MONO COUNTY PLANNING COMMISSION

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AGENDA

May 9, 2013 – 10 a.m.
Supervisors Chambers, County Courthouse, Bridgeport
*Videoconference: BOS Conference Room, third floor, Sierra Center Mall, Mammoth Lakes

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 / 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 Special Meeting in Mammoth, April 11, 2013.

4. **PUBLIC HEARING:**

5. **WORKSHOP:**
   - A. **TRAILS PLANNING.** *Staff: Heather deBethizy, associate planner*
   - B. **BRIDGEPORT: Main Street Revitalization Project final report.** *Staff: Wendy Sugimura, associate analyst*
   - C. **BRIDGEPORT FACILITIES REPORT and Multi-Agency Office and Visitor Center project description.** *Staff: Wendy Sugimura, associate analyst*
   - D. **CAPITAL FACILITIES PROJECT DEVELOPMENT – County and transportation projects.** *Staff: Gerry Le Francois, principal planner; Mary Booher, administrative services manager; Joe Blanchard, parks and facilities superintendent*
   - E. **HOUSING MITIGATION ORDINANCE –***Staff: Mary Booher, administrative services manager, & Brent Calloway, associate analyst*
   - F. **SIGN REGULATIONS/LED CONSISTENCY –** *Staff: Scott Burns, CDD director*

6. **REPORTS:**
   - A. **DIRECTOR**
   - B. **COMMISSIONERS**

7. **INFORMATIONAL:** No items.

More on back…

8. ADJOURN to June 13, 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).

*****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 SPECIAL MEETING MINUTES

April 11, 2013

COMMISSIONERS PRESENT: Scott Bush, Chris Lizza, Mary Pipersky, Dan Roberts, Rodger B. Thompson

STAFF PRESENT: Scott Burns, CDD director; Courtney Weiche, associate planner; Nick Criss, compliance officer; Garrett Higerd, public works; Stacey Simon, assistant county counsel; C.D. Ritter, commission secretary

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE: Chair Dan Roberts called the meeting to order at 10:03 a.m. at Town/County Conference Room in Minaret Village Mall, Mammoth Lakes and led the pledge of allegiance.

2. PUBLIC COMMENT: None.

3. MEETING MINUTES: Review and adopt minutes of March 14, 2013.

MOTION: Adopt minutes of March 14, as submitted. *(Bush/Pipersky. Ayes: 5-0.)*

4. PUBLIC HEARING:

A. SPECIFIC PLAN AMENDMENT & TENTATIVE TRACT MAP MODIFICATION/Rock Creek Ranch. The Rock Creek Ranch Specific Plan (SP) and Tentative Tract Map (TTM) 37-56 approval in 2008 subdivided a 54.7-acre property into 60 lots, including deed-restricting five lots for affordable housing and deed restricting 11 lots for accessory dwelling units consistent with the Housing Mitigation Ordinance, which has since been suspended by the Mono Supervisors. The applicant recently completed a Housing Mitigation Agreement with the Board in 2012 that removes the requirement to provide five additional lots (given by the County as a density bonus to provide for affordable housing) and therefore is required to amend the TTM and SP to reflect the reduction of lots to 55. In accordance with the California Environmental Quality Act, an addendum to the existing Specific Plan EIR is being utilized. The amendment and addendum are available for public review at the Community Development offices in Bridgeport and Mammoth Lakes. *Staff: Courtney Weiche*

Courtney Weiche presented a brief background by PowerPoint. The 11 deed-restricted units were no longer required after suspension of the Housing Mitigation Ordinance. Accessory units will be encouraged, but not required. Replace all references to 60 units with 55, strike 11 deed-restricted units throughout.

Stacey Simon indicated staff could adjust proposed resolution to mention revised Tentative Tract Map. Weiche would insert clean version into approved Specific Plan.

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

Enlarge 55 remaining lots? Developer Matthew Lehman indicated they were added into net area of total 55 lots. One of pool/spa lots was removed to retain view. Commissioner Lizza did not oppose concept, but wanted to see map with proper language before moving forward. Scott Burns indicated another set of hearings for final map. Lizza questioned sections 3.2.2, 3.6.2, and suggested accessory unit language be removed from Addendum.

Commissioner Thompson asked about eliminating lots by adding to 55. Simon indicated any of 55 eligible, but not required. Scott Burns indicated State law requirement applies to subdivision, but not 11 set aside in deed-restricted format. ???

Simon read aloud changes to resolution.

MOTION: Approve Specific Plan Amendment 13-001 subject to the findings contained in Planning Commission Resolution R13-01 as amended. *(Thompson/Pipersky. Ayes: 4. No: Lizza.)*

B. GENERAL PLAN AMENDMENT 13-001(a) & (b) to amend the General Plan Land Use Designation Maps to establish two separate Transient Overlay Districts (TOD) to allow for nightly rentals. GPA 13-001(a) would establish a TOD on three adjoining parcels (APNs 019-051-010, -009, & -008) at Virginia Lakes, and GPA 13-001 (b) would establish a TOD on four adjoining parcels (APNs 016-094-007, -008, -009, & -015) at June Lake. The projects qualify as a CEQA exemption. *Staff: Courtney Weiche*

Courtney Weiche presented a PowerPoint review of former actions on Transient Rental Overlay Districts. Individual homeowners could apply. One comment letter was in support, none in objection.

Two different resolutions? If one is withdrawn, could have R13-001 without (a) and (b). Scott Burns reminded that four GPAs/year are allowed, can be multiple topics.

OPEN PUBLIC COMMENT: Ralph Lockhart, co-owner of Double Eagle Ranch, rented guest house nightly for seven years and collected Transient Occupancy Tax (TOT). After a resident complained, he stopped. He would like to resume renting.

Commissioner Roberts was approached by Nevada Street resident concerned about vacant lot potential (cabins?). *No such current plans; if so, he would have to provide request. Overlay is supported by Vorobyoff, Carruthers, Rossier, and Suzynski.*

Weiche stated land use designation is SFR, which would require a building permit. Commissioner Bush asked if overlay existed, could accessory *and* primary unit be rented. Nick Criss indicated he still would need permit, but technically could do it.

Patrick Gale, Nevada Street resident, didn't realize rental wasn't nightly. Rental time was not obvious. **CLOSE PUBLIC COMMENT.**

Burns noted that "intent" is why Ragland withdrew due to negative comment. It was not a use permit, so no conditions applied.

Commissioner Thompson saw great benefits going from monthly to nightly, which would require more upkeep and could eliminate trash.

Stacey Simon noted resolution R13-02 was withdrawn; keep R13-03.

MOTION: Approve wording of R13-03 with proper wording applicable to June Lake.
(Bush/Thompson. Ayes: 5-0.)

5. WORKSHOP:

A. MONO SUPERVISORS STRATEGIC PLANNING MATRIX: Request for better management of Conway Ranch. Good session held at Mono Basin RPAC last night. Bridgeport Valley RPAC spokesman Benny Romero commented on Main Street efforts and economic development in Bridgeport. Bob Peters wanted strong economic development strategy, reorganization within Mono government. Ilene Mandelbaum spoke of Mono Basin Community Plan that clarified County's and community's priorities, local and regional food systems. Friends of Inyo attendee Laura Beardsley noted federal agencies are struggling, and maybe Mono could help fund wilderness ranger program. Economic development study draft will be completed by June. Paul Payne of KMMT-FM addressed algae blooms on Crowley Lake, and Ron Day supported single water system for Crowley. Mono Supervisors will take up matrix again next month.

Commissioner Pipersky asked if Bridgeport's aging County building (clinic) with heating/cooling issues could turn solar. *Replaced old boiler, working on facilities plan.*

Bodie Visitor Center generated interest. Documented demand for additional office space to acquire land. Buster's Market site would be suitable for multi-agency facility. New jail site? Met with all departments to define needs. Lots of staff and facilities five years ago, different now. Hopefully facilities planning will find its way into General Plan to be ready for grant opportunities.

Most immediate consideration on matrix, which is not prioritized? Mammoth Dog Sleds Use Permit needs to be revisited. Request for proposals go out this summer, formal solicitation of other potential activities.

Scott Burns stated that Mono Supervisors had asked specifically for Planning Commission feedback. Whereas some counties load up general plan for more policy direction for government component, Mono's General Plan has overall vision for Mono, not just planning.

Commissioner Roberts saw a wide range, from very broad to very specific.

Commissioner Pipersky thought landfill, Conway Ranch, substation, and parking ordinance pertained to Planning Commission. She suggested finding out about landfill (end of lease, other sites, and cost).

Commissioner Bush wondered how Mono could have a wish list without funding information. Burns noted downturn in economy last five years.

Garrett Higerd cited monitoring requirements independent of usage, self-sustaining, but with certain minimum liabilities/costs that can't be cut down when less money comes in. Monitor groundwater 30 years beyond closure date. Most infrastructure is in, but paperwork required for methane testing, etc.

Scott Burns stated Tony Dublino will conduct a presentation for the Collaborative Planning Team (CPT).

Higerd noted the LADWP lease ends 2023, so mandate to find another solution exists regardless of day-to-day operating. Mono Supervisors raised landfill rates recently, but are looking ahead to long-haul transfer or new site with permitting time. Mammoth Lakes generates ~80% of waste, so its decision on waste is vital. Mammoth is looking at other alternatives, expanded recycling center by transfer station. Recycling laws want to divert waste from landfill, which worsens the problem. How do we not pull against ourselves economically? Monitoring and recycling need to occur.

Pipersky mentioned biomass and composting. Wendy Sugimura has sustainable communities grant moneys for consulting assistance. Enough critical mass is available and Mono is actively pursuing.

YARTS? Supervisors Tim Alpers and Byng Hunt are new members. Note: YARTS members can't be on LTC. Burns cited interest in YARTS from Tuolumne (SR 120) and Fresno (SR 41). Madera County (Oakhurst) is paranoid of keeping cars out of Yosemite.

Commissioner Lizza suggested focus on federal agencies, engage on issues. Burns cited an MOU with USFS and BLM to promote agency coordination. Toiyabe is in a different USFS region, hence not part of MOU. Tuolumne River Plan comments by Mono Supervisors highlighted importance of SR 120. Last year NPS initiated Lee Vining/Tuolumne route 3x/day. This year it will change to Mammoth Lakes/Yosemite twice daily.

Higerd mentioned that projects on Rock Creek Road and Convict Lake Road, with bike-climbing lanes on each, may go to bid in December. A two-year construction process is likely, creating some inconveniences.

Bush stated Digital 395 had encroached onto BLM land. That issue is between Praxis and BLM, not Mono.

Roberts suggested the June Lake ball field could be multi-use for concerts, soccer, etc.

Pipersky wanted to add solar to list.

SUMMARY: Commissioners identified items relevant to commission: clinic, landfill, parking ordinance, Conway Ranch, substation, Digital 395, June Lake ball field, and Mono Basin planning efforts through RPAC. Definitive structure and more information are needed for future Planning Commission recommendations.

6. REPORTS:

A. DIRECTOR: 1) June Mountain: June Lake CAC turned out for peer resort tour report and discussion on potential for ski area and town. Community was out in force. CEO Rusty Gregory spoke to Mono Supervisors, heard lots of feedback on making June Mountain a more-viable operation. He proposed marketing a family-friendly resort, and committed to snowmaking and replacement of J-1 chair. Time frame: environmental field work summer 2014, lift approval with USFS fall 2014, up and running by 2016. Summer events include weddings and triathlon. Gregory wants 1,000 hotel rooms (2,000 people), and acknowledged MMSA is no longer involved in Rodeo Grounds. Supervisor Johnston suggested trading Rodeo Grounds for land at base of June Mountain. 2) Housing Mitigation Ordinance: Take up next month, potential changes, adjust to current economy. Tied to Housing Element update. 3) McGee: Encroachment onto BLM land has occurred (propane tanks, petting zoo, etc.). Relocate items into Mono's jurisdiction.

B. Garrett Higerd: Public Works projects: 1) Tentative maps: politically charged and contentious issue. CDD is involved to some extent. Once a project is approved, it rolls over to Public Works. Make sure developers are aware of two approval processes: CDD and Public Works (details in map conditions). Final maps go to Planning Commission, and then to Mono Supervisors. Activity has been slow on final map front, but state Congress issued automatic extensions to tentative maps awaiting economy improvement. One

tentative map is in final-map stage (Swall Meadows, adjacent to Rimrock Ranch), will go on consent agenda, and show how map conditions are satisfied. Taxes for parcel must be prepaid before map records. APN for parent parcel goes away, new APNs assigned. 2) Bridgeport and Lee Vining: street rehabilitation projects received bids. West side of courthouse space will get landscaping, benches, and back-in angle parking to make it an inviting park space and people can walk to shops. 3) June Lake and Chalfant: RPACs will hear about street rehab projects. 4) June Lake: Aspen Road will be paved. Caltrans did sidewalk work. 5) Lee Vining: pedestrian arterial between Mono Cone and community center, 5' ADA sidewalk, enhanced parking at Gus Hess Park and museum, and slatted fencing for screening in front of and around Caltrans yard.

C. COMMISSIONERS: Lizza: Mono Basin RPAC talked of return of June Mountain. Tioga Pass will not be plowed till May 15 due to sequester, and Mono and MMSA prevented from going in. Conway Ranch MOU with Caltrans would allow perceived violations of grant restrictions and build barn to hatch fish.

Bush: High Point not yet complete, but road's open (send notice to commissioners).

Pipersky: CSA #1 gets tax dollars from geothermal. After CSA built community center, money accumulated and now CSA wants to build a library. (Scott Burns noted Kim McCarthy presented CSA survey results to Mono Supervisors.) In last seven months two under-maintained houses at Sunny Slopes sold for more than asking price. Market supposedly is changing.

7. INFORMATIONAL: No items.

8. ADJOURN to May 9, 2013, at courthouse in Bridgeport

Prepared by C.D. Ritter, commission secretary

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May 9, 2013

To: Mono County Planning Commission

From: Heather deBethizy, Associate Planner

Re: Mono County Community Trail Planning Workshop

BACKGROUND

Community trail planning efforts are occurring throughout the county in the communities of Paradise, Long Valley, June Lake, Mono Basin, Bridgeport Valley, and Antelope Valley. These efforts are being led by Community Development staff along with community volunteers, organizations, agencies, and local Regional Planning Advisory Committees (RPACs). The efforts range in their scope and participation. Below you'll find a summary of community planning efforts:

Paradise
Who: Small working group comprised of residents

Status: Working on a trails plan for the community of Paradise. The plan is recognizing existing trails and on-road system improvements for cyclists. Draft is expected to be finished by June 30.

Long Valley
Who: Long Valley RPAC

Status: Long Valley RPAC has targeted trails as a priority for a future work item.

June Lake
Who: June Lake Trails Committee (subcommittee of the June Lake CAC)

Status: The June Lake Trails Committee has met many times over the past 15 years to help promote trail development in the June Lake area, developing a June Lake Trails Plan. Two years ago the committee built June Lake's first trail in 50 years around Gull Lake. Currently, the subcommittee is working on the Down Canyon area to designate a trail that would follow existing trails as well as create new connections, as needed. The proposed trail alignments will provide additional non-motorized connections to the residential area on the east end of Down Canyon with the Yost and Fern Creek trailhead, the June Mountain Ski Area trails (including the Rodeo Grounds and the Gull Lake Trail). Inyo National Forest and Friends of the Inyo participate on the committee.

Mono-Yosemite Gateway Project (Mono Basin)
Who: Working group that includes Mono Basin RPAC members, agencies, landowners, community members and County staff.

Status: The Mono-Yosemite Gateway Trail Project is a community-based planning effort to develop a conceptual trail plan for the Mono Basin area connecting the town of Lee Vining through Lee Vining Canyon with possible connections into Yosemite National Park. The trail master plan will include trail

alignment alternatives, design guidelines, trail access points, including trailheads, way-finding, interpretation themes, strategies for long-term maintenance and operations, and opportunities for partnerships.

Bridgeport Valley
Who: Bridgeport Valley RPAC and Working Group

Status: The Bridgeport Valley RPAC is starting a community trail planning process this summer. Its priorities are promoting existing trails through creation of online trail maps with descriptions, and identifying new trail projects. A master trail plan document will be the result of the summer's planning efforts.

