

# MONO COUNTY PLANNING COMMISSION

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

## SPECIAL MEETING AGENDA

June 13, 2013 – 10 a.m.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes

\*Videoconference: CAO Conference Room, Courthouse Annex I, Bridgeport

Full agenda packets, plus associated materials distributed less than 72 hours prior to the meeting, will be available for public review at the Community Development offices in Bridgeport (Annex 1, 74 N. School St.) or Mammoth Lakes (Minaret Village Mall, above Giovanni's restaurant). Agenda packets are also posted online at [www.monocounty.ca.gov](http://www.monocounty.ca.gov) / boards & commissions / planning commission. For inclusion on the e-mail distribution list, interested persons can subscribe on the website.

### 1. CALL TO ORDER & PLEDGE OF ALLEGIANCE

2. **PUBLIC COMMENT:** Opportunity to address the Planning Commission on items not on the agenda

3. **MEETING MINUTES:** Review and adopt minutes of May 9, 2013

### 4. PUBLIC HEARING:

#### 10:10 A.M.

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

### 5. WORKSHOP:

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

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

### 6. REPORTS:

**A. DIRECTOR**

**B. COMMISSIONERS**

7. **INFORMATIONAL:** No items.

8. **ADJOURN** to July 11, 2013, at courthouse in Bridgeport

In compliance with the Americans with Disabilities Act, anyone who needs special assistance to attend this meeting can contact the commission secretary at 760-924-1804 within 48 hours prior to the meeting in order to ensure accessibility (see 42 USCS 12132, 28CFR 35.130).

***More on back...***

DISTRICT #1  
COMMISSIONER  
Mary Pipersky

DISTRICT #2  
COMMISSIONER  
Rodger B. Thompson

DISTRICT #3  
COMMISSIONER  
Daniel Roberts

DISTRICT #4  
COMMISSIONER  
Scott Bush

DISTRICT #5  
COMMISSIONER  
Chris Lizza

\*The public may participate in the meeting at the teleconference site, where attendees may address the commission directly. Please be advised that Mono County does its best to ensure the reliability of videoconferencing, but cannot guarantee that the system always works. If an agenda item is important to you, you might consider attending the meeting in Bridgeport.

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Interested persons may appear before the commission to present testimony for public hearings, or prior to or at the hearing file written correspondence with the commission secretary. Future court challenges to these items may be limited to those issues raised at the public hearing or provided in writing to the Mono County Planning Commission prior to or at the public hearing. Project proponents, agents or citizens who wish to speak are asked to be acknowledged by the Chair, print their names on the sign-in sheet, and address the commission from the podium.

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## DRAFT MINUTES

May 9, 2013

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**COMMISSIONERS PRESENT:** Scott Bush, Chris Lizza, Mary Pipersky, Dan Roberts, Rodger B. Thompson  
**STAFF PRESENT:** Scott Burns, CDD director; Gerry Le Francois, principal planner; Heather deBethizy, associate planner; Brent Calloway & Wendy Sugimura, CDD associate analysts; Nick Criss, compliance officer; Garrett Higerd & Joe Blanchard, public works; Mary Booher, finance; Stacey Simon, assistant county counsel; C.D. Ritter, commission secretary

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- 1. CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Dan Roberts called the meeting to order at 10:07 a.m. at the county courthouse in Bridgeport and led the pledge of allegiance.
- 2. PUBLIC COMMENT:** None.
- 3. MEETING MINUTES:** Review and adopt minutes of Special Meeting in Mammoth, April 11, 2013.

***MOTION:*** Adopt minutes of Special Meeting April 11, 2013, as amended: 1) Item 4A: ~~Commissioner Thompson asked about eliminating lots by adding to 55. Commissioner Thompson asked that since the number of lots has been reduced, how has the corresponding change in lot acreage been incorporated into the final project? Lehman indicated the acreage was added to selected lots, and one pool/spa lot was eliminated to retain the viewshed.~~

2) Suggestion: When a resolution has many changes, include along with minutes at next meeting to make sure it's correct. (Bush/Pipersky. Ayes: 5.)

#### 4. WORKSHOP:

**A. TRAILS PLANNING:** Heather deBethizy, associate planner, introduced current trail-planning efforts. Staff has worked with RPACs and CAC, with funding from LTC for staff time. Paradise: Small working group of interested persons, Lower Rock Creek accessible to public. Recognize existing trails, make improvements for cyclists such as wider shoulders. Long Valley: Connecting residential areas as future work item. Community survey next month will help decide direction. June Lake: Well-established trails subcommittee of CAC. Gull Lake brochure shows interpretive walk around lake, working with residents and Friends of Inyo. Want to connect Gull Lake trail to Double Eagle Resort and June Mountain. USFS is finishing environmental studies that Mono pays through LTC. Apply for Sierra Nevada Conservancy grant for construction funding. Strong community commitment. Bridgeport: Just starting with RPAC, Jaryd Block, AmeriCorps volunteer, is creating trail maps. Mono Basin: Connect Lee Vining for pedestrians and cyclists. Conceptual trail plan to Mono Basin Visitor Center and connection to Yosemite. Create master trail plan with different alignments, amenities, signage, strategies for long-term maintenance and operations, and partnership opportunities. Antelope Valley: Connection from Mountain Gate Recreational Area to Walker community. USFS is unwilling to create new trails unless Mono takes on construction and maintenance. Look for partnership opportunities that support project and delivery of recreation and tourism services.

Trails as utilitarian or user amenity? Mono is focusing on utilitarian trails within Lee Vining. June Lake has much-more-developed trails plan, with goals for each segment. Focus is on utilitarian trails within canyon to avoid driving cars.

Any work in Tri-Valley area? Went there a few years ago, no interest at that time. Commissioner Thompson noted Chalfant has rerouted to Fish Slough with BLM. Geocaching with GPS is recreational activity going on. Stay out of maintenance responsibility. Scott Burns indicated a visioning process by

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COMMISSIONER  
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Chalfant showed mixed feelings on trails. Didn't want to designate them and invite people into the area, yet want access to public lands. Burns noted trails planning is held off at this point until community wants to step forward.

