around in a car	6/8/2021 7:11 PM
86	Not to many things going on for employees.	6/8/2021 2:20 PM
87	Crowds	6/8/2021 1:19 PM
88	I dislike the large amount of crowds. I dislike the disrespect shown to the park by the public.	6/4/2021 3:51 PM
89	gets too hot sometimes.....Covid restrictions	6/4/2021 1:38 PM
90	I dislike that there is no employee grocery shopping hours at the village store, or a separate line for us to check out during lunch.	6/3/2021 12:16 PM
91	when it gets too crowded	6/3/2021 11:20 AM
92	Very high paced and stressful, lots of scrutiny and red tape to get things done	6/3/2021 11:15 AM
93	Crowds, too many employees to get to know, far from stores and other amenities, most higher level permanent staff have very long commutes while lower level seasonal staff get to live in Yosemite Valley	6/3/2021 10:36 AM
94	Yosemite Hospitality is not a good company to work for. At all.	6/3/2021 10:33 AM
95	Traffic, overcrowding, smoke in the summer, long drives to anywhere, the high cost of food in park, not owning our home.	6/2/2021 7:15 PM
96	The crowds when day use permits are not required (though the permit system excludes a variety of communities to be totally honest and critical, which is not fair)	6/2/2021 4:11 PM
97	No food/restaurants/hangout	5/30/2021 1:41 PM
98	The traffic	5/30/2021 9:49 AM
99	The lack of housing, commute, recreation options outside the park	5/29/2021 1:58 AM
100	Toxic management and business practices, low pay and high cost of food.	5/28/2021 6:22 PM
101	Pretty much everything else- the company, cost of groceries, etc	5/28/2021 5:26 PM
102	Very busy all the time and often road work getting to and from.	5/28/2021 5:17 PM
103	Excessive traffic, and tourist unrealistic expectations to see the park from a vehicle	5/28/2021 1:43 PM
104	It can be isolating and far from necessities (groceries, pharmacy,...)	5/28/2021 11:25 AM
105	The cost of food and transportation is too much.	5/28/2021 9:20 AM
106	Feeling unappreciated by Aramark. Feeling as though Aramark treats this premier property as an afterthought. Doing everything as cheaply as possible or not at all.	5/28/2021 8:46 AM
107	How long it takes to get things changed. Aramark and how little they support the community and their employees.	5/28/2021 5:55 AM
108	Aramark, most of my friends are leaving/have left from being overworked or underappreciated... it feels like we're numbers to the company, not people	5/28/2021 5:24 AM
109	Traffic, tourists disrespect for rules, plants, and wildlife. Insular and homogeneous community.	5/27/2021 10:02 PM
110	The housing is very run down and if you are a permanent employee it's extremely to find	5/27/2021 9:57 PM



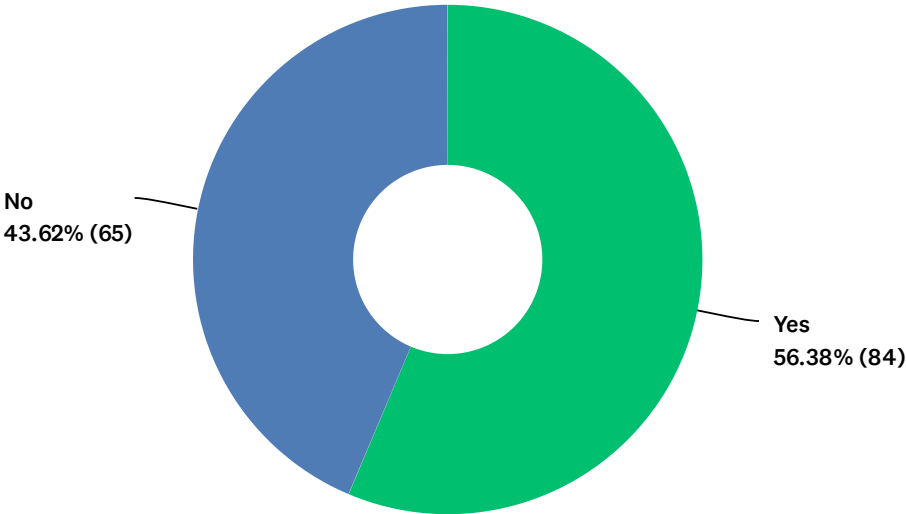
## Mariposa County Housing and Mobility Survey

affordable housing in the county.