Antelope Valley
Who: Antelope Valley RPAC

Status: Currently working on trail policies to support connecting Mountain Gate Recreational Area to Walker and enhanced pedestrian facilities along US 395.

For additional information, please contact Heather deBethizy at (760) 924-1812.

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May 9, 2013

To: **Mono County Planning Commission**

From: **Wendy Sugimura, Associate Analyst**

Re: **Bridgeport Main Street Revitalization Project final report**

Action Requested
Provide input on the final report and any additional direction to staff.

Background & Design Fair
During August 23-28, Bridgeport residents were immersed in the Main Street Design Fair to explore the balance between community needs for a vibrant, successful main street and the function of a state highway that efficiently moves goods and vehicles. Led by nationally known walkability expert Dan Burden, a Design Team consisting of the Local Government Commission, a traffic engineer, and a design-and-architecture firm provided education, best practices, and technical expertise to facilitate the development of community consensus and direction on a Main Street Revitalization Plan to improve pedestrian and motorist safety, support economic vitality, and enhance the community.

The Design Fair consisted of interactive workshops, focus group discussions, a walking audit, design sessions, and initial recommendations. The premise was that the people who live, work, and go to school in the community are the experts. The function of the Design Team was to first facilitate and listen to the public, and second to distill a common vision and design solution.

Community participation throughout the workshops was excellent, with 41 people at the opening workshop, 19 at the walking audit and design session, and an impressive 78 at the closing presentation. Dan Burden, who has conducted these workshops in over 2,500 communities in all 50 states, claimed this was among the best participation rate he has seen, especially by main street business owners. In addition, focus groups were held to capture specific concerns of public safety entities, Caltrans, County public works staff, Main Street residents and businesses, and the Latino community. A conversation about a potential interagency visitor center in town was also revived by the US Forest Service, Bureau of Land Management and Bodie Foundation as part of this project.

Striping Plan Implementation
Based on these Design Fair results, County staff, the Design Team, and Caltrans staff pursued immediate integration of a new striping plan into the current Caltrans grind-and-overlay project on US 395 through the Bridgeport Townsite. The project had been delayed over a year due to asphalt mix failure issues and was expected to resume at the end of September, providing about a month to finalize a striping plan concept and engineer it for inclusion in the overlay project. A local outreach effort by Bridgeport Valley Regional Planning Advisory Committee (BVRPAC) members and Main Street business owners Bob Peters and Steve Noble built consensus on the location of back-in angle parking, the Design Team finalized a conceptual striping plan supported by the BVRPAC, and Caltrans refined and engineered the striping plan for final deployment. By early November, a new striping plan with three vehicle lanes, bike lanes, and a mix of back-in angle and parallel parking was in place. In addition, the local County Service Area

provided the instructional signage for the back-in angle parking areas based on Caltrans specifications and designs provided by the Design Team.

The rapid implementation was an impressive display of interagency and community collaboration, and the new striping plan would not have happened without the effort and assistance from all parties. In particular, Terry Erlwein, the Caltrans District 9 engineer, and Michael Moule, the Design Team traffic engineer with Nelson\Nygaard, deserve tremendous appreciation for their hard work to resolve the technicalities of changing the striping plan.

Final Report and Next Steps
The draft final report is now available and comments are being sought. Community Development staff will note grammatical, spelling, and the more obvious factual errors, and we are requesting the Planning Commission focus on the content in Chapters 3, 4, and 5 (pages 15-62).

The BVRPAC and Caltrans have provided feedback, and these comments will be combined with Planning Commission input and transmitted to the consultant for incorporation into the final product. The final report will be presented to the Local Transportation Commission for acceptance.

In addition to the Design Fair and final report, and appendix is in progress to provide expanded design features and themes for business and building aesthetics, streetscaping, and public signage and wayfinding. Concurrently, the RPAC will begin refining and prioritizing the implementation matrix on pages 62-63 in order to fund, initiate, and ultimately complete projects. While the final report may be completed in June, the work is only just beginning to revitalize Bridgeport's Main Street.

This report has been reviewed by the Community Development Director. Please contact Wendy Sugimura at 760.924.1814 or wsugimura@mono.ca.gov with any questions.

Attachments
Bridgeport Main Street Revitalization final report

Main Street Revitalization Plan for U.S. 395 through Bridgeport

DRAFT

A Report to Mono County
February 2013

Prepared by:

Local Government Commission
Walkable and Livable Communities Institute
Nelson\Nygaard
Opticos Design
Wahlstrom & Associates

Main Street Revitalization Plan for U.S. 395 through Bridgeport

A Report to Mono County
February 2013

Mono County Board of Supervisors

Larry Johnston, District 1
Fred Stump, District 2
Tim Alpers, District 3
Tim Fesko, District 4
Byng Hunt, District 5

Mono County Staff

Scott Burns, Community Development Director
Wendy Sugimura, Community Development Analyst
Tony Dublino, Associate Planner

Bridgeport Valley Regional Planning Advisory Committees

Jan Huggans
Jeff Hunewill
Walt Lehmann
Steve Noble
Bob Peters
Benny Romero

Consultants

Local Government Commission:

Paul Zykofsky, AICP, Director Transportation and Land Use Programs
Anthony Leonard, Project Manager
Steve Tracy, Senior Research Analyst

Walkable and Livable Communities Institute

Dan Burden, Executive Director
Emily Tracy, Project Coordinator

Nelson\Nygaard

Michael M. Moule, P.E., P.T.O.E., Principal

Opticos Design

Stefan Pellegrini, Principal
Christopher Janson
Melia West

Wahlstrom & Associates

Stephen Wahlstrom, Principal

Funding provided through a California Department of Transportation (Caltrans) Community-Based Transportation Planning Grant and Mono County.

Views and opinions expressed in this report do not necessarily represent the views or opinions of the California Department of Transportation (Caltrans) or the California Business, Transportation, and Housing Agency.

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Chapter 1: Introduction

Bridgeport, California with peaks at the Yosemite National Park Boundary in the distance.

Main Street Overview

The Mono County seat of Bridgeport lies in one of the most scenic locations in California, with high peaks that frame Yosemite National Park rising to the southwest across the vast green pastures of what locals call the Big Meadow. Ice-carved valleys arc down from those peaks and end in glacial moraines along the western and southern edges of the Bridgeport Valley. Rolling hills extend into Nevada to the north and east. The East Walker River forms in the Bridgeport Valley's pastureland and flows to Lake Hawthorn and farms in Western Nevada.

First settled by non-native people in the Gold Rush era, mining and timber dominated early economic activity in what was then known as the "Big Valley." Today, Bridgeport's economy relies on hotels, restaurants, and shops that serve the summer tourist and winter skiing customers. The vast expanses of public land attract locals and visitors who thrive on camping, backpacking, rock climbing, fishing, hunting, skiing, and other outdoor activities.

U.S. 395 passes on an east/west line through the core of Bridgeport, serving as its Main Street. Historically, having the highway pass through the center of town worked well, because both motorists and local merchants benefitted from the services to be found in Bridgeport. However, over the past few decades passenger vehicle traffic has increased. Also, the number of long-distance trucks connecting the Reno supply hub with Los Angeles markets has grown. The absence of a bypass means that interstate truck traffic, tourist traffic, and routine regional traffic pass through the quaint historic district at the core of Bridgeport.

Unfortunately for locals, the one-third of a mile four-lane section of U.S. 395 in Bridgeport provides the only passing lane opportunity for ten miles in either direction. California open highway speed limits are 10 to 15 miles an hour higher for unencumbered automobiles than for trucks and vehicles towing boats or house trailers (all very common in this region). As a result, when the roadway widens as they enter Bridgeport, many passenger vehicle drivers cannot resist taking the opportunity to pass the truck, RV, or vehicle with a trailer that has been holding them up. In the process, many break the speed limit, reduce the comfort level of people out and about on foot, and of course do not stop to support the local economy.

U.S. 395 through Bridgeport is five lanes wide, with minimal landscaping and in the central portion of the town only three painted crosswalks. These factors all contribute to increased vehicle speeds, problems for pedestrian travel, concerns about sending children to school by foot or bicycle, and not much to offer regional bicycle tourists.

Sidewalks are inadequate, narrow, or missing sections. Outside the very center of the community they are absent entirely. A final critical omission is that street and public spaces in Bridgeport have significant gaps in compliance with current Americans with Disabilities Act (ADA) practices for width, markings, ramps, driveway treatments, and condition.

Nor does Bridgeport have a well-designed and prominent community gathering place to serve as a focal point for casual use, festivals, farmers market days, and other events. The town's centerpiece property, the oldest operating courthouse in California, is not currently configured for such use.

Vacant business locations in Bridgeport highlight the leakage of business activity to surrounding communities and the missed opportunities to capitalize on the volume of tourist and commercial traffic on U.S. 395. Nor are there prominent gateway features that would themselves serve as traffic calming devices and alert tourists they are arriving in a town worth slowing for.

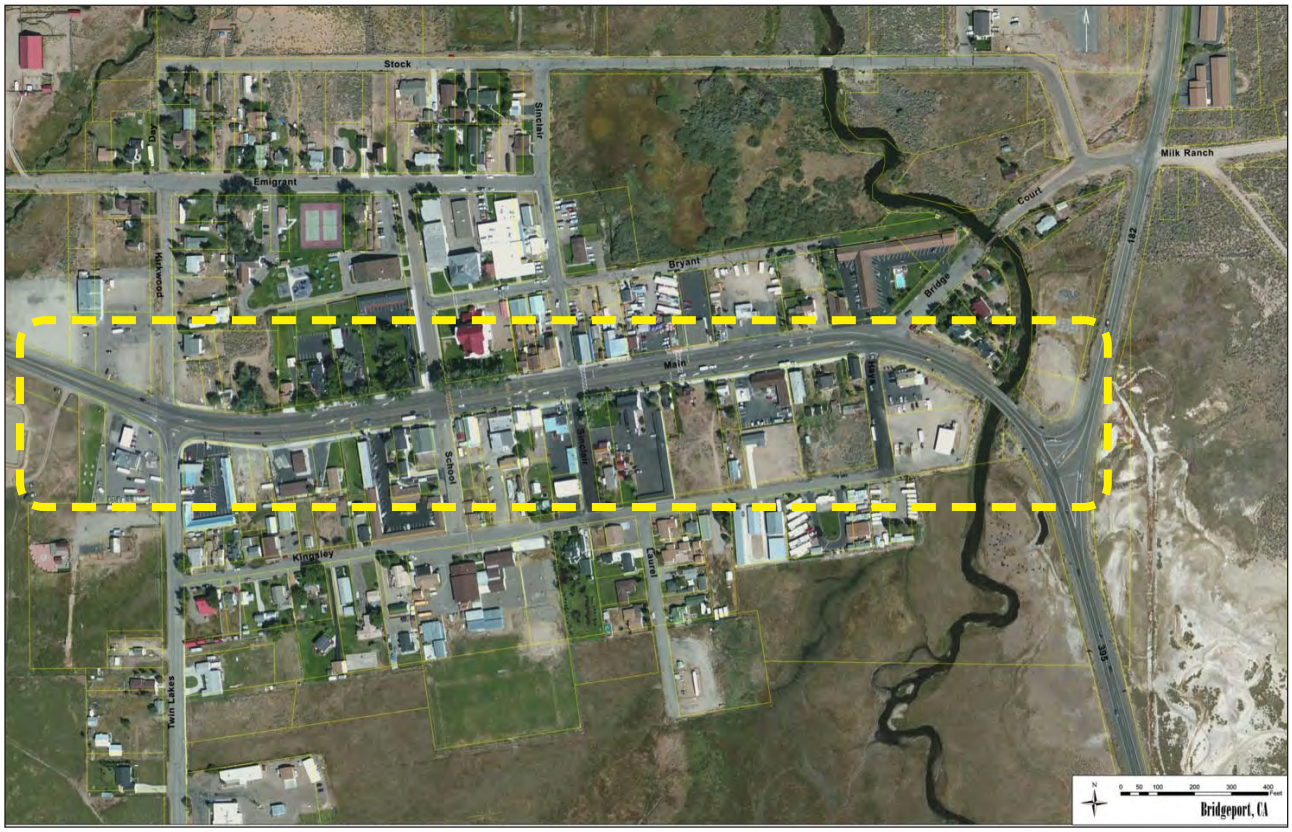


Figure 1. The project area – U.S. 395 as it becomes Main Street in Bridgeport.

The Mono County Courthouse in 1914.

The Mono County Courthouse in 1946.

The Mono County Courthouse in 2012 dressed up for the July 4th parade.

Project Background

Street design has evolved in recent years to allow safe and efficient vehicle flow, while greatly improving the comfort and safety of pedestrians and bicyclists on or near the street. Mono County and residents of the community of Bridgeport were successful in a request for funding to develop a community-supported design for this portion of U.S. 395.

Becoming a partner in this effort, the California Department of Transportation (Caltrans) approved a grant from Community-Based Transportation Planning funds, and helped Mono County put together the public Design Fair process that is described in the following chapter of this report. Staff from the Local Government Commission managed this Design Fair, with Dan Burden of the Walkable and Livable Communities Institute leading the public events and walking assessments. They were assisted on the engineering side by Nelson Nygaard of San Francisco, on design by Opticos Design of Berkeley, and on economic development by Stephen Wahlstrom of Wahlstrom & Associates. Staff from the Mono County Planning Department and other local agencies provided direct and personal connections to residents of the community, who rose to the occasion with an unprecedented level of cooperation, support, and cheerful energy.

The community embraces outdoor activity enthusiasts...

..like the drivers of large motor homes, even towing other vehicles...

...people towing "toy box" trailers with motorcycles and ATVs inside...

...open road motorcyclists, many of them Europeans enjoying the American West...

...and fishermen...

...all headed for the abundant public lands that surround Bridgeport.

But mixed in with the tourist and local traffic are many long distance cargo trucks.

In summer and in winter they ply their route between Reno and the Los Angeles Basin.

Project Focus

Bridgeport is the county seat of Mono County, and features the oldest operating courthouse in the state of California. The 147th annual 4th of July parade was held on U.S. 395 in Bridgeport a month before this Design Fair commenced.

The 2010 census showed 576 residents in Bridgeport, which represents a decline of nearly 30% since the 2000 census. The population is predominantly white, with approximately 10% Native American and 10% Hispanic/Latino. But these numbers do not begin to tell the story of the people of Bridgeport. This is a community with many residents who are descended from families that have been here for generations. The project team, Mono County staff, and Caltrans were fortunate to have so many lifelong residents involved in this Design Fair who brought valuable history and experience to the effort.

They are necessary for commerce, but do detract from the ambiance in Bridgeport...

...as passenger vehicle drivers rush through town to pass slower-moving large trucks.

The designs in this report will improve conditions for walking...

...and bicycling in Bridgeport...

...which will encourage people to linger for a while, visit shops, and maybe buy a meal.

This project was funded to advance the goals of the Community Design program, which include:

- Support economic vitality.
- Increase the safety of the transportation system for all users.
- Protect and enhance the environment, promote energy conservation, improve the quality of life.
- Enhance the connectivity of the transportation system.
- Promote efficient transportation system operation.
- Preserve the existing transportation system

In this community it was not necessary for residents to be reminded of these goals. They already share them. They want the economic vitality a safer and less chaotic street will bring, that will be enhanced by implementing the revitalization recommendations in Chapter 3. They want their tourist guests, children, and all other residents to have safer streets, sidewalks, and street crossings. They value the natural environment surrounding Bridgeport every bit as much as visitors do, because tourism in that environment is the community's primary source of income, and because they individually revere those natural wonders. They support the improved walking and biking connectivity that came out of their workshops. And during the workshops, they came up with street design plans that improve circulation while preserving the highway access that is vital to their economy.