**B. BRIDGEPORT MAIN STREET REVITALIZATION PROJECT:** Wendy Sugimura reported that staff and Caltrans have gone through project's final report. August 2012 design workshops had amazing turnout by business owners and community, with consensus on what to do. Strong focus on reducing four lanes to two. Back-in angle parking was new, increasing number of parking spaces for more customers, traffic-calming outcome. Caltrans will conduct formal speed survey later this year. Perception is reduced speed, easier crossing. Caltrans was cooperative on project. Other recommendations included land use changes, designs for County roads, and connectivity with Main Street. RPAC continues to work on specific projects.

Commissioner Lizza wondered if it'd be appropriate to wait a season to see traffic flows, or just discuss implementation, not results. *Final report reflects design fair with consensus points to implement then, but mostly to define projects to pursue later. Caltrans wants to evaluate striping plan as is, so no new changes are recommended.* Lizza thought it would be powerful to document results at end of season. Was speed truly reduced? Accident rate? Business improvement? *Caltrans will monitor first two. No way set up to monitor third.*

Store fronts? *Additional grant funding exists for consultant to do more design work of built environment theme. Private property owners have inquired, even new paint and new frontages for unified building theme along Main Street. Communities don't want regulatory aspect, just suggestions. In Bridgeport, it caused people to want to take ownership of main street and frontages, the feel of main street.*

Will drivers who don't use back-in angle parking be cited? *It's a challenge. CHP educates people, but they leave and don't come back. Enforcement eventually will occur.* Commissioner Bush noted more parking, but it's not comfortable. Drivers bypass backing into parking space when they've never had to do it before. *There's no way to measure who moves on through. Notebooks at businesses capture comments. Same maneuver as parallel parking, so in theory should be easier. Maybe uncomfortable as people not used to it. Bike lane intended to be wider for cars to pull out of traffic. Make little nervous at first, but actually easier than parallel or front-in angle parking.*

Bush noted some drivers pull straight in instead of parallel parking. Does traffic flow stop when someone's backing in? All great in theory, but if it doesn't work, is there a backup plan for next season? Could we undo it if it doesn't work? *Not entirely finished, will have other options for RVs and vehicles pulling trailers. If Caltrans sees problems, it will make changes. It's only paint on pavement. Absolute support exists for two travel lanes and center lane. People do not want to go back to how it was before.*

Bush always looks at unintended consequences, so wanted to know of backup plan. It's an uneasy feeling when you can't see around cars parked that way. *Stripe distances used on previous street remain exactly same, and parallel spaces scattered throughout enable better sight distance.*

Garrett Higerd indicated the School Street Plaza project is under way outside right now, with heavy equipment operating. Plan should be consistent throughout Bridgeport. Striping plans for head-in and back-in so they could work with handicapped spaces as well.

Bush has seen drivers cross the center lane to park head-in across the street and back up into traffic because it looked easier. *Backing up into traffic is dangerous. Only other choice was parallel parking. People would pass in bike lane and wider shoulder. Other viable street designs were more costly. Bridgeport seems like an unlikely place for progressive parking.*

Lizza noted people would load/unload cars from sidewalk, not middle of Main Street. Bush thought not that many were on Main Street. Sugimura explained that opening doors funnels people toward sidewalk, not going around the doors. Higerd saw it as safer once cars were in a parking space, but drivers need to watch for pedestrians on sidewalk. Speed difference is reason for bike climbing lanes. In Bridgeport, people were speeding through town.

Sugimura noted parking spaces were designed for old-style vehicles (9.5-10' wide, 20' deep). Bumpers would overhang onto sidewalk originally, but Caltrans denied and increased depth of space from 16' to 20'.

Higerd saw a motorhome backed up so rear tires were 6" off curb, overhanging 5' even with extra space in front. Curb stops would work, but be a hassle for snow removal. Sidewalks are wider now.

Sugimura stated making parking space deeper could find RVs parking farther back, whereas they were not likely to park in 16' space. It will be watched over summer. Better parking for RVs exists off-street.

Commissioner Pipersky asked about Appendix C and requested analysis of implication of figures in economic study on a future agenda. Scott Burns noted Tourism is conducting an economic study, and deBethizy noted it would be a few months off.

**C. BRIDGEPORT FACILITIES REPORT:** Wendy Sugimura described an unfamiliar, more-complicated issue with steep learning curve. Staffing levels in 2009 were entirely different from current economic uncertainty.

Staffing: Should Mono acquire new land for staff space needs? Retail store frontage is ideal use on Main Street, but staff space would be better use than vacant property. Mono does not need to acquire more land, just use what it has now. Visitor center: Concept was well received as Main Street use, has momentum. Space planning, maintenance issues, and ADA access are involved. Better signage and way-finding are needed as a public service. Use what we have. Relocate medical clinic to removed hospital (expensive utilities) or incorporate into visitor center. Jail: Move jail where Mono County Office of Education (MCOE) exists. Separate jail study was done to qualify for State funds, but Mono didn't compete well with other jails throughout state. Building separate jail in south county where service needs are generated would double cost of staff and operations, so keeping jail in Bridgeport was ideal option. Twin Lakes Road site would be too close to schools. Existing site could expand vertically or horizontally. Coordinate with court system to avoid logistical nightmare proposed in Inyo County. MCOE: Relocate because it doesn't use full building. Note: Big-ticket items exceed Mono's resources. Prioritize needs and timelines. Probation: Department of Justice could take away from County. Need room for computer system. Keep wards of state (juveniles) away from inmates.

Commissioner Lizza cited lack of CAO, who should do this. Grand Jury saw jail roof and probation front door five years ago. Cost of inmate transport from Mammoth to Bridgeport. Why couldn't Mammoth jail be operated by MLPD? Commissioner Bush cited money. MLPD has down-staffed. Cost to build a jail is \$1 million/bed. Where to get that kind of money? Not enough inmates, keep low-level offenders out of jail. Have 30 inmates instead of 40-45. About half stay. Have long-termers the State doesn't want. Courts are more lenient on low-level offenders.