111	Traffic jams.	5/27/2021 8:05 PM
112	It can be a hard place to work in, feel accepted.	5/27/2021 7:32 PM
113	Tourists not following rules	5/27/2021 6:26 PM
114	Annoying guests/visitors	5/27/2021 5:44 PM
115	Hard to find good housing for employees.	5/27/2021 3:07 PM
116	We should work 10ht days for three day weekend	5/27/2021 2:04 PM
117	The traffic when there is construction. Makes it awful when trying to leave at the end of the day.	5/27/2021 1:42 PM
118	Traffic during peak season, limited groceries, spotty internet service	5/27/2021 1:32 PM
119	Too many people and Cars.	5/27/2021 1:31 PM
120	The crowds	5/27/2021 1:14 PM
121	Having to commute	5/27/2021 1:11 PM
122	Housing, Aramark and traffic	5/27/2021 1:02 PM
123	Stifling/debilitating bureaucratic processes. The lack of accountability on Aramark to actually deliver on their operating agreements.	5/27/2021 12:58 PM
124	Traffic, lack of housing	5/27/2021 12:18 PM
125	The lack of transparency and logical order, How slowly progress is made for things like signage when bigger projects happen right away	5/27/2021 11:53 AM
126	Nothing	5/27/2021 10:55 AM
127	the commute	5/27/2021 10:22 AM
128	good	5/26/2021 12:17 PM

### Q33 Would you choose to work at Yosemite if you had to live outside the park?

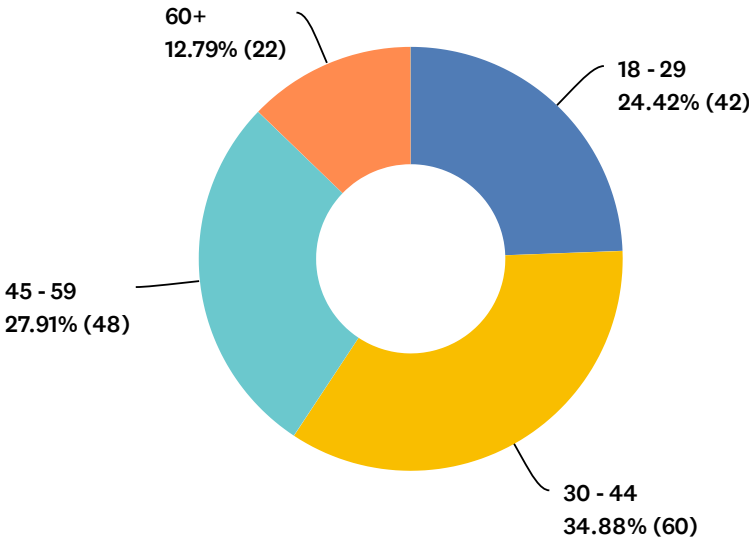
Answered: 149 Skipped: 48



ANSWER CHOICES	RESPONSES	
Yes	56.38%	84
No	43.62%	65
TOTAL		149

### Q34 What is your age?

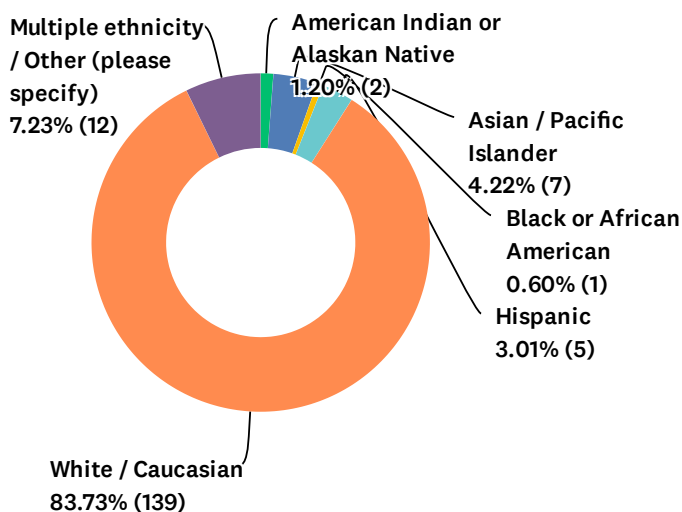
Answered: 172 Skipped: 25



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18 - 29	24.42%	42
30 - 44	34.88%	60
45 - 59	27.91%	48
60+	12.79%	22
TOTAL		172