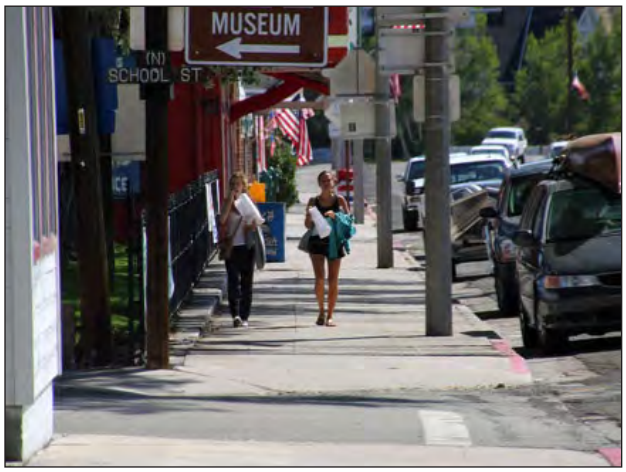
Most of the attention of this project is focused on Main Street in the core of the community of Bridgeport. A broader area encompasses the remainder of the small street grid within the town site, and outlying rural neighborhoods to the northeast and southeast of central Bridgeport. While residents were focused on the Main Street portion of U.S. 395, they also discussed issues and solutions for improved access to surrounding low-density residential neighborhoods, and connectivity within the traditional core of Bridgeport.

This community's interest in this project was so strong that something between 20 and 25 percent of the adult population of Bridgeport attended Design Fair sessions. This is an astonishing level of support for residents normally required to remain on duty at the businesses they operate.

This will benefit local merchants...

...their local customers...

...young and old...



...and visitors from outside the Eastern Sierra region.

Bridgeport Facts

- Approximate Land Area – 2 to 3 square miles
- Population – Approximately 600
- Percentage of Non-Anglo population – 20%
- Median Household Income – $56,000
- Residents below Poverty Level – 2%
- Residents that Walk or Bike to Work – 12%

With the residents of Bridgeport so firmly behind the design components in this report, Caltrans staff and management were able to take advantage of a rare opportunity and authorize a mid-course alteration of the striping plan for a repaving project on U.S. 395 through Bridgeport. The details of that wonderful synergy are described later in this report.

But kudos to Caltrans for the leadership they showed, to Mono County staff for bringing this project together, and for the residents of Bridgeport for grasping key concepts and assembling a package of design features to transform their Main Street.

Chapter 2: Design Fair Process

Residents stating their vision for the future.

Overview

Mono County initiated this project to work with residents who use Main Street on a daily basis to create plans for a roadway that meets current best practices within the framework of engineering standards. The goal is to create a "Complete Street" that serves all users with a comfortable, safe, and efficient design. The project team developed additional recommendations for school access, pedestrian and bicycle connectivity, gateways, and economic development.

Design Fairs or "charrettes" are an increasingly popular tool for neighborhood and street design programs. These are community-based design exercises intended to involve the public in a meaningful way to craft their own future. After all, nobody knows the issues related to streets in a community better than the residents who are out on them every day.

This format allows residents, property owners, and merchants to be the primary force behind the designs. They are typically brought together for several sessions over a short period of time, before the project team takes that community input and first drafts the designs and prepares a report like this one.

In the case of this project in Bridgeport, the first visiting team members arrived on Wednesday afternoon the week of the first focus group meetings and didn't depart until the following Wednesday morning, after the closing session concluded on Tuesday evening.

This extended stay lets the visiting team members use the street as they go about the community, always observing, taking pictures, and talking with residents and other visitors. This give a better feel for the streets than the more conventional approach that may have a consultant team visit the community, meet with a few chosen officials and prominent citizens over a day or two, then depart to a distant place to write up a report which appears in the mail months later.

The process used for this project in Bridgeport gives the public more meaningful involvement throughout the process, and rewards their effort with a preview of the final designs at the end of the week.

It takes months of planning and organizing to bring a multi-day event like this to life.

This Design Fair was well publicized through banners and personal contact.

Flyers and postcards were distributed to members of the community, agency staff and property owners.

Aside from obvious things like when and where to hold meetings and workshops, many unseen details must be taken care of. Local Government Commission staff handled tasks related to the project team, traffic data analysis, and computer renderings of designs. Mono County staff worked tirelessly to handle other details essential to the success of this Design Fair, especially engaging with local residents to explain the public workshops and encourage attendance. And after the sequence of events was concluded, Mono County staff continued to work with residents of Bridgeport, business owners, and Caltrans staff to refine details of the parking and travel lane striping to take advantage of the pending resurfacing project.

Outreach Efforts

Publicity is critical to getting enough people to the Design Fair events for the design exercise to be meaningful. Mono County staff took the lead in this effort, in particular Bridgeport Planner Wendy Sugimura. Attendance was gratifying at all three public events, with a large portion of the town's population taking part in the education slideshow, the visioning process, the walking audit, the design table working session, and the closing where the preliminary designs were revealed. It was a remarkable achievement to have 80 people from a town with 500 residents attend a workshop. The success of the three public events in this week-long effort, and the quick fine-tuning and implementation of the community's design is due to the hard work and direct contact within the community that local staff provided.

Focus Group Meetings

Several focus group meetings were held with stakeholders who have a common interest relevant to the Design Fair. These groups typically ranged from five to 15 individuals, a size that allows for comfortable conversations about street crossings, parking, bicycle access, economic development, sidewalks, or street and safety issues in general.

Because so many residents interested in this process run their own businesses, informal opportunities to get input were also taken as they occurred. These discussions took place in businesses or standing on sidewalks, at times while observing pedestrian and driver behavior.

The following is a summary of input from these scheduled focus group meetings, and the less formal discussions with other interested residents.

Technical Focus Group

This meeting involved eight local and state agencies and members of the design team. All of these organizations have an interest in streets and highways in or near Bridgeport. These included:

The purpose of this meeting was to introduce team members to staff from agencies working in the region, to review the process and schedule for this design fair, to review design solutions that have come up in local discussions, and to get input on issues that should be addressed in this project.

The initial meeting of staff from all agencies with a role on Main Street and this project.

Topics covered in this free-flowing discussion included:

- Public health and safety are priorities, but the accident rate in Bridgeport is not high.
- Main Street is a state facility and Caltrans must operate within certain requirements and constraints.
- The low traffic volumes through Bridgeport do not require 4 through lanes.
- The 100-foot wide pavement cross section is unnecessary and has excess room for some alternatives.
- Caltrans is soon to repave and restripe Main Street, opening up an opportunity.
- Some locations may need specific design attention.
- We need to remember local conditions like flooding, snow, ice, extreme cold and poor visibility.
- Parents are concerned about children walking to school or independently in the summer.

- The need for solutions that are simple, low-cost, and promote walking and biking.
- Specific design features such as roundabouts, curb extensions, parking, and ADA ramps.
- Boosting economic development, which will bring benefits to locals like a grocery with healthier food.
- Expanding facilities to promote the natural wonders of the region.

This free-flowing and friendly discussion helped build rapport on the broader team of individuals and agencies involved in this project. It allowed them to go forward to the evening's first big public workshop better informed about the issues they all faced.

The interagency focus group discussing shared efforts and a vision for a joint center in Bridgeport.

Collaborative Planning Team Focus Group

This meeting involved the non-profit Bodie Foundation as well as local, state, and federal agencies. All of these organizations could have a role in a joint facility to upgrade County services and outreach to visitors to the Bridgeport region.

The purpose of this meeting was to explore opportunities and issues related to a joint County, State, Federal, and non-profit effort to combine resident and visitor services into a shared visitor and service agency center. Topics discussed included:

- The value of an inter-agency center in northern Mono County even though funding will be difficult, because visitors do not know or care about agency jurisdictional boundaries and are only after information about the area.
- The benefits of a Main Street location for visibility, promoting the region as a whole, and reducing environmental impacts at Bodie and Yosemite (with the challenge of interpretation at a remote site.
- The County would also like to relocate clinic services from the outdated hospital site, and staff space for other agencies would reduce travel time and expense.
- The non-profit Bodie Foundation is very supportive of a shared center, and may have access to some categories of grant funds that government agencies are not eligible for.
- The visitor centers in Denali National Park, Crested Butte, CO and Escalante, UT are good models.

From the design team's perspective, this meeting was very valuable because it introduced a wider pool of agencies involved in the region, and expanded the team's awareness of the potential for broader outreach to promote the regions assets.

Spanish Language Focus Group

Two members of the project team who are fluent in Spanish met with several resident Spanish-speakers the day before the walking audit to get their input. Most of those attending have lived in Bridgeport for a decade or two, and made comments similar to those expressed at the other workshops. Those included:

- An excitement about this project, curiosity about funding and follow-through, and a desire to see examples of similar streets that have been made over.
- This town which is expensive to live in should look like one.
- A love of the history of Bridgeport, and a desire to maintain that history and promote it to tourists.
- Stories about near tragedies as children navigated Main Street on foot.
- A request to improve lighting, and green up Main Street with median trees and street edge landscaping.
- An acknowledgment that the natural beauty surrounding Bridgeport is a draw for visitors, that must be built on.
- Issues including snow removal, drainage and sidewalk maintenance, drugs, and poor signage directing visitors to attractions in and outside Bridgeport.

The design team's two fluent members participate in the Spanish speaking focus group.

- A general economic decline with past closures of important institutions like Buster's store and the high school, rumors of pending closure of the elementary school and the post office, and a fear student bus service will end.

Main Street Residents/Business Owners Focus Group

Bridgeport's business owners were so enthusiastic at the Saturday afternoon design event (discussed below) that an impromptu meeting was scheduled for later that evening to continue the discussion. Over 20 business owners and managers participated, representing a large portion of the commercial enterprises in Bridgeport. Their interests included hotels, campgrounds, restaurants or other food purveyors, bars, and shops and stores. These businesses all rely heavily on general tourism, long distance cycling, hunting, fishing, and outdoor recreation (climbing, backpacking, skiing, mountain biking).

General topics included a high level of excitement at the possibilities this event brings, and discussion of funding.

The business owners meeting was very well attended by excited participants.

Assets mentioned include the natural wonders in the region, Bridgeport's historic charm, and the potential economic boost that can come out of a revitalized Main Street.

Cautions included avoiding mistakes seen in other communities, maintaining a Bridgeport identity, designing to Caltrans standards, parking details, snow removal, and maintenance needs of new landscaping.

Issues that are priorities include passing and speeding through town, the lack of sidewalks even on parts of Main Street, the need for more and better crosswalks, the safety of children walking to school, parked RVs blocking the view of businesses, beautifying the entrances to town, and details on traffic and side streets.

Other topics covered in this discussion included:

- General Ideas offered include getting people to notice the town visually so they stop, organizing traffic better, and greening Main Street.
- Specific Ideas brought up were reducing speeds, improved sidewalks and crosswalks, safety for children, landscaping, chairs and benches, angled parking to increase supply, gateways, and improving the towns western charm.
- Examples discussed included Independence and Lee Vining (trees, benches, trash cans, and lights), small towns on Highway 49 (nicely maintained old buildings, high sidewalks, and discrete identities), Fallon (the old downtown), Virginia City, Old Sacramento, and Gardnerville.
- Questions were focused on who pays for and maintains the landscaping improvements and upgrades to building frontages.
- Funding discussion revolved mostly about timing and the process to identify sources.
- Community character was discussed with a nostalgic view about the slow loss of year-round residents, the understanding that everyone has a stake in the outcome of this project, and a desire to help each other and join in.

All of these issues, and the polite but energetic discussion that brought them to the surface, are a positive sign of a business community that has a strong sense of all being in this effort together. This spirit is what will carry the results of this design workshop forward and make positive improvements to Bridgeport.

Second Technical Focus Group

This meeting was held just before the Mono County Board of Supervisors was given a brief overview of the design fair preliminary recommendations by lead designer Dan Burden and Mono County staff. It served as a check-in point on the fine-tuning of the Main Street designs as Caltrans management staff, the design team, and Mono County staff resolved some details.

Dan Burden at opening event Thursday evening.

Public Charrette Events

Opening Session

On Thursday evening, the Bridgeport Main Street Revitalization Design Fair opened with the first public event, held at the Mono County Memorial Hall on School Street. The turnout for this kick-off event was remarkable for a community the size of Bridgeport. County staff spoke to these residents about their ongoing desire to improve safety and mobility in Bridgeport to foster economic development.

Dan Burden of the Walkable and Livable Communities Institute and Paul Zykofsky of the Local Government Commission then gave the crowd a presentation about design techniques that can convert dysfunctional, unsightly, and dangerous streets into complete streets that work for everyone, not just drivers. Their presentation was rich with examples from other cities where problem streets, intersections, and crossings were redesigned into functional, attractive, and safe public spaces. Particular attention was given to showing examples from smaller communities that also have snow removal requirements in the winter. It showed that solutions are out there in other communities that improve the street without impeding snow clearing efforts in the winter.

Residents choosing priorities for improvements to Main Street.

The first warm-up exercise for residents was to write down what their vision for a future Bridgeport is, twenty years from now. Those results are summarized in the sidebar on Page 8.

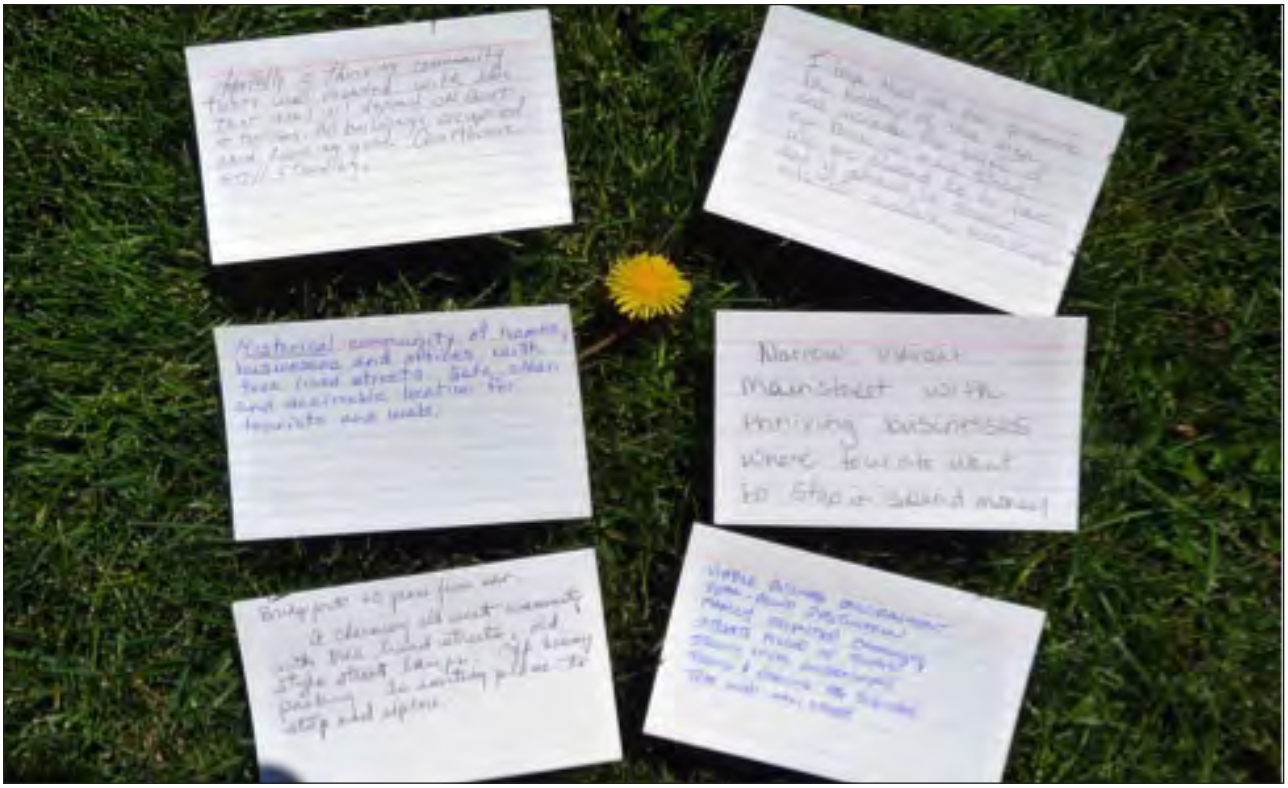
Participant Priorities

- Street lighting
- Gateways to town
- Two lanes through downtown
- Fix School Street and Main Street intersection
- Incentivize beautifying vacant lots
- Grocery store in town
- Removable curb extensions and medians
- Decrease crossing distance
- Overhead banners (structured)
- Wayfinding and signage
- Directions to motorhomes to park off Main Street
- Parking for trailers and motorhomes
- Trees and landscaping
- Bicycle lanes
- Fix intersection of Main Street and Sinclair
- Sidewalks from Burger Barn to the Walker river Lodge
- Crosswalks
- Slow down traffic
- Guardrails at east end of town
- Transition lanes to parking
- Seating areas and benches
- Identify costs and how to maintain new design

Results of the "dot" exercise.