Booher noted that State laws mandate that counties provide jails. Town has no obligation. Mono contracts with Mammoth at \$300,000/yr for dispatch. Jail in south county would be extremely expensive.

Burns noted new Mono Supervisors want to run anything planning related through commission. Need higher-level vision for capital facilities in county. Each community has its own wish list and wants feedback on facilities. Commission is to review annual capital improvements. Hope to clarify process through GP.

Lizza recalled the medical clinic has been an issue a long time, nice to resolve it. Is bond an appropriate way? Booher noted that bond issues require voter approval. Last one took three tries. Lots of energy and effort, not sure would fly in this economy.

Sugimura noted the umbrella for all projects could be the General Plan. Countywide strategy is important.

Commissioner Pipersky noted general hospital closed 20 years ago. Amount of money spent in supporting building is phenomenal. She thought sheriff and hospital most important.

**D. CAPITAL FACILITIES PROJECT DEVELOPMENT:** Mary Booher noted Buster's market discussion as good example of how not to put ideas out there. Staff thought it could use office space in defiance of General Plan. Every project is priority for its proponent, with funding the #1 issue. Process is to set priorities in thoughtful way. Most of Capital Improvement Program (CIP) is maintenance projects.

Joe Blanchard indicated no process, just whoever's loudest. Go from concept to funding plan with screening committee.

Le Francois described the process as patterned off transportation funding. When projects come in, staff separates wheat from chaff, takes to LTC where Town and County desires emerge. Staffs look at work loads, see where money is. Project is assigned priority and funding identified. Simple projects (<\$10,000) likely not fall into this.

Booher cited condition assessment for facilities, noting minor pavement rehab every five years avoids total resurfacing.

Steering committee input? Le Francois noted LTC and Mono Supervisors emphasize RPAC input. Community member could initiate project, and staff would help with project brief. CSA input is community-driven. Booher noted staff hoped that screening committee would take emotions out of it and balance with needs and facilities throughout county, taking on projects that make the most sense. Facelift of Mono General vs. demolition showed lots of public input doesn't necessarily lead to projects.

Le Francois noted Caltrans tries to have list of projects when funding arrives. Identified need helps get projects through. High Point got state funding instead of Mono funding.

Joe Blanchard described public works as being overwhelmed with outlandish requests. Process still may seem cumbersome. He liked the idea of RPACs for community viewpoints.

When prioritizing, would all money available go to one project? Le Francois replied that for a big project, money would be put aside on incremental basis. Booher noted Mono Supervisors see heavy equipment replacement that previous Board had in place, but now problem is larger. Also, Benton landfill.

Blanchard described safety and accessibility as major focus of projects.

**E. HOUSING MITIGATION ORDINANCE:** Mary Booher noted Housing Mitigation Ordinance (HMO) requires inclusionary housing in subdivisions. Location factors, jobs created, larger home needs maintenance. Two years ago Mono Supervisors suspended HMO till July 2013, and recently extended suspension 18 months. Money collected over time is \$350,000, with unclear direction on implementation. Some funds were spent to renovate Benton houses and June Lake condo. Lee Vining needed housing and first-time homebuyer support. Bridgeport now has >50% second homes. Businesses in Bridgeport don't have customers in winter to keep them going. Integrity of communities depends on affordable housing. This is a planning issue.

Can a developer pay money into fund in lieu of building units? Money for purchase or rent subsidy? Booher will consult county counsel.

Commissioner Bush noted building one house helps one family; could help more families. People flee Mono to Nevada, leave vacant property with no tax revenue.

Booher noted property values of vacant homes are less, and foreclosures occur. Maybe buy foreclosed house and rent it. Each community has different needs. Options for housing money? Adjust location factors periodically. One board member wants to repeal HMO, two want to suspend, one wants original plan.

**F. SIGN REGULATIONS/LED CONSISTENCY:** Scott Burns acknowledged Mike Pinizzotto, who attended for this item. Brent Calloway showed photos of Inyo signs. Current Mono requirements: Sign ordinance is dated (20 years old), but intent remains. Examples from Southern California influenced ordinance. Emphasis is on clarity, as sign ordinances can be contentious. Focus today on direction in regulations for how to deal with LED signs. LED signs: Message boards at school properties (no authority there) are animated. Old marquis signs have removable letters. Size is regulated on county signs. Illumination: Want indirect, prohibited neon or internal lighting. Prohibitions: Animated signs, neon, internal lighting. Lighting seems more intense with LEDs. No strong sign policy in General Plan, except Dark Sky Regulations, especially fugitive light. Safety, nuisance, nighttime sky quality and energy conservation are considerations. Maybe dial down intensity of LEDs? Issue was really not vetted, so has been brought to commission for feedback.

Commissioner Bush thought LEDs would be prohibited unless change regulations, could change copy every day. Coleville school sign is visible five miles away. Commissioner Lizza thought LEDs fell squarely under prohibition. Commissioner Roberts thought changeable was OK, but not animated. Bush suggested changeable periodically, but not flashing.

Burns explained any ambiguity of regulations goes to commission for clarification. Compliance has received complaints. Is neon still prohibited, or new lighting source, LED? Maybe daytime use only. A General Plan Amendment could change it. Individual signs could come to commission for interpretation.

Lizza has neon signs at his Mono Market. If LED fits into architectural theme, he saw no need for change. Or just specify neon or LED. Commissioner Pipersky asked if LEDs fit into sign ordinance. If specifically name things, ordinance could change all the time.

Nick Criss wondered if LEDs are more similar to neon or channel lettering? LEDs are new technology, therefore not mentioned.

Changing vs changeable? Give direction to staff, maybe go to county counsel. Does LED fit into General Plan cleanup?