### Q35 Which race/ethnicity best describes you? (Please choose only one.)

Answered: 166 Skipped: 31



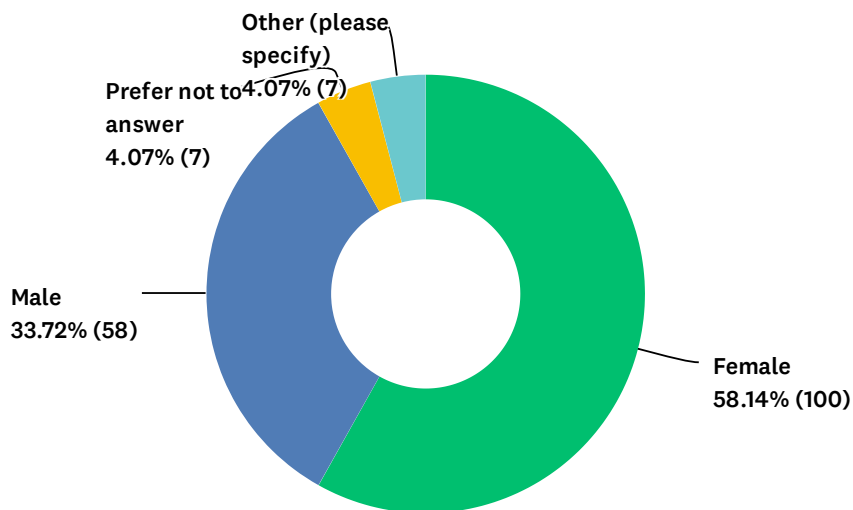
ANSWER CHOICES	RESPONSES
American Indian or Alaskan Native	1.20% 2
Asian / Pacific Islander	4.22% 7
Black or African American	0.60% 1
Hispanic	3.01% 5
White / Caucasian	83.73% 139
Multiple ethnicity / Other (please specify)	7.23% 12
<b>TOTAL</b>	<b>166</b>

#	MULTIPLE ETHNICITY / OTHER (PLEASE SPECIFY)	DATE
1	not sure	6/26/2021 5:27 PM
2	White, Mexican, Dominican	6/22/2021 5:36 PM
3	not mentioning	6/22/2021 2:45 PM
4	African American / Latin American	6/20/2021 3:39 AM
5	no answer	6/14/2021 7:35 PM
6	White/Asian	6/14/2021 7:18 PM
7	None ya	6/14/2021 7:10 PM
8	Many	6/11/2021 11:24 AM
9	White/ Mexican	6/11/2021 9:41 AM
10	White & Hispanic	6/10/2021 5:44 PM
11	N/a	6/8/2021 2:20 PM
12	Portuguese	5/28/2021 5:25 AM



## Q36 What is your gender?

Answered: 172 Skipped: 25

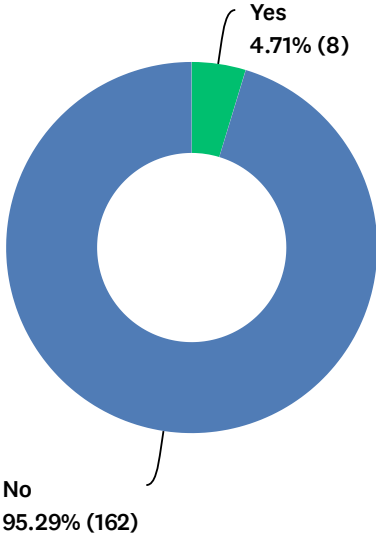


ANSWER CHOICES	RESPONSES	
Female	58.14%	100
Male	33.72%	58
Prefer not to answer	4.07%	7
Other (please specify)	4.07%	7
<b>TOTAL</b>		<b>172</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	not mentioning	6/22/2021 2:45 PM
2	Nonbinary	6/22/2021 1:45 AM
3	Nonbinary	6/21/2021 9:29 AM
4	Non-Binary	6/20/2021 3:55 AM
5	no answer	6/14/2021 7:35 PM
6	None ya	6/14/2021 7:10 PM
7	Other	6/11/2021 3:40 PM

### Q37 Are you a person living with mobility challenges?

Answered: 170 Skipped: 27



ANSWER CHOICES	RESPONSES	
Yes	4.71%	8
No	95.29%	162
TOTAL		170