Participants were then asked to take part in a simple exercise about priorities. They were asked to call out things they would like to give attention to, while LGC staff recorded their issues on large easel paper. Those sheets were then taped to the auditorium wall.

Next, participants were each given half a dozen colored adhesive dots to use as votes for the issues they feel are the most important in Bridgeport. They were only allowed to place one dot per item, no double votes. The results were tabulated by the design team, grouped into categories, and ranked so that priorities became clear.



Visions for the future.

This information was carried forward into the subsequent tour on Saturday morning, and to the recommendations the project team developed over the course of the Design Fair.

Walking Audit and Design Session

This session began in the morning with a short refresher course on some of the tools available to address the priorities identified by participants on Thursday evening. These included traffic calming, pedestrian and bicycle facilities, and access requirements and techniques. Again, this presentation focused on smaller communities, mostly in the West, that also have snow removal requirements in the winter.

Gathering for a refresher on issues and tools to apply for good street design before walking on Main Street.

The Saturday walking audit groups discussed issues they see at locations along Main Street.

Touring Main Street with an eye to pedestrian safety is an important part of the audits.

After the walking audits, residents grouped to draw the street they would like to see.

Following this presentation, County staff and the design team led participants on a walking tour of downtown Bridgeport. Two groups converged on Main Street at School Street, then headed off in opposite directions. At numerous stops, each group assembled around the leader to observe, point out issues, and discuss possible solutions. Other members of the design team took notes, measurements, and photographs along the way. These animated, revealing, and educational discussions continued as the groups returned to the park behind Memorial Hall for a barbeque lunch.

Once refreshed, participants broke into three table groups and began the complex task of making design suggestions for the corridor. Each table group held energetic conversations as they discussed general and specific problems, and alternative solutions. These thoughts were then translated into design recommendations which they drew on large aerial photographs.

During this exercise, project team members circulated around the room observing, commenting if appropriate, and answering questions when asked. This format keeps expert designers available, but gives community members the hands-on freedom to prepare the recommendations that follow.

Resident Design Table Recommendations

The following material is gleaned from the margin notes on the large-scale aerial photographs the three design groups drew their recommendations and comments on, and their presentations to the room that explained their design features and reasoning.

Design Group One:

- Color crosswalks or stamp them
- Stamp a roundabout at the Shell station by Twin Lakes Road
- Put mining and agricultural equipment in gateway islands
- Paint reverse diagonal parking on two blocks with room for RVs elsewhere
- Narrow the highway with an eastern gateway
- Improve sidewalks from the highway bridge into town
- Paint bulbouts and planters
- Kids can maintain and water the landscaping
- Phase things to seize the opportunity with the repaving happening soon

Design Group Two:

- Add crosswalks at the western end of town
- Add both sidewalks and crosswalks at the Eastern end
- Add trees planters at Bridge Street
- Create places to turn around big rigs at the eastern end
- Mix diagonal and parallel parking
- Add bike lanes and buffers
- Do tree wells and bulbouts
- Place historic photos and plaques on a history walk
- Color in the median turn lane
- Add "Thank You" monuments for people exiting town

Participants marked the maps with details, made notes, and proudly signed their names.

Design team members were in the room to answer questions, but allowed residents to prepare their own designs.

At the end of the exercise, a delegate from each table explained the highlights of their design.

- Put in pullouts for the view at the east end of town
- Install new lamps and poles
- Color crosswalks
- Make the ice rink area like a park with tables and such

Design Group Three:

- Do the road diet with two lanes and a center median with turn lane
- Color the median
- Put monuments and turnarounds at the entrances to town
- Do trees and lights all along Main Street
- Do curb extensions permanently, not temporarily (just do it)
- Add more crosswalks
- Mix diagonal and parallel parking
- Do wayfinding with a theme
- Encourage maintenance of vacant lots or properties on Main Street
- Add sidewalks at the eastern entrance past the river bridge
- Designate RV parking off Main Street
- Use Hayes Street and Kingsley for big vehicle parking

The recommendations from the participant group design tables are shown in Appendix B.

Subsequent Design Team Activity

With the community's design work finished, the design team settled in to refine the details on the recommendations, and continue to observe vehicle, pedestrian, and bicycle activity on Main Street and elsewhere in Bridgeport. Many conversations with visitors and residents were part of this ongoing engagement with users of the streets.

Inside Memorial Hall, the design team spent three full days preparing draft recommendations and the closing session presentation. This included many ongoing discussions with team members and Mono County staff.

For a week design team members gathered information about all aspects of Main Street.

Mono County staff and the Design Team.

Closing Session

This session was held at the Mono County Memorial Hall on the evening of September 2, 2012. Over eighty residents and project team members were in attendance as Dan Burden began the presentation with a brief recap of the tools of good street design. This was followed by detailed images of resident and project team recommendations for areas along the Main Street corridor, side streets in Bridgeport and nearby areas outside the downtown. A pedestrian and bicycle plan was also displayed. Stefan Pelligrini of Opticos Design, and Michael Moule of Nelson Nygaard Engineering were on hand to explain design and engineering details, and answer questions.

After this discussion session, participants congratulated each other and were thanked by the project team. The resulting designs appear throughout the next chapter of this report. Residents, Mono County staff, Caltrans representatives, and staff from other agencies who contributed their time and expertise to this project deserve the gratitude of the en- tire Bridgeport community. The engagement with the people from this small town who turned out for these events in such high numbers was remarkable.

At the closing session, design team members explained details in the recommended designs.

About 80 residents listened to the presentation, asked questions, and made comments.

Residents' friendly communication and shared vision for the future are great assets.

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Chapter 3: Design Recommendations

Main Street Bridgeport

Overview

Recommendations for the future are the heart of this project, the Design Fair, and this report. This section details the improvements suggested for roadway segments for Main Street, U.S. 395 at the entrances to Bridgeport, outlying areas, school access, pedestrian and bicycle facilities, and the Courthouse area.

This discussion begins with Main Street from the west entry to the open highway south of the U.S. Forest Service Office. It continues to recommendations for better connectivity and safety in adjacent residential neighborhoods, bikeway and recreation trail access improvements, suggestions to improve school access and safety, ideas for simple improvements to boost economic vitality, and finally to a description of the Caltrans striping already in place.

Critical issues raised during the events are addressed by the designs. It is important to remember that these designs are not the product of the design team working in isolation, but are based on input from the resident groups working collaboratively during the Saturday Design Fair event.

Factors leading to these recommendations include:

- Suggestions made by residents attending the Saturday design workshop
- Solutions that have been proven effective in similar settings in other communities
- Direct connections for bicycle and pedestrian access to common destinations
- Traffic volumes on the various roadway segments
- The design team's evaluation of risk
- Access for disabled residents and visitors
- Accident history
- Simplicity and cost

In some cases, short-term solutions can be implemented with simple applications of paint to improve crosswalks, add bicycle lanes, and narrow vehicle lanes. More complex features such as curb extensions and raised medians with landscaping can be added as funding is secured. Americans with Disability (ADA) ramps and related improvements should be added at every

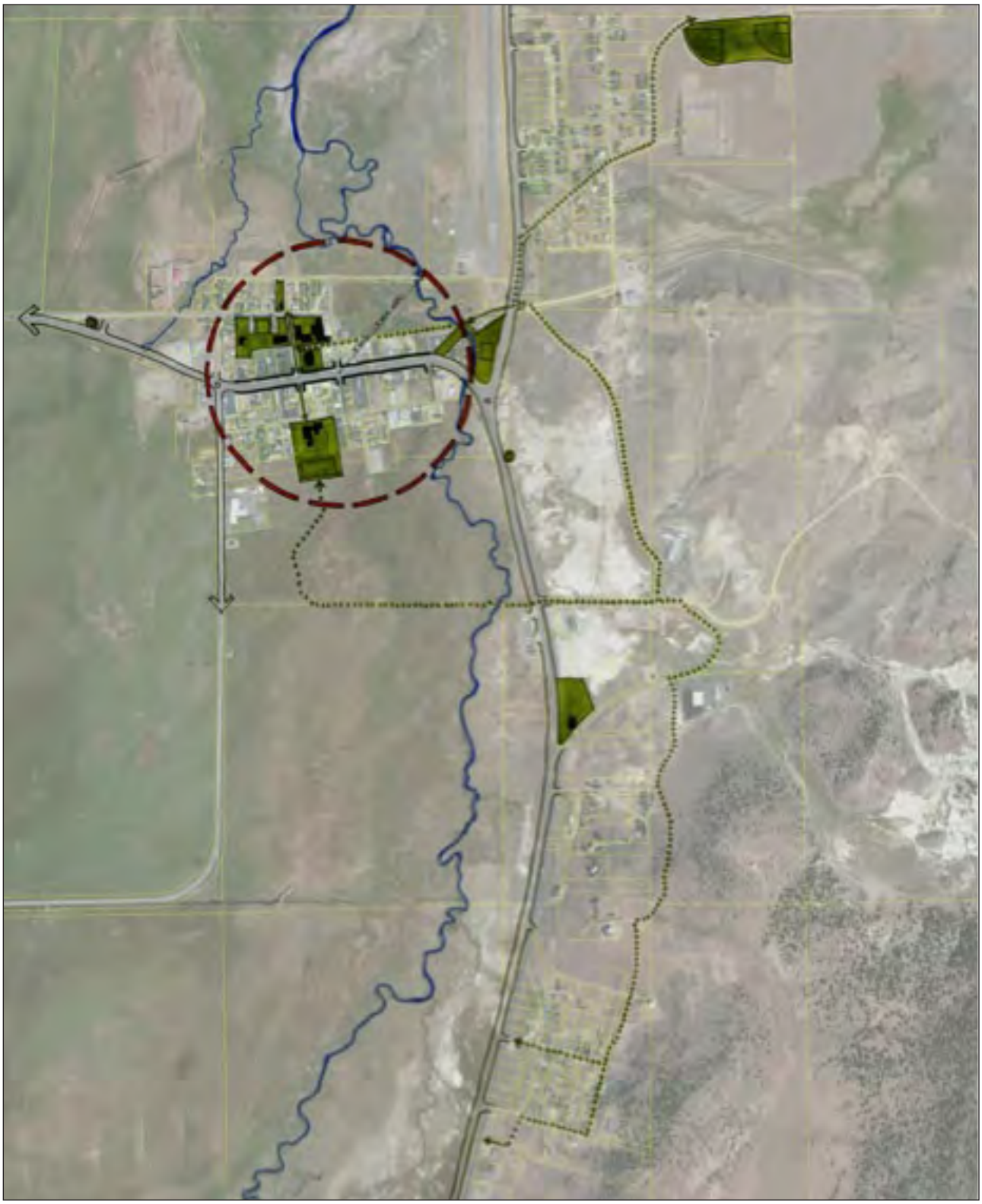


Figure 2. An overview of the study area and this plan's elements which include gateway monuments, trails connecting outlying areas, enhanced public spaces. While the primary study area was the portion U.S. 395 referred to as Main Street, the Design Team took into consideration the connections to other areas in the community.

Figure 3. This is an idealized overview of a possible long-term design for Bridgeport. Note that it includes redevelopment of the Buster's Market area, roundabout gateways, reuse of underutilized properties along Main Street, and an increase in facilities at the ice pond site. These enhancements all need further discussion, engineering, and evaluation before they can be realized.

appropriate location as soon as possible. Potential funding sources for all of these project types are discussed in Chapter 4 of this report.

Design Highlights

The toolkit of features that are recommended as appropriate at different locations in the corridor include:

- Narrowing vehicle lane widths to reduce vehicle speeds and free up space for buffers, wider sidewalks, and bicycle lanes
- Converting unnecessary vehicle lanes to bicycle lanes or parking
- Adding bicycle lanes
- Widening or improving sidewalks
- Completing intersections to provide the full set of high visibility crosswalks (always including advance stop bars), ADA ramps, pedestrian signals with Lead Pedestrian Interval, pedestrian crossing islands, etc.
- Reducing vehicle speeding with techniques that improve safety through good design without requiring additional enforcement
- Upgrading the appearance of streets in the corridor wherever possible with landscaping and other improvements

This chapter is organized into these areas:

A. Primary Corridor Designs (northeast to southwest)

B. Pedestrian and Bicycle Network

C. School Site Recommendations

D. Suggested Building Renovations and New Construction

E. Repaving and restriping Main Street soon after the Design Fair

Primary Corridor Designs

In the design workshop for this project residents broke out into three groups, each preparing a map of the features they desired for a reconfigured Main Street. As discussed in Chapter 2, these three maps are quite similar, which is a good sign that community members share a vision about what this street can be. Common themes include:

- Add gateways at town entrances.
- Reduce vehicle speeds.
- Reduce through vehicle lanes from 4 to 2.
- Retain a center median/left turn lane.
- Mix reverse angled parking with conventional parallel parking.
- Add bike lanes in each direction.
- Improve and add sidewalks, especially at the east and west ends of town where they are currently missing.
- Highlight crosswalk markings.
- Paint or build curb extensions to reduce pedestrian crossing distances.
- Improve the street visually with benches, better lighting, trees, and other landscaping.
- Install more and better directional signs.
- Create a themed walking trail around the town's history and buildings.

Responding to this input, the design team prepared the designs that are discussed on the following pages.

Figure 4. Conceptual design for monument gateways beside U.S. 395 marking entrances to Bridgeport.

Gateways

Because of operational considerations not worked through in the design sessions, in-highway gateways in islands or roundabouts are not part of the initial plan. Instead, entry monuments have been designed that should be placed at prominent locations where the highway curves as it approaches Bridgeport. This placement will have the monuments in a driver's field of view to signal that a different road environment is ahead.

The design team did prepare conceptual renderings of what roundabouts at the intersections at each entry into Bridgeport might look like. Those are for discussion only, and are not a formal part of the recommended design.

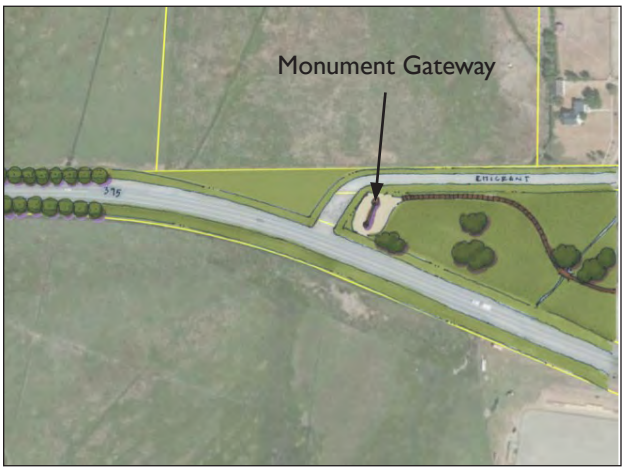


Figure 5. This image shows a possible location for a monument gateway at the western entrance to Bridgeport.

An example of an existing gateway in a North Coast community.

Figure 6. Option for a monument-style gateway at the eastern gateway.