Bush noted Antelope Valley chose to ignore Dark Sky Regulations, so how does that affect signs? Gerry Le Francois, Antelope Valley RPAC coordinator, indicated business owners in Walker commercial corridor want to revisit, set Walker-specific. Walker business district as subset of County plans?

Pinizzotto noted Nicely's neon changeable-letter signs are brighter than LEDs.

**6. REPORTS:**

**A. DIRECTOR:**

**B. COMMISSIONERS:**

**7. INFORMATIONAL:** No items.

**8. ADJOURN** at 1:30 p.m. to June 13, 2013, at courthouse in Bridgeport.

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

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Community Development Department  
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June 13, 2013

To: Mono County Planning Commission

From: Heather deBethizy, Associate Planner

Re: Use Permit 13-002 / Hastings: Use of RV during construction of residence

**RECOMMENDATION**

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

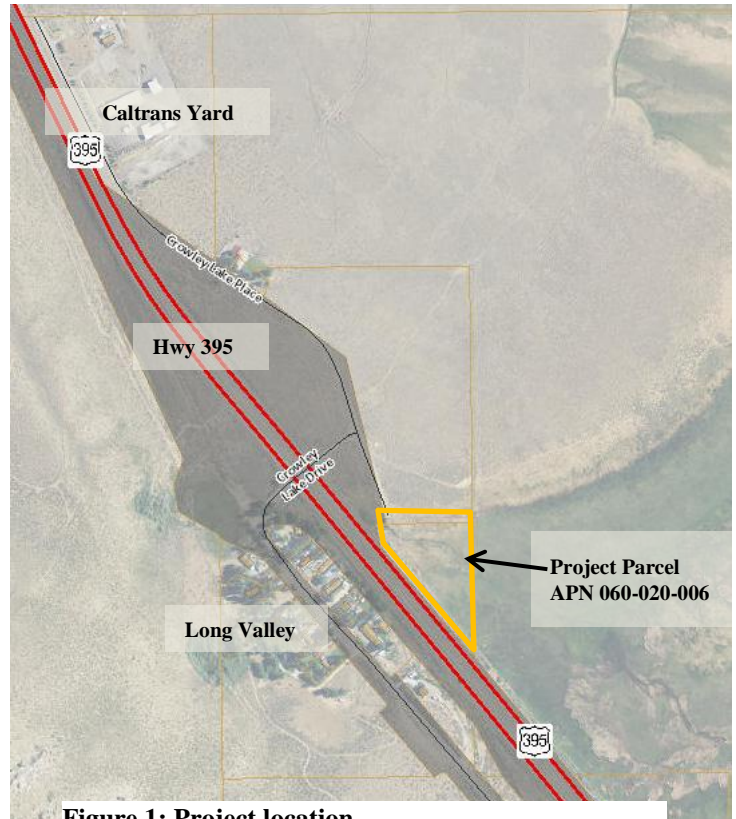
1. Find that the project qualifies as a Categorical Exemption under CEQA guideline 15304;
2. Make the required findings as contained in the project staff report; and
3. Approve Use Permit 13-002 subject to Conditions of Approval.

**PROJECT**

The proposal is to allow the use of an RV during construction of the main residence. The parcel (APN 060-020-006) is located in the Long Valley area within US Highway 395 scenic combining district. The RV placement and use would be permitted for one year, and the RV is required to be placed in a manner that minimizes visual impacts to the scenic highway. The parcel's land use designation is Estate Residential five (ER5).

**PROJECT SETTING**

The project parcel is characterized as an open meadow bordered to the west by US 395. A small, spring-fed stream traverses the site. Currently, the site is under construction of a single-family residential structure and detached garage/workshop. The property owner, Hastings, has an active building permit through the Community Development Department. The project parcel is located adjacent to open space, and across the highway from the community of Long Valley. The parcels surrounding the majority of the project have land use designations of Open Space (OS). The project is also located within the scenic combining district for State Scenic Highway 395 (see Figure 1).



**Figure 1: Project location**



# HASTINGS RESIDENCE

## CROWLEY LAKE PLACE & HWY 395

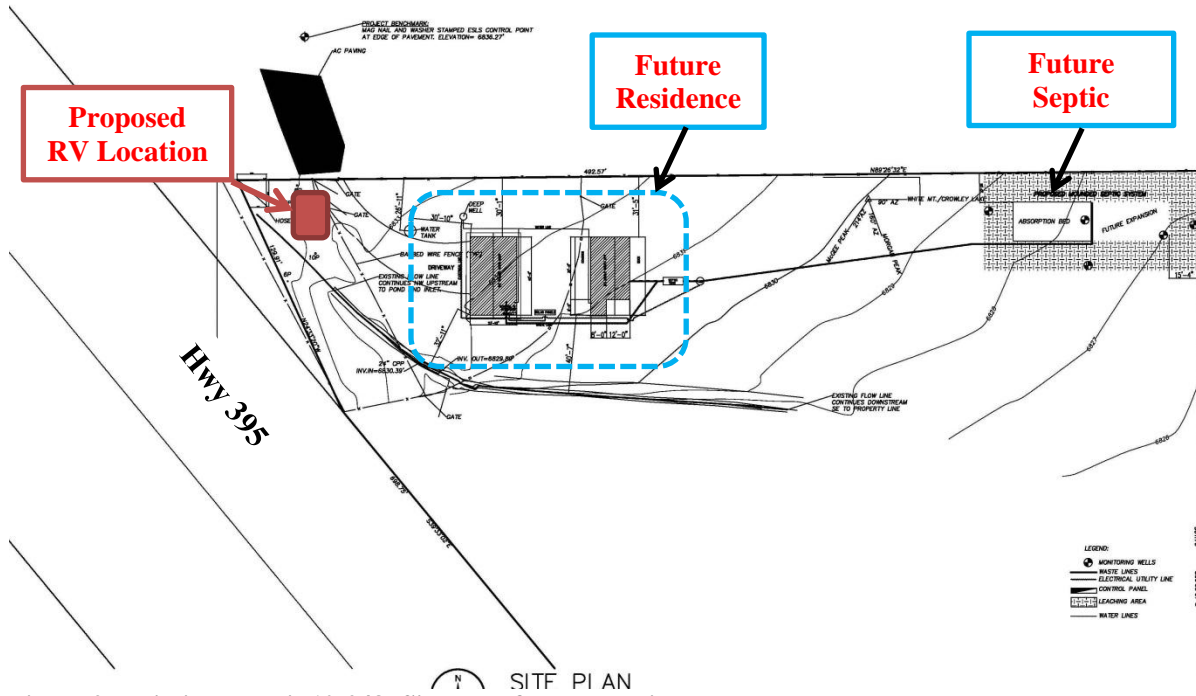


Figure 2: Building Permit 10-248- Site Plan & RV Location

### GENERAL PLAN CONSISTENCY

The following discusses major components of the proposal, reviews their conformity with Mono County's General Plan and Planning Commission requirements, and recommends options for the Commissions consideration.

The Mono County General Plan Land Use Element allows for placement and use of undeveloped property during construction of a main building with a Director Review permit:

#### 04.040 Uses permitted subject to director review and approval.

- A. Placement and Use of Recreational Vehicles (RVs) on Vacant Property.
  - 1. RV placement and use of undeveloped property during construction of a main building shall be permitted only for a short duration and shall not exceed one year, unless the Director Review permit is renewed annually following notice to contiguous property owners.

In granting a Director Review permit, the following conditions, at a minimum shall be required:

- a. That Environmental Health review and approve sanitation methods for the temporary use;
- b. That the applicant obtain a building permit for the main building (if applicable) prior to RV placement;
- c. That the applicant obtain any necessary permits for the RV use, such as a building permit for electrical hookup;

- d. That the RV be removed from the site upon Director Review expiration;
- e. That the RV be placed in a manner that minimizes visual impact to scenic highways and nearby properties.

Due to the controversial nature of the property, the Community Development Director upgraded the permit to a use permit to be brought to Planning Commission for review. The conditions of this use permit also meet the required conditions of approval listed above.

### **STATE SCENIC HIGHWAY 395 STANDARDS**

The project is also located within the **State Scenic Highway 395** corridor, also known as the Scenic Combining District. The building permit on the property is conditioned to follow the scenic standards, including a landscaping plan, use of earth-tone colors, dark muted roof, and dark sky-compliant light fixtures. The RV is proposed to be placed in the least intrusive area on the property, surrounded by existing trees and vegetation and tucked closest to the highway, so that the amount of time a driver would see the RV would be limited. All uses permitted in the basic land use designation within the scenic corridor are permitted as long as they meet the scenic highway restrictions and standards, including placement of an RV during construction. This project complies with the standards outlined in Chapter 8 of the Land Use Element below.

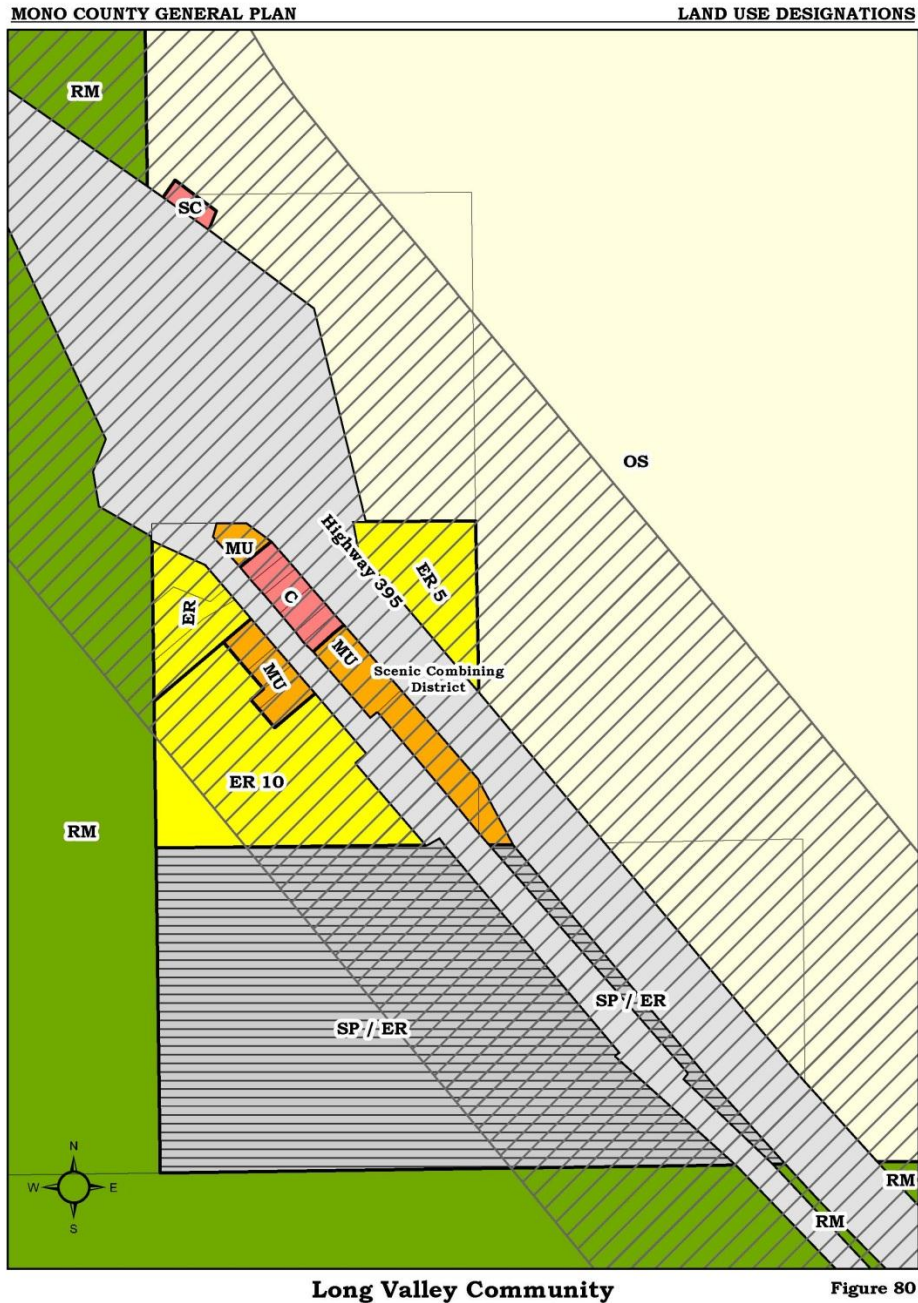
The following is an excerpt from the Mono County General Plan, Land Use Element, Chapter 8 Scenic Combining District and State Scenic Highway:

#### **08.040 Standards – State Scenic Highway 395**

New development outside communities visible from State Scenic Highway 395 shall be additionally restricted by the following standards:

- A. The natural topography of a site shall be maintained to the fullest extent possible. Earthwork, grading and vegetative removals shall be minimized. Existing access roads shall be utilized whenever possible. Existing trees and native ground cover should be protected. All site disturbances shall be revegetated and maintained with plants that blend with the surrounding natural environment, preferably local native plants.
- B. New structures shall be situated on the property where, to the extent feasible, they will be at least visible from the state scenic highway. Structures shall be clustered when possible, leaving remaining areas in a natural state, or landscaped to be compatible with the scenic quality of the area.
- C. To the extent feasible new subdivisions shall not create parcels with ridgeline building-pad locations.
- D. Roofs visible from State Scenic Highway 395 shall be a dull finish and in dark muted colors.
- E. Vertical surfaces of structures should not contrast and shall blend with the natural surroundings. Dark or neutral colors found in immediate surroundings are strongly encouraged for vertical surfaces and structures.
- F. Light sources in exterior lighting fixtures shall be shielded, down-directed and not visible from State Scenic Highway 395.
- G. Fencing and screening shall not contrast in color, shape and materials with the natural surroundings. The use of landscaping to screen utility areas and trash containers is strongly recommended.

- H. Signs shall be compatible with the natural surroundings in color and shape. They shall be small in scale. No sign shall be placed or constructed in such a manner that it silhouettes against the sky above the ridgeline or blocks a scenic viewshed. The number, type, size, height and design of on-site signs shall be strictly regulated according to County sign regulations.



**Figure 3: Land Use and Scenic Combining District Map**

## **LAND DEVELOPMENT TECHNICAL ADVISORY COMMITTEE**

The LDTAC considered the project on June 3, 2013, and reviewed the application and draft project conditions.

### **PUBLIC COMMENTS**

Phone comments were received regarding this project. A resident is opposed to the project and is concerned about highway drivers assuming that it is permitted for camping nearby on LADWP land.

### **ENVIRONMENTAL REVIEW**

This project has been found to be categorically exempt from CEQA: Class 4 Categorical Exemption under CEQA Guideline 15304 has been issued:

#### *CEQA Guidelines 15304. Minor Alteration to Land*

*Class 4 consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. Examples include, but are not limited to:*

*(e) Minor temporary use of land having negligible or no permanent effects on the environment, including carnivals, sales of Christmas trees, etc.*

### **USE PERMIT FINDINGS**

In accordance with Mono County General Plan, Chapter 32, Processing - Use Permits, the Planning Commission may issue a Use Permit after making certain findings.

#### Section 32.010, Required Findings:

1. *All applicable provisions of the Mono County General Plan are complied with, and the site of the proposed use is adequate in size and shape to accommodate the use and to accommodate all yards, walls and fences, parking, loading, landscaping and other required features because:*
  - a) The parcel is 4.5 acres; therefore, the subject property is of sufficient size to accommodate the proposed use. The residence under construction has a relatively small footprint, allowing for ample accessory uses on the property.
2. *The site for the proposed use related to streets and highways is adequate in width and type to carry the quantity and kind of traffic generated by the proposed use because:*
  - a) The parcel is accessed by Highway 395 and Crowley Lake Place, both of which are adequate for the kind of traffic generated by the proposed use.
  - b) The project is not expected to generate significant amounts of traffic to alter existing circulation patterns.
3. *The proposed use will not be detrimental to the public welfare or injurious to property or improvements in the area in which the property is located because:*
  - a) The proposed project is a conforming use according to the *Mono County General Plan's Land Use Element, Chapter 4.040, Uses Subject to Director Review.*
  - b) The project complies with the State Scenic Highway 395 standards outlined in the *Mono County General Plan, Land Use Element, Chapter 8.* The RV placement during construction proposes no modification to the existing land or vegetation and is sufficiently

buffered from the existing residential properties and Highway 395 due to existing vegetation.

c) This project is permitted for a temporary use for a maximum of one year.

4. *The proposed use is consistent with the map and text of the Mono County General Plan because:*

a) Section 04.040 of the Land Use Element allow for the use of an RV during construction, subject to a Director Review.

b) The proposal is consistent with the text of the Mono County General Plan because it employs adequate mitigation to address visual impacts, use of appropriate sanitation methods, and an active building permit.

# MONO COUNTY

## Planning Division

### DRAFT NOTICE OF DECISION & USE PERMIT

**USE PERMIT:** UP 13-002 **APPLICANT:** David Hastings

**ASSESSOR PARCEL NUMBER:** 060-020-006

**PROJECT TITLE:** Hastings: Use of RV during construction of residence

**PROJECT LOCATION:** The project is located at 2 Crowley Lake Place and Hwy 395, Long Valley, CA

On June, 13, 2013, a duly advertised and noticed public hearing was held and the necessary findings, pursuant to Chapter 32.010, Land Development Regulations, of the Mono County General Plan Land Use Element, were made by the Mono County Planning Commission. In accordance with those findings, a Notice of Decision is hereby rendered for Use Permit 13-002, Hastings, subject to the following conditions, at the conclusion of the appeal period.