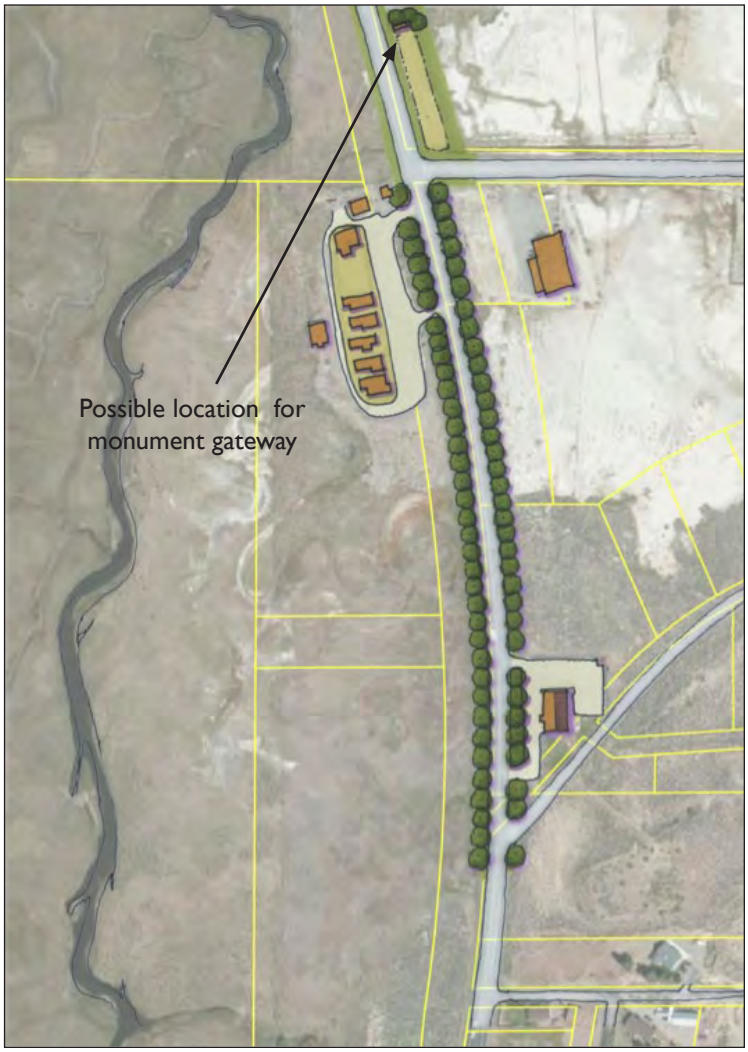


Figure 7. Eastern Gateway to Bridgeport

Lane Reduction

Higher speeds and impatient passing go hand-in-hand with multiple lanes. Both of these issues can be resolved by simply removing the extra lane and the passing opportunity it brings. The existing 4 lane configuration provides sufficient capacity for over 70,000 cars per day, over ten times the actual and projected Average Daily Traffic (ADT) of approximately 6,000 cars/day that currently travel through Bridgeport. As a result, every resident table group recognized that the traffic could easily be managed with one lane in each direction and a central turning lane and chose this strategy for their designs, which are shown in detail in Figures 9 through 11 on page 25. The cross-hatching to restrict parking near intersections is necessary to preserve good visibility of oncoming traffic for pedestrians in crosswalks, and for drivers on side streets entering or crossing Main Street.

This single important strategy brings remarkable improvements in safety, streetside comfort, and the ability of passing tourists to see what a town offers and safely stop to explore. Without doubt, the removal of this passing opportunity will frustrate impatient drivers held up by slower moving vehicles such as trucks and large recreational vehicles. To avoid trading off safety improvements on Main Street for risky driving elsewhere, safe passing lane opportunities outside of Bridgeport should be evaluated and constructed.

Figure 8. A computer-generated image of the new Main Street near Sinclair Street.

Bicycles provide a quick, healthy, and pollution-free way to travel in Bridgeport...

...for residents getting to and from work...

Bike Lanes

The removal of the second vehicle lane in each direction provides room to install bike lanes the full length of Main Street. While it is true that bicycle traffic is not currently heavy on Main Street, bike lanes will dramatically improve the comfort level of cyclists. The community recognizes that all types of bicycle travel are increasing in Bridgeport: locals traveling inside town, long-distance bike tourists on U.S. 395, and tourist mountain bikers exploring sageland and forest trails but overnighting in local hotels. Therefore, residents supported striping bike lanes the full distance of Main Street. This is easily done once the outer vehicle lanes are removed.

...for local children going to school or...

...for long distance riders stopping to refuel or explore Bridgeport.

Parking

Residents were also firm that some changes in their current parking arrangement are needed. In the end, they felt the best way to address the issues discussed in Chapter 2 is to stripe a mix of reverse angled parking and conventional parallel parking. Each would be applied along stretches of curbing where they made the most sense and solved existing problems (particularly large recreational vehicles blocking businesses from view). This strategy will add a significant number of parking spaces while still accommodating visitors, large vehicles, and business needs.

One additional item with broad support is providing parking for large vehicles off Main Street, preferably at both ends of town. This would allow arriving visitors a chance to easily park, and leave their vehicles for a stroll through the upgraded walkways in Bridgeport. Areas mentioned for this parking include the Buster's site at the west end of town, and both the ice pond site and a portion of curbside parking on Hayes Street at the east end.

Reverse angle parking gives drivers a better view, and allows cargo loading from the sidewalk.

Residents gave trees and landscaping on Main Street more "dot" votes than any other issue.

Landscaping

One feature supported by all three design tables and many comments received from residents requested more landscaping on Main Street. This can range from simple flower beds to street trees, even median landscaping.

The initial striping plans drawn up by the design team included narrowing the street where parallel parking is to be retained. Moving the curbs outward would provide space for planters and street trees without interfering with drainage, pedestrian access on existing sidewalks, the new bike lanes, or snow removal. See Figures 9 and 11.

The recommendation is for Mono County to work with Caltrans and Main Street property owners to evaluate options for creating a greener street. That should lead to a plan that provides space for the installation of planters and trees (without constraining snow removal) and ongoing maintenance of that landscaping.

Resident design table groups repeated this request as they prepared their maps.

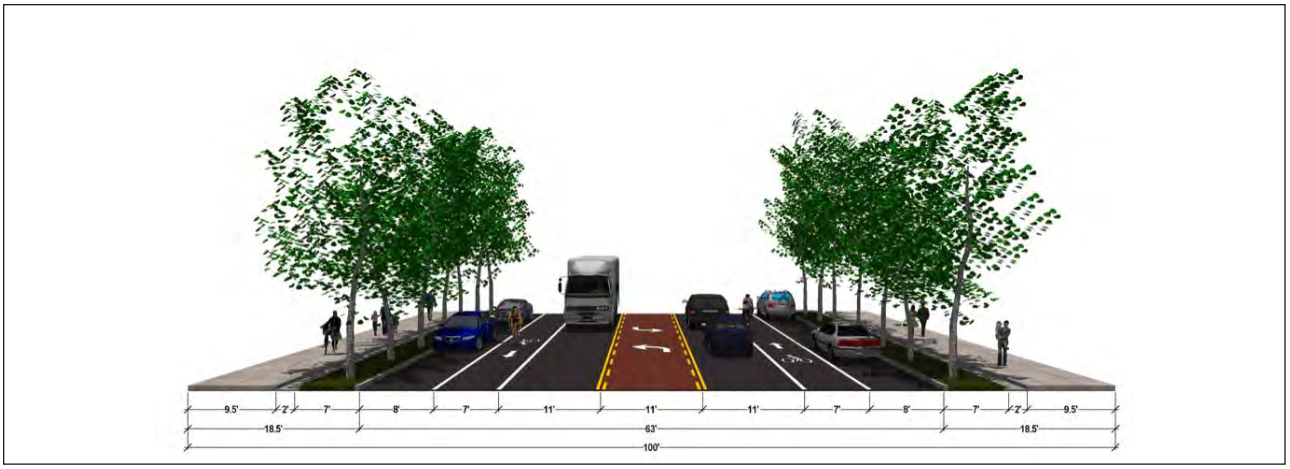


Figure 9. This is the initial concept shown at the closing workshop for areas retaining parallel parking.

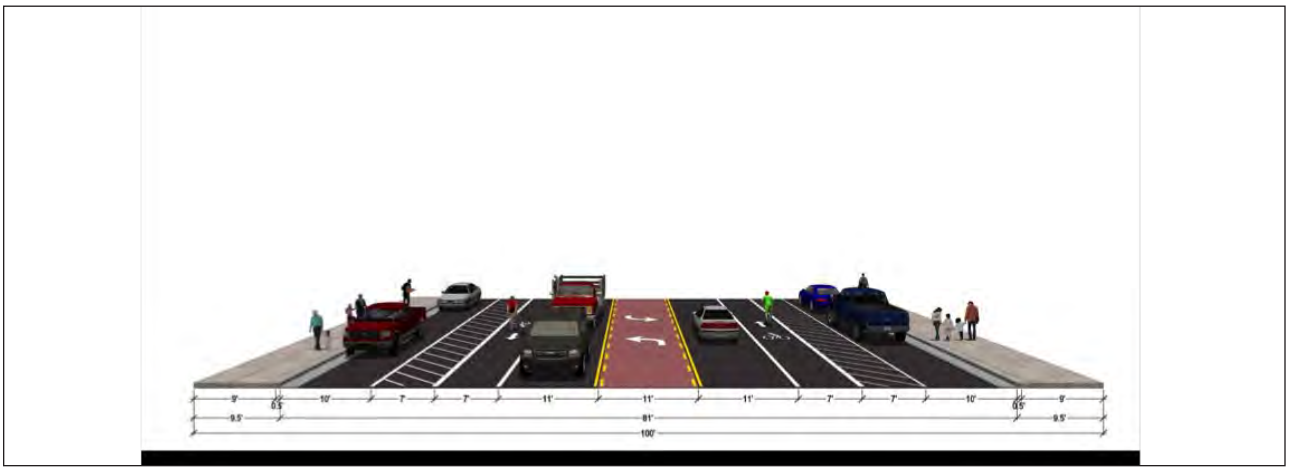


Figure 10. Another version of the parallel parking areas, adding bike lane buffers instead of landscaping.

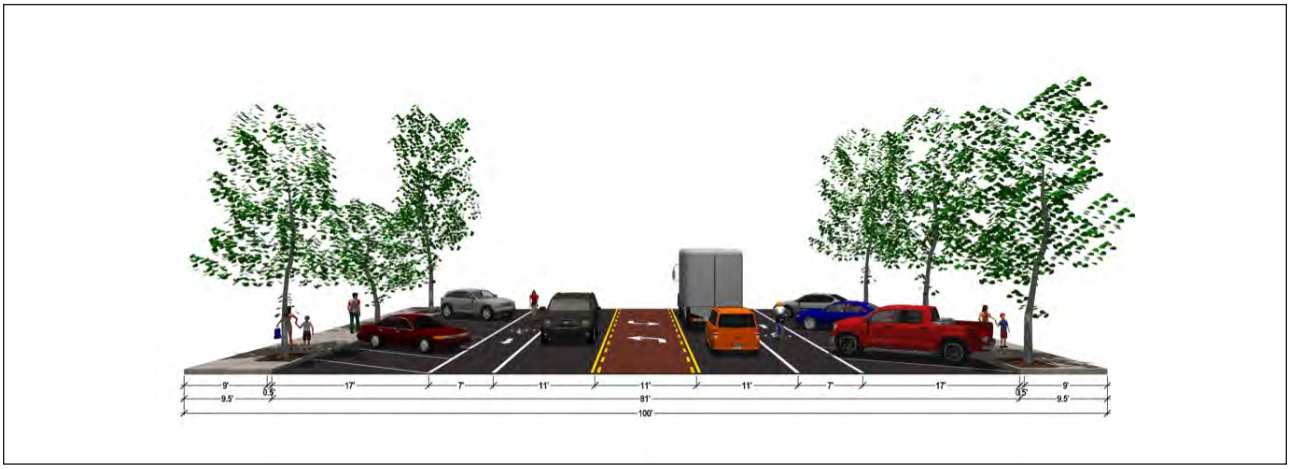


Figure 11. This is the concept shown for areas that will be converted to back-in angled parking.

Figure 12. The intersection with Twin Lakes Road will be narrowed to improve safety, sidewalks will be completed, and bike lanes will replace vehicle lanes.

Figure 13. Parallel parking will remain in place west of School Street, but reverse angled parking will be striped east of that intersection.

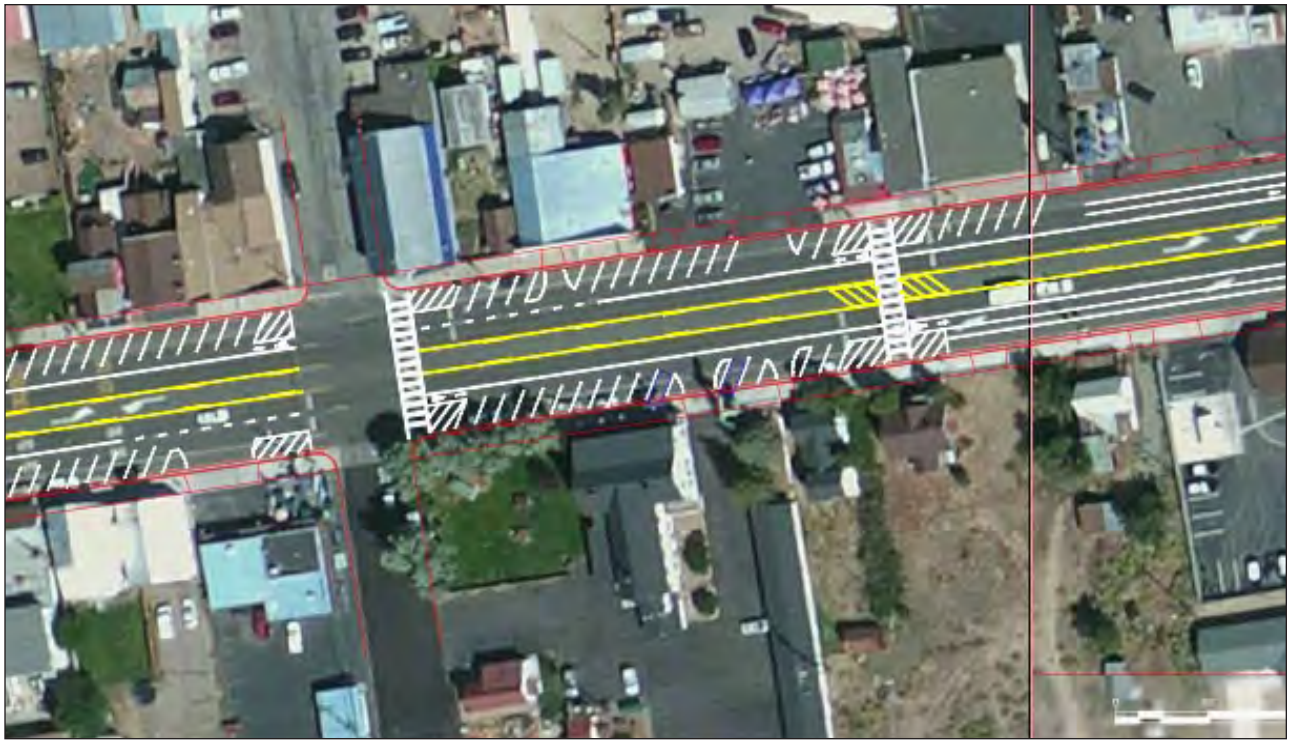


Figure 14. Reverse angled parking continues to the mid-block crosswalk east of Sinclair Street.

Figure 15. East of Hayes Street curbside parking and the center median disappear as U.S. 395 continues to the East Walker river bridge.