#### CONDITIONS OF APPROVAL

See attached Conditions of Approval

ANY AFFECTED PERSON, INCLUDING THE APPLICANT, NOT SATISFIED WITH THE DECISION OF THE COMMISSION, MAY WITHIN TEN (10) DAYS OF THE EFFECTIVE DATE OF THE DECISION, SUBMIT AN APPEAL IN WRITING TO THE MONO COUNTY BOARD OF SUPERVISORS.

THE APPEAL SHALL INCLUDE THE APPELLANT'S INTEREST IN THE SUBJECT PROPERTY, THE DECISION OR ACTION APPEALED, SPECIFIC REASONS WHY THE APPELLANT BELIEVES THE DECISION APPEALED SHOULD NOT BE UPHeld AND SHALL BE ACCOMPANIED BY THE APPROPRIATE FILING FEE.

**DATE OF DECISION/USE PERMIT APPROVAL:** June 13, 2013

**EFFECTIVE DATE OF USE PERMIT:** June 24, 2013

This Use Permit shall become null and void in the event of failure to exercise the rights of the permit within one (1) year from the date of approval unless an extension is applied for at least 60 days prior to the expiration date.

Ongoing compliance with the above conditions is mandatory. Failure to comply constitutes grounds for revocation and the institution of proceedings to enjoin the subject use.

#### MONO COUNTY PLANNING COMMISSION

**DATED:** June 13, 2013

cc: X Applicant  
X Public Works  
X Building  
X Compliance

**Conditions of Approval: Use Permit 13-002/Hastings**

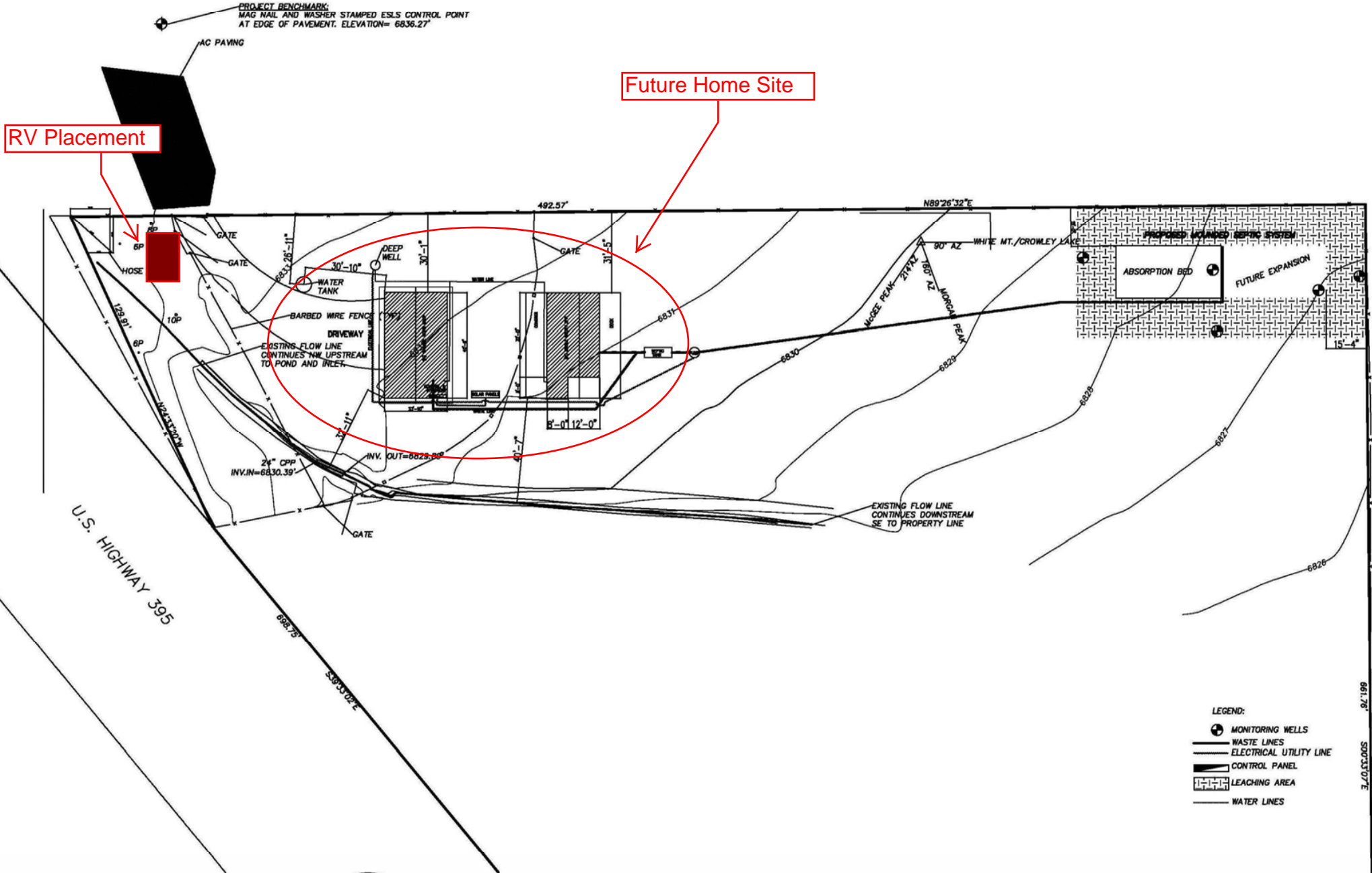
1. The RV wastewater shall be disposed at any official dump station or in the newly constructed septic system on the property as approved by Mono County Environmental Health.
2. This permit expires one year from the date of issuance. This permit may be renewed for additional time following a compliance review of the conditions and ongoing construction of the main residence with approval from the Community Development Director.
3. The RV shall be placed in a manner that minimizes visual impact to scenic highways and nearby properties. The placement of the RV shall be in compliance with the Site Plan (attachment A).
4. All generators shall be enclosed with usage of sound-dampening material, so as not to be objectionable to other surrounding residences/users. All generators shall comply with the Mono County Code Noise Ordinance Section 10.16.
5. The site shall be maintained and kept in a neat and orderly fashion.
6. No outside sinks or waste drains shall be permitted, unless connected to the sanitation system.
7. Exterior night lighting shall be consistent with a single-family residential neighborhood – all exterior lighting shall be shielded and downward directed.
8. The applicant shall obtain any necessary permits for the RV use, such as a building permit for electrical hookup.
9. The RV and applicable utility hookups shall be removed from the site upon this permit's expiration unless Certificate of Occupancy has been issued for the residence on the property.
10. No tent camping is allowed on the property.
11. Only one RV unit shall be permitted per parcel.
12. If any of these conditions are violated, this permit and all rights hereunder may be revoked in accordance with Section 32.080 of the Mono County General Plan, Land Development Regulations.

# **Attachment A: Site Plan**



# HASTINGS RESIDENCE

## CROWLEY LAKE PLACE & HWY 395



# Mono County Community Development Department

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P.O. Box 347  
Mammoth Lakes, CA 93546  
760-924-1800, fax 924-1801  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

P.O. Box 8  
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June 13, 2013

**TO:** Mono County Planning Commission

**FROM:** Scott Burns, Community Development Director  
Brent Calloway, Associate Analyst  
Mary Booher, Administrative Services Manager

**RE:** Housing Mitigation workshop

## **RECOMMENDATION**

Receive presentation and provide desired direction to staff to update the Housing Mitigation Ordinance.

## **FISCAL IMPACT**

The fiscal impacts vary based on the direction given by the Board of Supervisors (Board) and the amount of development activity. All fiscal impact will be for the Mono County Affordable Housing Trust fund.

## **BACKGROUND**

On May 7, 2013, the Board of Supervisors directed staff to continue the suspension of the Housing Mitigation Ordinance for an additional 18 months. This suspension will sunset on January 14, 2015. At that time, the Board indicated an interest in future modifications to the ordinance. The Board also asked for input from the Planning Commission. In response to this, staff proposes a monthly workshop, each focusing on a specific component of the Housing Mitigation Ordinance. Each workshop will be conducted first with the Planning Commission, with any feedback received from them being provided to the Board of Supervisors. Once staff has completed these workshops, it will work with the Board to draft the proposed changes, and if the Board desires, take the proposal to the RPACs for public input, prior to the Board's taking action.

Below is a list of suggested topics and proposed dates for presentation to start this process:

- Possible uses of HMO funds
- Definition of affordable unit
- Location factor
- Building cost calculator
- Thresholds before requirements become effective
- Inclusionary unit requirements
- Full-time equivalent employee calculation-residential
- Schedule Y
- Exempt projects
- Alternate mitigation proposals

- Draft proposal review

During this time, staff will be updating the Housing Element, and this information will be integrated into these discussions as appropriate.

### **POSSIBLE USES OF HMO FUNDS**

In order for Planning Commission and the Board to understand the impact of any decisions made regarding the Housing Mitigation Ordinance, it is important for them to understand the types of projects for which the funds can be used. In addition, since the current trust fund balance is approximately \$237,000, the Board could start implementation of some of these projects even while the ordinance is suspended.

- **First-time homebuyer assistance:** The County funds could be used to expand existing grant-funded programs to individuals/families who don't meet the income restrictions of the grant-funded programs. The county could further restrict the program to County employees, government employees, or other groups determined in need of assistance. For example, the Town of Mammoth Lakes has a program to assist Town employees.
- **Rehabilitation Programs:** Provide financial assistance in the form of no- or low-interest loans or grants to home owners to make upgrades. Program could be focused on safety upgrades, energy upgrades, etc. Such a program would increase the value of the home for property-tax purposes. Revenue received from loan repayments would be reinvested into the fund.
- **Rental assistance:** Would encourage County employees to reside in the county.
- **Inventory of rental properties:** Increase inventory of rental properties available in various communities. The update of the Housing Element will identify if this is necessary, and where.
- **Affordable units:** Build affordable units and sell on the open market, with deed restrictions.

If there are any questions regarding this staff report, please contact Mary Booher at 932-5583, Brent Calloway at 924-1809, or Scott Burns at 924-1807.

# Mono County Community Development Department

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June 13, 2013

**TO:** Mono County Planning Commission  
**FROM:** Brent Calloway, Associate Analyst  
**RE:** Review of Parking Regulations Workshops

## **RECOMMENDATION**

Receive staff report and provide direction.

## **FISCAL IMPACT**

None.

## **BACKGROUND**

After receiving direction from the Planning Commission and the Board of Supervisors in previous workshop sessions, staff presented a parking regulations workshop to the Bridgeport RPAC (May 16), June Lake CAC (June 4), and Mono Basin RPAC (June 12). The workshop presentation gave background information about parking regulations and offered a specific proposal for parking-regulation reductions within the historic main-street districts of these three communities.

The strategy proposed by staff is to designate specific Historic Parking Districts within these three communities based upon historic land uses and land use designations. Within these districts factors that contribute to a rationale for reduced parking regulations will be identified, including: compact/walkability, street parking, motels and overnight transient businesses, historic preservation and transit/alternative transportation options. Each of these factors may contribute to a community-specific parking reduction value and can be adjusted as conditions change. The proposal brought to the RPACs resulted in a 40% parking reduction for June Lake and Lee Vining, and a 50% reduction for Bridgeport. In addition, project proponents could receive additional parking reductions when providing evidence that their project is designed to prevent parking conflicts and contributes to these reduction factors. A threshold of intensity that would be exempt from a Planning Division parking review when an existing building changes uses was also discussed. The first two communities expressed strong support for the proposed regulation changes, and the third met last evening.