Pedestrian and Bicycle Network

Residents at the Design Fair events made regular comments about improving comfort and safety while walking and bicycling in and around Bridgeport. Figure 16 shows recommendations to improve sidewalks, in-street walking and riding areas, intersection safety, and directional signs. The process and recommendations include:

- Identifying prominent destinations within Bridgeport.
- Establishing corridors that connect destinations in central Bridgeport, as well as outlying areas.
- Adding sidewalks where they are missing on secondary streets, especially south of Main Street.
- Marking in-street walking lanes on low-traffic side streets where conventional sidewalks will not fit or cannot be built in the short term.
- Improving conditions at Main Street intersections where pedestrian and bicycle crossings are frequent.
- Improving alert and directional signs at junctions and crossings.
- Close Bryant Street in the area between

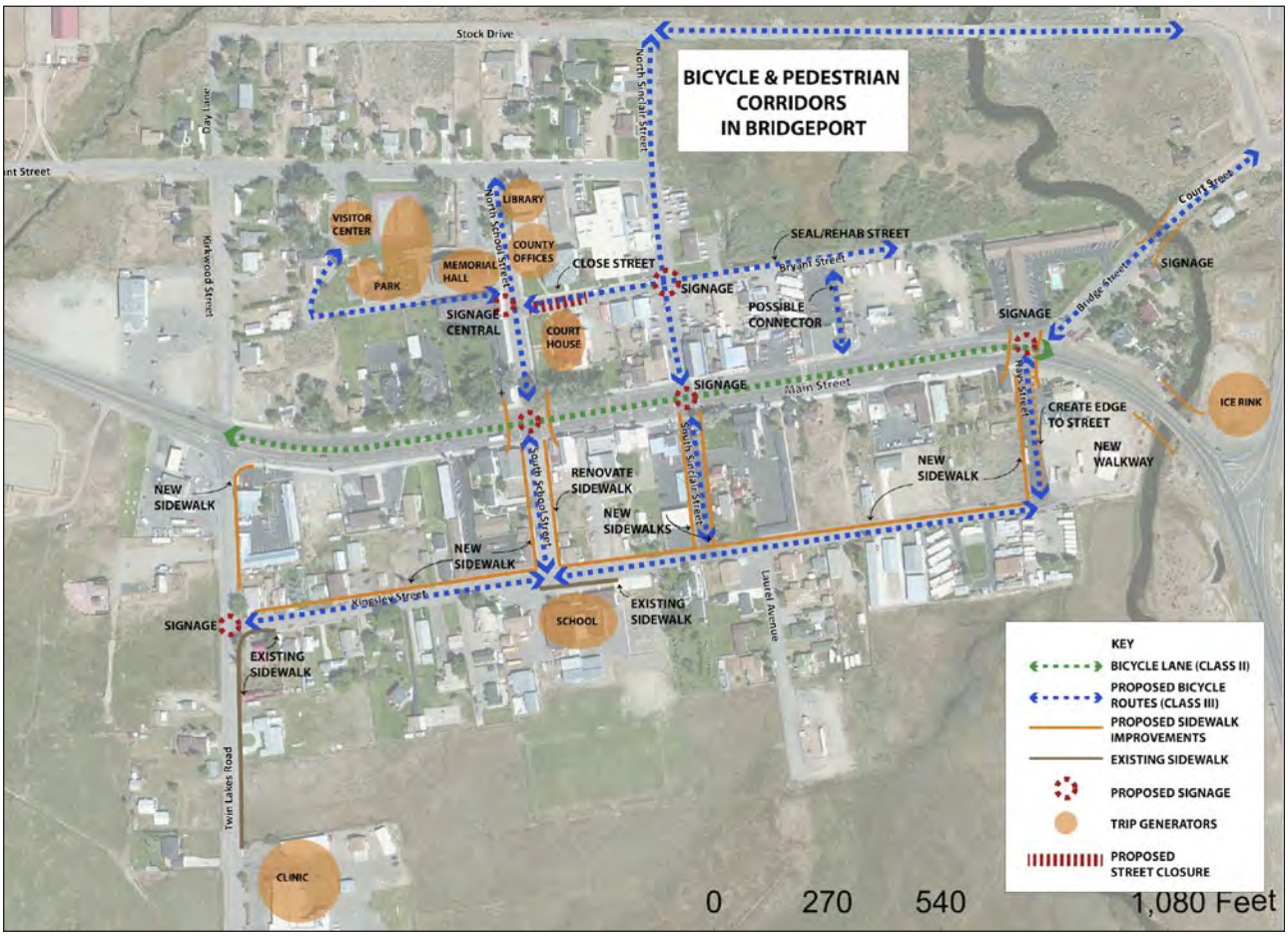


Figure 16. Recommendations to improve bicycle and pedestrian travel to destinations off of Main Street.

the Courthouse and the County Administration Center to support the pending plaza construction.

These connections in central Bridgeport should be accompanied by improved connections to outlying areas, as conceptualized in the first image in this Chapter. Most of the features in this plan can be done with the simple and inexpensive use of paint and signs. The majority of the bicycle facility network off of Main Street would be Class III bike lanes, which are created by alerting motorists to expect bikes and designating routes with signs.

Clearly marking walking areas in the street is not as good as providing raised sidewalks, but it is a workable solution that will move cars away from pedestrians in the short term and easy to do. In the longer term, funding can be sought for full sidewalk improvements. Narrowing the side streets significantly should not create any serious vehicle conflicts, given the very low levels of traffic off of Main Street.

Missing sidewalks should be completed.

Figure 17. A rendering of painted walking areas, shown on Bryant Street.

Pedestrians in or near unmarked crosswalks, have lower driver yield rates and higher risk.

Bicyclists crossing Main Street are often mixed in vehicle traffic where drivers are not alerted to be on the lookout for riders.

Directional signs need not be harsh or unattractive.

Pedestrian alert signs should better highlight the legal requirement that drivers MUST yield.

School Site Recommendations

Many children walk or bike to Bridgeport Elementary School, and many of them must cross Main Street twice a day in the process. The design team is recommending a few improvements to facilities in the school area. Most of them require just the application of paint on the street, although in the long run more substantial construction is necessary for things like permanent sidewalks. Beginning with Main Street and continuing to the school frontage, the recommendations include:

- Narrowing the through vehicle lanes to just one in each direction will provide the biggest safety benefit, by reducing the risk of an unseen car striking an unseen child.
- The existing sidewalk on the east side of School Street between Main Street and Kingsley should be repaired to eliminate craters and missing segments.
- From Main Street to Kingsley, on-street walking areas should be marked with paint on both sides of Sinclair Street, and on the west sides of School Street and Hayes Street.

Figure 18. A "sidewalk" could be painted on Kingsley, Hayes, and Sinclair to improve walking safety.

- In the short term, a walking path should be marked in the street on the north side of Kingsley Street, as shown in Figure 18 above.
- In the longer term, raised sidewalks should replace the five on-street walking paths indicated above.

Bridgeport is fortunate that the biggest risk to children will be addressed with the redesign of Main Street, and traffic volumes are so low elsewhere that simple improvements in school safety on other streets can be quickly implemented at low cost.

Sidewalks on School Street are missing or in poor repair.

Design Team members consulted with business owners who asked for suggestions.

A repurposed gas station in Point Arena.

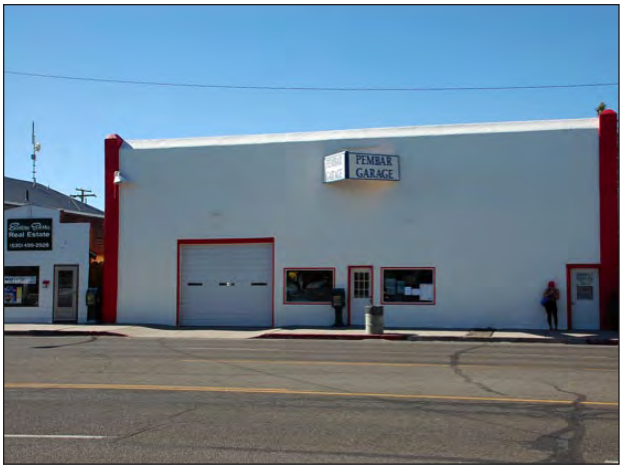
Suggestions for Building Renovation and New Construction

While much of the attention of design team members was on the streets, the architects and urban designers from Opticos Design were often looking the other way at existing buildings and vacant or underutilized parcels. They took photographs, listened to residents, talked with business owners, and made well-received recommendations. These varied from simple awning and sign improvements to more substantial redevelopment of some properties. Figures 19 through 21 on the following pages show concepts that were developed for building front improvements.

This his "new" coffee station in San Miguel, CA was once a gas station.

The front of a large property on the eastern end of Main Street.

For the Pembar Garage, Opticos suggested cutting a second large hole in the right side of the front wall to match the existing garage door on the left, enlarging the windows in the center of the front wall, and replacing the existing flat "V" shaped sign with a larger version closer to the window tops. Customers would then find the prime seating was inside the large garage door sized openings, close to the action on the sidewalk. With the new street design reducing the speed and intensity of vehicle traffic and moving that traffic farther away from the street edge, the sidewalk would become a much more pleasant place to linger over a meal or drink.



The appeal of existing buildings on Main Street can be improved.

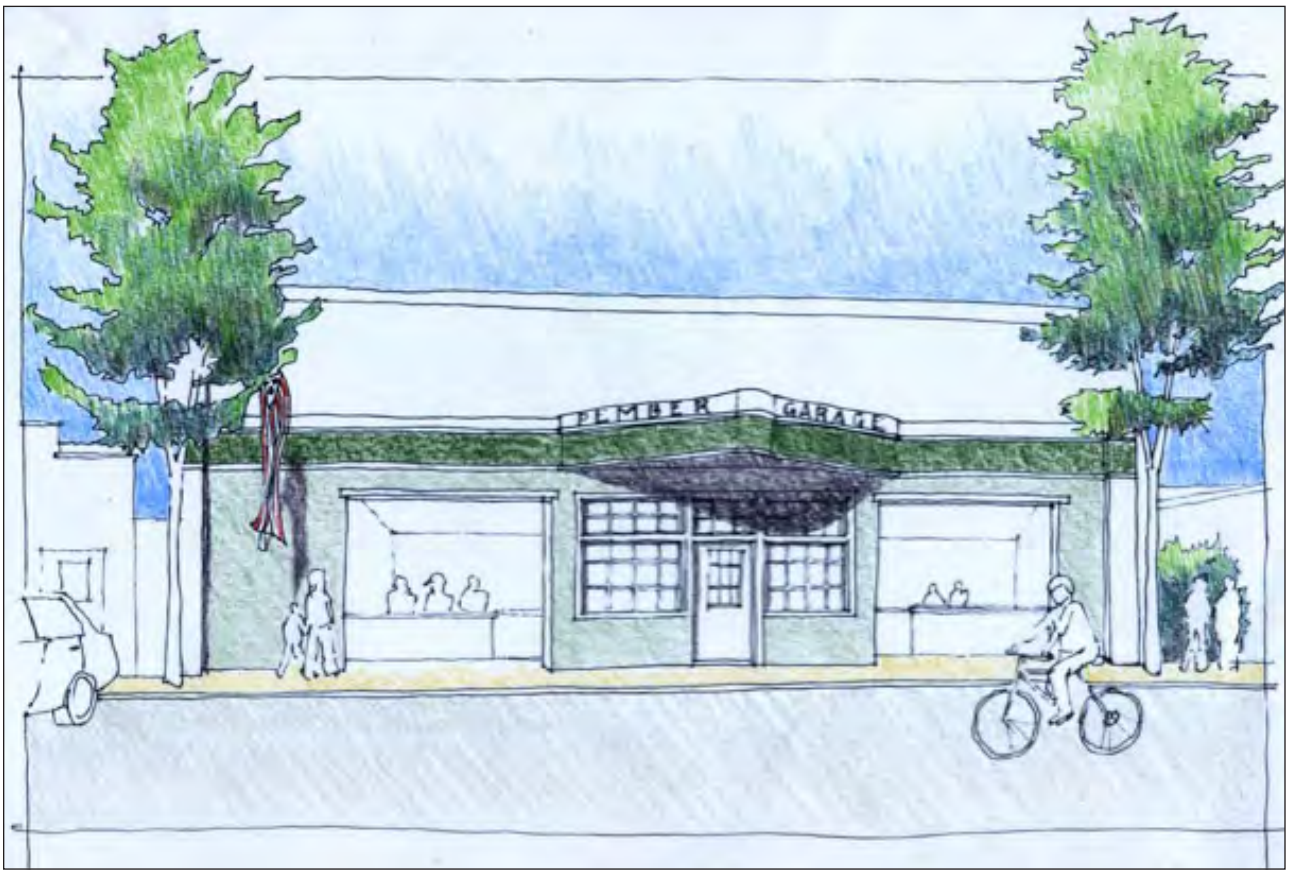


Figure 19. For example, the current theme could be carried forward as the front of the Pembar Garage is opened up and the awning sign enlarged.

The front of the Jolly Cone and High Sierra Bakery buildings could be reworked...

For the neighboring Jolly Cone and High Sierra Bakery buildings, matching facade and sign improvements would be augmented by "shed roof" style covers over sidewalk frontage seating areas. This would expand the lingering potential for both establishments and bring life to this sidewalk area with very pleasant views of the historic Bridgeport Inn across Main Street.

Figure 20. ...with simple sign and porch roof additions to expand pleasant customer seating areas.

Farther east, an unused former gas station has sat intact but vacant for many years. The designers at Opticos have shown a concept for repurposing gas stations that has been successfully used in other small California towns. Two such examples are shown in the photos on page 32. One has turned a large gas station into space for several local businesses, and the other converted a smaller gas station into a single shop where customers "tank up" on fresh brewed coffee and snacks to go with it. The awning that formerly covered the refueling area at the gas pumps now provides year-round shelter from the elements for outdoor seating on the street frontage.

The long-vacant gas station could be completely redesigned...

Figure 21. ...to provide a kitchen with indoor and outdoor sitting space.

The recently closed Buster's Market.

Figure 22. Development potential exists at several vacant or underutilized sites in Bridgeport, such as Joint Multi-Agency Center at former Buster's site.

Development of new motel property on vacant lot adjacent to the Redwood Inn...

...and the large open space at the rear of the property extending all the way to Kingsley Street.

The one-acre boat storage facility on the eastern end of Main Street is a great opportunity.

The Twin Lakes Road intersection, site of half of the accidents on Main Street, is now redone.

Looking west at the western entrance to Bridgeport just after repaving.

Looking east from the same location.

Repaving and Restriping Main Street Soon After the Design Fair

Caltrans staff participated in this project from initial funding through the recommendations in this report. And followed up soon after with the repaving project that had already been scheduled for the fall of 2012. With that opportunity for restriping the roadway with a new lane configuration, the designs detailed earlier in this chapter were refined and set down for engineering certification. Caltrans engineers, design team members, and Mono County staff all cooperated in that joint effort.

The final striping has all the features laid out in the preliminary recommendations, with some slight modifications to parking stall placement and lane widths. As shown in the photos on pages 38 to 42, the final design includes the features below.

Where parallel parking was retained:

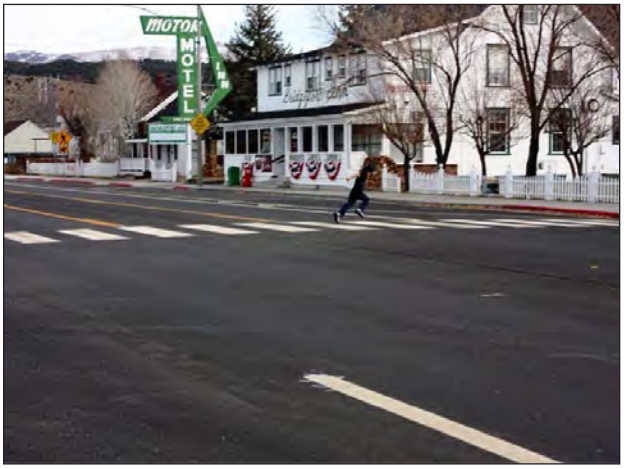
- One 12-foot wide vehicle lane in each direction
- An 12-foot wide median/left turn lane
- A 7-foot side bike lane in each direction, next to the vehicle lane
- A 15.5 foot edge lane marked with 10 foot wide parking stalls

Where back-in angled parking is provided:

- The same vehicle and median dimension of 12 feet
- A 6-foot bike lane in each direction
- A stripe marking 16.5 feet between the bike lanes and the curbs
- Diagonal parking stalls striped at a 60 degree angle to the direction of travel.

Looking east across the Sinclair Street intersection.

In both settings the same painted crosswalks that were in place have been reproduced. An important addition to the new striping plan is that selected parking spaces in the reverse angled zone have been reserved for vehicles with disabled placards. These can mostly be found at the end of parking space rows, to provide the best access to the vehicle.



A child taking advantage of the newly marked crosswalk at Sinclair Street.

Some of the computer-drawn images show new trees and landscaping along Main Street. This is a long-term priority that will require discussion in the region about the type of planting, maintenance requirements, and who funds both the installation and maintenance needs. The goal is to provide a significantly greener street that has broad support in agencies and the community, without placing an unworkable maintenance burden on any entity.

Looking west from the eastern entrance to Main Street.

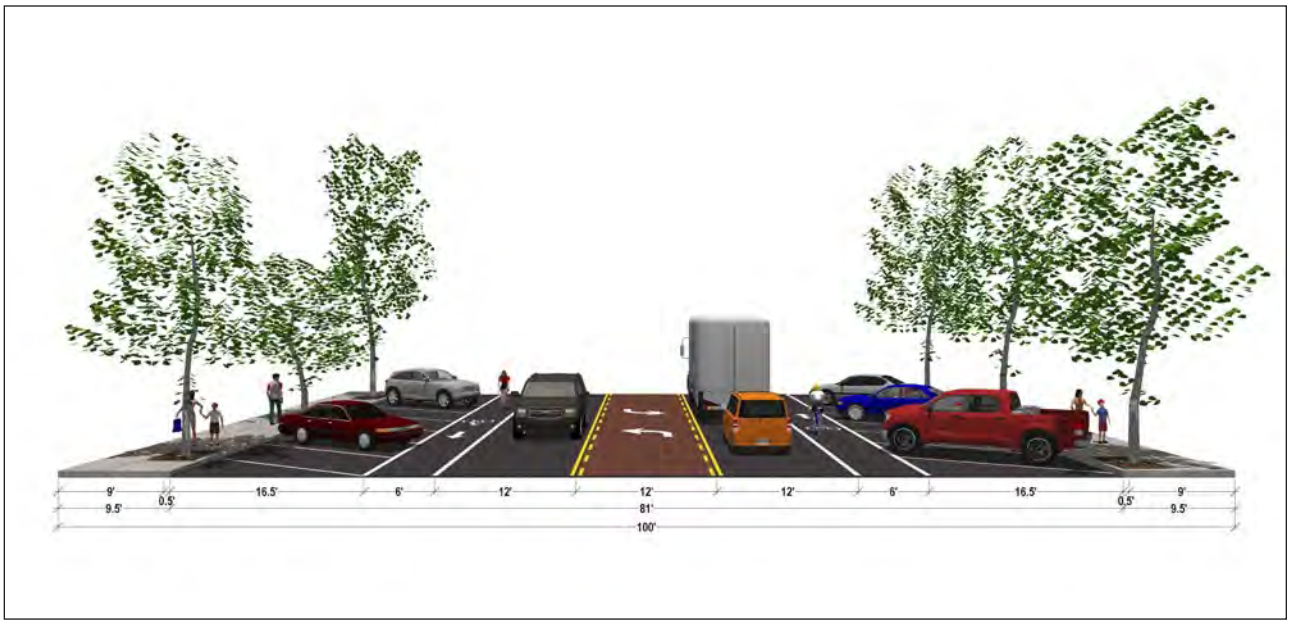


Figure 23. U.S. 395 Striping Conceptual Plan for Bridgeport – Back-in Angled Parking Cross Section

Bike lanes near parallel parking, with room to park without blocking car or bike traffic.

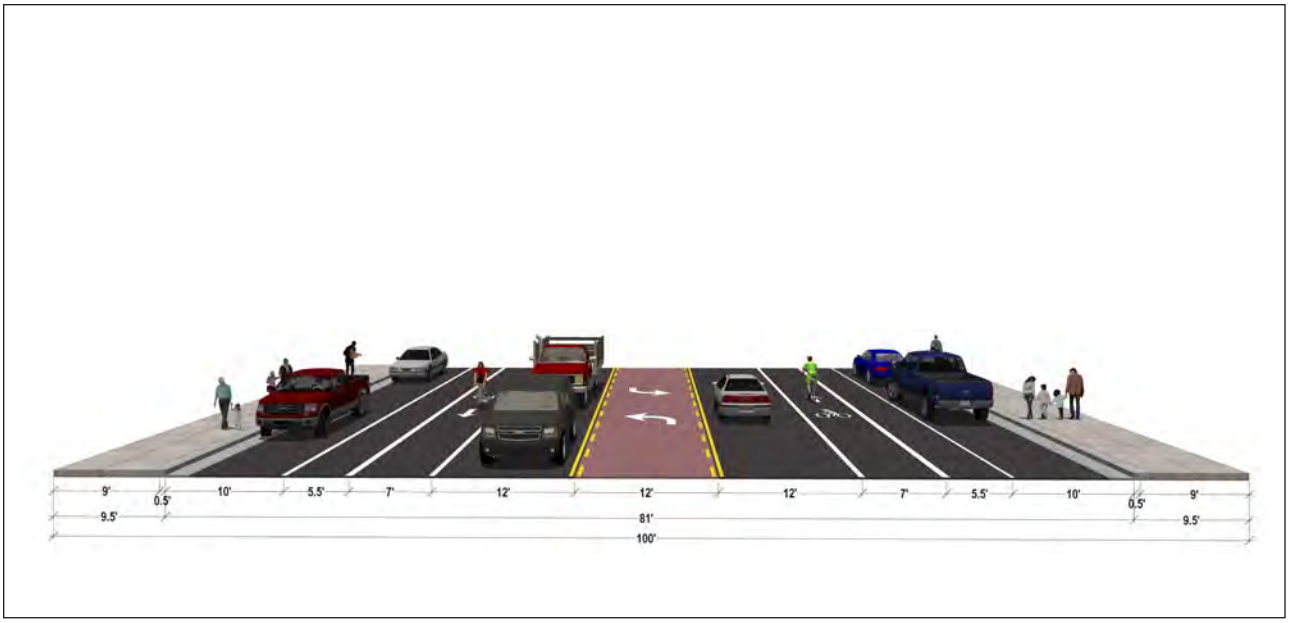


Figure 24. U.S. 395 Striping Conceptual Plan for Bridgeport - Parallel Parking Cross Section

Bike lanes near reverse angle parking, where drivers leaving parking can see cyclists.

Reverse angled parking – As easy as backing up.

Conclusion

This was a remarkable project that went from initial community meetings to final striping in less than ten weeks. This result will improve driver behavior, improve safety, and give residents and visitors alike a better experience in Bridgeport. Every resident and all the agency staff and officials involved deserve kudos for this partnership. The re-thinking of Main Street is a big step towards transforming the "feel" of Bridgeport. Now that momentum can be carried forward to secure the funding required to augment the striping renovation Caltrans has laid down.

Chapter 4: Economic Development Analysis

Economic Development Potential Along Bridgeport's Main Street Corridor

Prepared by Wahlstrom & Associates

February 2013

Economic Development Potential Along Bridgeport's Main Street Corridor

FINAL REPORT

Prepared for

LOCAL GOVERNMENT COMMISSION

Prepared by

WAHLSTROM & ASSOCIATES

February 2013

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Appendix: Report Tables 15

1. Summary of Findings and Recommendations

This report describes the market forces that shape efforts to attract more business activity, improve under-utilized commercial space, and develop new infill sites along the Main Street Corridor. The consulting team prepared findings and recommendations after traveling to Bridgeport in early November 2012, meet with County staff and other community stakeholders, and analyze the economic and demographic data about past trends and current economic development opportunities.[1]

The findings indicate that Bridgeport's ability to revitalize vacant and under-utilized sites for commercial business uses are constrained by the low population and a changing base of regional visitors who tend to bypass the community. The same constraints also limit the potential to develop new raw land or infill sites and attract new establishments to the Main Street Corridor for the reasons listed below.

- Fewer than 600 people live in the immediate area surrounding the Bridgeport Main Street Corridor. The local residents spend only $2.2 million per year for all goods and services, which is simply an insufficient amount of spending to support a robust business community. In comparison, an average Wal-Mart earns $40 million in annual sales.
- Total populations in Bridgeport and the North County area have been in decline since 2000, which reduces the likelihood of future growth opportunities as a business attraction incentive.
- Bridgeport's ability to develop new housing and attract more residents is constrained by a lack of available infill sites, along with other environmental constraints that limit new construction within walking distance of the Bridgeport Main Street Corridor. It is important to note that the County lacks information about both the demand for housing in the Bridgeport area and the feasibility of converting existing housing to seasonal occupancy.
- Businesses along the Main Street Corridor earn 75 percent of their annual revenues during the Spring and Summer months, with visitor spending accounting for half the annual business sales. The seasonality of business revenues adds to the financial pressures of managing a business, and becomes an additional business expansion and attraction constraint.

[1] Community stakeholders interviewed include: Tim Fescoe (Supervisor Elect and Antelope Valley resident); Bob Peters (Bridgeport Inn); Steve Nugent (High Sierra Bakery); Erin Wells (Silver Maple, 1881, Walker River Lodge); and Lynda Pemberton (Jolly Kone).

Revitalization recommendations are listed below. See Section 5 for more detailed information, as well as the rationale and supporting data for each recommendation.

- Allow the former Buster's Market site to be re-used for non-commercial uses
- Clean up other undeveloped or underutilized Main Street Corridor infill sites
- Allow housing to be developed along the Main Street Corridor infill sites
- Attract a one-stop visitor center to Bridgeport
- Improve signage and access to Bridgeport's historical sites
- Prepare a visitor enhancement study and implementation plan
- Identify and determine the feasibility to fund additional urban design and streetscape improvements.

* * *

2. Bridgeport's Economy

Past trends and the current economic setting shape the potential to expand private sector business activity, improve under-utilized commercial space, and develop new infill sites along the Bridgeport Main Street Corridor. Seventeen tables in Appendix A describe the economic conditions in Bridgeport and the region using the most current data available.[2] The demographic and economic trends are summarized below with detailed tables in Appendix A.

Demographic Trends

Data in Tables 1 to 3 describe the demographic trends that affect the efforts to revitalize the Main Street Corridor. The key points are summarized below.

- Fewer than 600 people live in Bridgeport and the immediate surrounding area, as defined by the U.S. Census (Table 1);[3]
- North Mono County and Bridgeport have been loosing residents at an annual rate of 1.4 percent since 2000 (Table 1);
- Conversely, South Mono County and Mammoth Lakes have captured the demographic momentum as the area's population expanded at an annual rate of 1.6 percent since 2000, which was significantly higher than California's 0.9 percent annual growth rate (Table 1);
- Household growth trends were similar to the population growth trends (Table 2);
- Bridgeport's population is old—nearly one-fourth of the residents are over 65 years old compared to 11 percent of California residents; young adults between the ages of 18 and 34 comprise only 8 percent of Bridgeport's population compared to 23 percent of California's population (Table 3).

Income Trends

Tables 4 to 6 describe the income trends affecting the potential to attract more business to the Main Street Corridor. The key points are summarized below.

- At $62,400, Bridgeport's current average household income is 92 percent of Mono County's average household income and 78 percent of California's $79,500 average household income (Table 4);

[2] U.S. Census (via Claritas), California Department of Finance, the US Bureau of Economic Analysis, the California Employment Development Department, the Minnesota IMPLAN Group, California State Parks, California Board of Equalization, and the annual California Travel Impacts by County report.

[3] The US Census defines Bridgeport as Census Tract 1.02 and Block Group 3.

- Bridgeport area incomes declined by only $3,700 per household since the recession hit in 2007—in comparison, Mono County's average household income declined by $25,800 and California household income declined by $15,100 (Table 4);
- Forty-six percent of Bridgeport households earn less than $35,000 per year compared to only 29 percent of South Mono County households;
- Conversely, only 8 percent of Bridgeport households earn more than $100,000 per year compared to 19 percent of South Mono County households (Table 5); and
- Only 10 Bridgeport households earn incomes below the Federal poverty standards; in comparison, 14 percent of California households earn incomes below the Federal poverty rate (Table 6).

Employment and Labor Force Trends

Tables 7 to 9 describe employment and labor force characteristics in Bridgeport and the surrounding region. The key points are summarized below.

- Mono County lost 220 jobs following the 2007 recession and the financial crises. The 1.2 percent rate of job loss was less severe than California's 2.2 percent rate of job loss.
- Industries that were hit the hardest in Mono County include construction (250 jobs lost), real estate (129 jobs lost), professional and technical services (108 jobs lost), and retail (106 jobs lost).
- Industries that expanded employment since 2007 include: administrative support, waste management and remediation (183 new jobs); public sector (100 new jobs); and accommodation and food services (90 new jobs) (Table 7).
- Private employers in Bridgeport generate fewer than 200 jobs, which accounts for only 3 percent of Mono County's private employment. Lodging facilities and food service establishments generate more than 70 percent of the jobs in Bridgeport (Table 8).
- Bridgeport's labor force includes only 285 people, which adds an additional challenge to attract new employers. The latest data indicate that only 5 people are unemployed and seeking work, and only 10 unemployed people reside in North County. Potential new employers will have to attract workers from South County, which is a relatively long commute (Table 9).

Tourism Trends

Tables 10 to 12 describe the trends shaping Bridgeport's visitor industry. The key points are summarized below.

- Mono County businesses earned $450 million of revenue from visitor spending during 2010; visitor spending created 4,800 jobs.
- Mono County's tourism industry has preformed quite well since 2000—visitor spending outpaced the State total through 2006 and it continued to expand after the recession, while California tourism actually declined (Table 10).
- Many Mono County visitors travel to Bodie State Park and/or Mono Lake before or after stopping in Bridgeport; visitations to Bodie SP declined since the recession, but visitations to all California State Parks declined more severely since 2006; the number of visitations to Mono Lake actually expanded (Table 11).
- A sign-in sheet collected by a private business over an extended period yielded data about where their customers reside; the data should be viewed as a visitor industry indicator. About one-third of visitors live in Southern California, another 16 percent live in Southern Nevada, Arizona or New Mexico. Twelve percent live in the Reno area or elsewhere in Eastern California, and 12 percent live in the Sacramento/Lake Tahoe region. Table 12 shows the where the remaining visitors reside.

Taxable Sales Trends

Tables 13 and 14 describe the taxable sales trends that shape Bridgeport's revitalization efforts. The key points are summarized below.

- Mono County's taxable sales revenues collapsed after the recession; unincorporated area businesses (including Bridgeport) earned only $32.8 million of sales, compared to $44.8 million in 2006.
- The taxable sales revenues earned by businesses located within unincorporated Mono County declined at a 6.1 percent annual rate since the recession, which was more severe than California's 4.9 percent annual rate of decline (Table 13).
- Quarterly sales tax revenues quantify the seasonality of Mono County sales tax revenues; nearly 75 percent of the annual business revenues were earned during the Spring and Summer months, and nearly half the annual sales were earned during the third quarter summer season (Table 14).

Retail Spending and Leakages

Tables 15 and 16 provide significant detailed information about the inventory of occupied commercial space, spending by Bridgeport and North County area residents, and the available spending that remains to be captured by Bridgeport commercial establishments. The key points are summarized below.

- Retail and service establishments along the Main Street Corridor occupy approximately 14,200 square feet of commercial space; if all commercial business establishments were combined into a single space, they would not fill a small supermarket (Table 15).
- Data summarized in Table 16 indicate that the retail spending capacity among local residents is simply inadequate to support additional commercial services. Local residents spend only $2.2 million per year for all goods and services, which is an insufficient amount of spending to support a robust business community. In comparison, an average Wal-Mart earns $40 million of annual sales.
- Spending leakages amounts to $1.3 million, or $6.2 million if one assumes that Bridgeport serves the entire North County region; however, the spending leakages are very small among individual store types. Thus, expanding commercial services will require attracting more seasonal visitor spending.

* * *

3. Bridgeport's Economic Development Strengths And Challenges

3.1 Economic Development Strengths

Bridgeport's economic development strengths and challenges are summarized in the figure below with more detail described in the text.

Attractive Environment Surrounding Bridgeport

Many visitors stop in Bridgeport to view and engage in the surrounding environment. The Walker River runs along the edge of town and environmentally oriented visitors are seeking hikes and bike rides, similar to the facilities at Mammoth Lakes.

Historical Assets

Bridgeport has an historic courthouse, a museum, and other historical assets that can attract visitors to stop, shop, and eat.

Proximity to Bodie State Park

Bodie State Park is an historical ghost town that attracts more than 100,000 visitors per year. Bridgeport is the closest commercial center that can offer gas, food and lodging for visitors to Bodie.

Cooperative Business Climate

The small number of people that live in Bridgeport combined with seasonal business spending generates challenging business conditions. Business owners have responded in a collaborative and supportive manner. For example, café owners support each other through the winter by rotating closures so they can get a break, they don't "compete" by staying open at a loss, and the community always has at least one place to get served.

County Revitalization Initiatives

The revitalization study, the recently completed striping and the planned streetscape improvements demonstrate a public sector commitment to Bridgeport's economic wellness. Future improvements will depend on funding availability.

Economic Development Strengths and Challenges for the Bridgeport Main Street Corridor

STRENGTHS	CHALLENGES
▪ Attractive Surrounding Environment ▪ Historical Assets ▪ Proximity to Bodie State Park ▪ Cooperation Business Climate ▪ County Revitalization Initiatives	▪ Small Population Base and Weak Consumer Spending ▪ Undeveloped and Underutilized Sites Along Main Street ▪ Poor signage connecting Main Street to Bodie State Park and other nearby destinations ▪ Lack of funding for public improvements ▪ Uncompetitive Prices

3.2 REVITALIZATION CHALLENGES

The challenges toward revitalizing Bridgeport's Main Street Corridor are summarized below.

Small Population Base and Weak Consumer Spending

The most significant problem is that the community has few full-time residents, fewer full-time residents live in Bridgeport each year, and consumer spending cannot support many businesses. This leaves the businesses reliant on seasonal visitor spending.

Undeveloped and Underutilized Sites Along Main Street

Bridgeport has a number of undeveloped and underutilized sites along the Main Street Corridor that project an image of neglect that may discourage visitors to stop, shop, eat, and stay the night. Uncertainty about the demand for new commercial businesses to invest constrains the redevelopment of underutilized sites.

Poor Signage Connecting Main Street to Bodie State Park and other Destinations

No signage is in place to connect Bodie (a significant visitor destination) with the commercial services along the Main Street Corridor. In addition, there is no signage within Bridgeport informing visitors about the Courthouse or the local museum.

Lack of Funding for Public Improvements

Streetscape, signage, and urban design improvements lack a funding source. A recent effort to create a Tourism Improvement District was halted due to lack of support. The County itself is in poor fiscal condition and past federal and state grants are no longer available.

Uncompetitive Prices

Relatively high prices for lodging, food, and services constrain Bridgeport's competitiveness with neighboring communities for limited visitor spending. Less costly lodging facilities in Lee Vining and Topaz Lake, Nevada directly compete with Bridgeport for overnight visitors.[4]

* * *

[4] Conclusion is a consultant observation rather than an outcome of quantitative analysis

4. Bridgeport's Revitalization Initiatives And Constraints

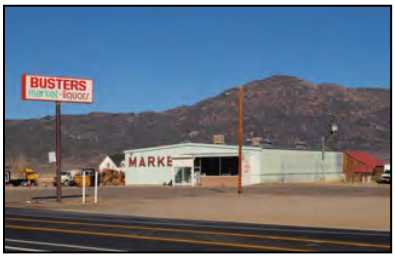
The revitalization projects and initiatives described below were identified during the community stakeholder meetings and in discussions with County staff.

Multi-Agency One-Stop Visitor Center

County leaders and community stakeholders desire to attract a one-stop visitor center occupied by the US Forest Service, Bureau of Land Management, California State Parks, and other agencies that serve visitors and encourage outdoor recreation-oriented tourism. A one-stop visitor center modeled after a similar facility in Lone Pine could be an economic boost for commercial business activity along Main Street.

Constraints to implementing the proposed project include the absence of a planning process that could bring the Federal and State agencies together to discuss their needs for new space and capital improvement budgets, and their interest in creating a new facility in Bridgeport. The concept can simply not go forward without active input from agency staff that can make decisions about new facilities. A second constraint is that a preferred site or location for the proposed facility has yet to be identified.

Revitalize or Redevelop Buster's Market and Other Infill Sites Along the Main Street Corridor



The 5,000 square foot Buster's Market facility was closed a few years ago. The building remains vacant and the site, located at a critical entryway on the north edge of town, has become blighted, presenting a poor image to visitors and potential customers. Weak consumer spending and demand constrain private real estate and commercial business investment at Buster's and other potential infill sites.

Develop New County Facilities and Health Care Clinic

Mono County intends to build new administrative office facilities and a new health care clinic. Project plans are well along and funding is in place, but a site has yet to be acquired.

County staff would like to develop the facility on the Buster's Market site, but the leadership is split over how to reuse the site. One side sees the site as an ideal location to place new County facilities on the edge of an entryway into Bridgeport; the other side wants to reserve the Buster's site for future commercial uses and the associated tax revenues.

Attract Visitors to Bridgeport's Historical Sites

Many visitors who stop in Bridgeport would like to tour the historic County Courthouse, which is the most attractive building in Bridgeport. Although the building is open to visitors who go through security, the facility remains an active Courthouse and a Board of Supervisors meeting venue. The Mono County Museum is also a visitor attraction asset.

Improved access to historical sites is constrained by the lack of alternative courthouse facilities, the lack of signage, and the museum's poor location on Emigrant Street away from Main Street. The museum is operated by a nonprofit historical society that lacks funds to move the facility or improve signage.

Tourism Improvement District Feasibility Study

A feasibility study to establish a County-wide Tourism Improvement District (TID) was recently completed and it was decided that Mono County would not go forward with the initiative at this time. Establishing a Tourism BID would generate revenues that could be used to market and promote Mono County as a visitor destination.

Market Bridgeport as an Environmental Destination

Bridgeport has traditionally relied on attracting visitors engaged in fishing and hunting activities. However, the traditional tourism market is in decline due to changing demographics, the aging of the population, and changing consumer preferences that favor hiking, biking, and other environmentally friendly outdoor activities. A number of local businesses have started to cater to the shifting demographics, but full implementation will require new private and public investments in improvements that provide better access to the area's environmental assets.

This initiative is constrained by the lack of private and public funding for new improvements. It will take significant funding to build new bike and hiking trails, and the facilities should be improved in advance of marketing the area for more outdoor oriented visitors.

Streetscape and Urban Design Improvements

Parking along Main Street was recently restriped and plans are in place for additional streetscape improvements. The County hopes that continued aesthetic improvements such as decorative streetlights, improved infrastructure, completed sidewalks, and other similar projects will create a sense of community via a design theme and/or gateway statements.

Funding is the primary implementation constraint. Future improvements will depend on funding availability.

* * *

5. Revitalization Recommendations

Successful revitalization of the Bridgeport Main Street Corridor must overcome constraints and take advantage of new public sector opportunities and private investments. Recommendations to guide the implementation of proposed initiatives are listed below.

5.1 Allow the Former Buster's Market Site to be Re-Used for Non-Commercial Uses

Redeveloping the former Buster's Market site for a health center, County offices, or a one-stop visitor center would present an ideal reuse opportunity.

Rationale

Demand for commercial services is very weak. It could take decades before demand returns to support private uses on this site.

Supporting Data

Tables 1 and 2 shows Bridgeport's small population base. Table 16 demonstrates weak retail spending capacity

5.2 Clean Up Undeveloped and Underutilized Infill Sites

The County should use full powers of code enforcement to force negligent property owners to clean up and improve underutilized sites along Main Street.

Rationale

The private sector is unlikely to invest in these sited during the foreseeable future because of weak demand for new commercial services.

Supporting Data

Tables 1 and 2 shows Bridgeport's small population base. Table 16 demonstrates weak retail spending capacity

5.3 Allow Housing to be Developed on Main Street Corridor Infill Sites

Mono County's land-use designations and zoning code should encourage residential development along the Main Street Corridor.

Rationale

The private sector is unlikely to invest on infill sites during the foreseeable future because of weak demand for new commercial services. Housing may be an attractive investment that will also bring new people to live in the community.

Supporting Data

Tables 1 and 2 shows Bridgeport's small population base. Table 16 demonstrates weak retail spending capacity

5.4 Attract A One-Stop Visitor Center To Bridgeport

The County should initiate a planning effort to attract and develop a one-stop visitor venter in Bridgeport that includes the active participation of tenants such as the US Forest Service and Bureau of Land Management. The planning effort could be funded by a CDBG Planning and Technical Assistance grant.

Rationale

The lack of information about visitor assets in Bridgeport and the surrounding region constrain the number of people who stop and use the community's facilities.

Supporting Data

Tables 10 to 12 convey information about Bridgeport's tourism industry.

5.5 Improve Signage And Access To Bridgeport's Historical Sites

Mono County should consider relocating the museum to the Courthouse where the facility can become a visitor attraction destination. Creating museum space within the historic building may require the Courthouse and Board of Supervisors functions to be relocated to another facility.

Rationale

Better information and access to the historical sites would encourage more visitors to stop and spend money in Bridgeport.

Supporting Data:

Tables 10 to 12 convey information about Bridgeport's tourism industry.

5.6 Prepare a visitor enhancement study and implementation plan

A tourism study could yield new data about Bridgeport visitors, and prepare a plan of action to implement various tourism improvement initiatives.

Rationale:

Implementing improvement projects such as better access to historical sites, bike trails, and other facilities requires some complex planning to forge an agreement on how to proceed.

Supporting Data:

Tables 10 to 12 convey information about Bridgeport's tourism industry.

5.7 Identify Urban Design and Streetscape Improvement Funding

Additional streetscape improvements will require funding, which will have to come from assessing fees on property owners and businesses given the County's lack of fiscal resources and the absence of federal or state grants. The County should consider establishing a Landscape and Lighting District, a Property Based Business Improvement District, or a more traditional Business Improvement District.

Rationale:

The lack of public sector funding requires that improvements be privately funded.

Supporting Data:

No supporting data exists to connect streetscape and urban design improvements to an expansion of jobs or new tax revenue.

* * *

APPENDIX: REPORT TABLES

Table 1. Population Growth Trends in Bridgeport, Eastern Sierra and California 2000 - 2012

Table 2. Household Growth Trends in Bridgeport, Eastern Sierra and California 2000 – 2012

Table 3. Population By Age, Bridgeport, Eastern Sierra and California 2012

Table 4. Average Household Income Trends, Bridgeport, Eastern Sierra and California 2000 - 2012

Table 5. Household Income Distribution in Bridgeport, Eastern Sierra and California 2012

Table 6. Poverty Rate Trends in Bridgeport, Eastern Sierra and California 2000 – 2012

Table 7. Employment Trends in Mono County and California, 1992 – 2011

Table 8. Private Sector Employment in Mono County and Bridgeport, 2010

Table 9. Labor Force Characteristics in Bridgeport, Eastern Sierra and California 2012

Table 10. Visitor Spending Trends, Eastern Sierra Region and California 2000 – 2010

Table 11. California State Park Visitation Trends, Alpine Mono Sector and California 2000 - 2011

Table 12. Origin of Visitors to Bridgeport

Table 13. Taxable Retail Sales Trends, Mono County unincorporated, Eastern California and California: 2000 – 2010

Table 14. Quarterly Taxable Retail Sales Trends, Mono County unincorporated, Eastern California and California: 2010 – 2011

Table 15. Inventory of Occupied Commercial Space Along the Main Street Corridor

Table 16. Spending by Store Type Available to Capture Along the Main Street Corridor

Chapter 5: Implementation

Implementation Matrix

A number of funding opportunities exist for leveraging County funds to construct the projects recommended in this report. These programs offer alternatives for street design, community facilities, and other infrastructure.

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over $105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. The Federal Highway Administration will continue to make progress on transportation options, working closely with stakeholders to ensure that local communities are able to build multimodal, sustainable projects ranging from passenger rail and transit to bicycle and pedestrian paths.

Additional details about MAP-21 funds can be found at http://www.fhwa.dot.gov/map21/. Support for accessing these funds can be found through your regional transportation agency.

An additional source of assistance is Caltrans' Local Assistance Program. It oversees more than one billion dollars annually available to over 600 cities, counties and regional agencies for the purpose of improving their transportation infrastructure or providing transportation services. This funding comes from various Federal and State programs specifically designed to assist the transportation needs of local agencies.

More details can be found at http://www.dot.ca.gov/hq/LocalPrograms/

The following matrix tries to identify the possible pools of funds that can apply towards each project. For some programs, the County may need to combine several projects into a package to justify receiving funding.

	Bridgeport Main Street Project Implementation Funding Matrix	Timing			Potential Funding Sources					
					Federal, State, Regional Transportation Funding					
		Short-term (1-2 years)	Mid-term (2–5 years)	Long-term >5 years)	MAP 21 HSIP	MAP 21 CMAQ	MAP 21 Trans'n Alt's	Map 21 STP	Bicycle Trans'n Account (BTA)	Infrastructure State Revolving Fund (ISHF)
	Main Street Improvements									
	Gateways									
1	Install Monument Gateways at Emigrant Road & near Forest Service Office	X	X							
2	Evaluate and design roundabout gateways at Emigrant Road and SR 182		X							X
3	Construct roundabout gateways at Emigrant Road and SR 182			X					X	X
	Redesign Intersections									
4	Twin Lakes Road	X							X	X
5	Bridge Street	X							X	X
6	Monitor accidents and causes on entire length of Main Street	X	X	X						
	Complete or repair sidewalks and crosswalks									
7	New sidewalk on south side of Main – Twin Lakes Road to Rodeo Grounds		X		X	X	X	X		X
8	New sidewalk in gap on north side of Main east of Twin Lakes Road	X			X	X	X	X		X
9	Improve sidewalk in gap on north side of Main at Jolly Cone location	X			X	X	X	X		X
10	Improve sidewalk in on north side of Main from the bank to the river bridge	X			X	X	X	X		X
11	New sidewalk on south side of Main from Hayes Street to river bridge	X			X	X	X	X		X
12	New pedestrian crossing on south side of river bridge	X			X	X	X	X		X
12	Review pedestrian behavior and the need for additional marked crosswalks	X								
13	Mark additional highly visible crosswalks		X		X	X	X	X		X
14	Improve pedestrian alert warning signs	X			X	X	X	X		X
15	Paint crosswalks on Main connecting Bridge Street with Hayes Street	X			X	X	X	X		X
16	Evaluate curb extensions at crosswalks to reduce ped crossing distance	X				X	X			
17	Construct curb extensions as apropriate		X		X	X	X	X		X
	Parking									
18	Evaluate reverse angled parking design success	X								
19	Evaluate length of angled parking stalls	X								
20	Reduce length of angled parking stalls as appropriate		X		X	X	X	X	X	X
	Bicycle Facilities									
21	Widen bike lanes if angled parking stalls are reduced in length		X			X	X		X	X
22	Improve or add bike lanes on rural portions of Highway 395		X		X	X	X	X	X	X
	Streetscape features									
23	Provide for maintenance needs of landscaping and lighting improvements	X	X	X		X	X			X
24	Add trees in new wells in street between sidewalks and parallel parking		X			X	X			X
25	Add planters at rear of sidewalks keeping pedestrian travel areas clear	X				X	X			X
26	Install pedestrian-scale street lighting along sidewalks		X			X	X			X
27	Provide benches or other seating areas at selected locations in town center	X				X	X			X
	Off Main Street Connnectivity Improvements									
	Walkways									
28	New sidewalk on the east side of Twin Lakes Rd from Main to Kingsley	X				X	X			X
29	Paint walkway on north side of Kingsley Street	X				X	X			
30	New raised sidewalks on north side of Kingsley Street		X			X	X			
31	New sidewalk on west side of School Street from Main to Kingsley		X			X	X			
32	Repair sidewalk on east side of School Street from Main to Kingsley	X				X	X			
33	Close Bryant Street east of School Street for new plaza	X				X	X			
34	Paint walkway in Bryant Street from the courthouse east past Sinclair Street	X				X	X			
35	Evaluate & paint ped/bike connector through bank lot from Bryant to Main	X				X	X		X	
35	Add new sidewalk on west side of Hayes Street from Main to Kingsley		X			X	X			
	Parking									
37	Define edge on east side of Hayes Street from Main to Kingsley for parking	X								
38	Evaluate options for off-Main parking lots for large vehicles	X								X
	Bicycle Facilities									
39	Mark and sign Class III Bike Routes as indicated on Bike/Ped Corridor Plan	X				X	X			
40	Add SharedLlane Markings ("Sharrows") as needed on Class III bike routes		X			X	X			
41	Add directional signs as indicated on Bike/Ped Corridor Plan	X				X	X			
	General Improvements									
	Signs									
42	Form Implementation Group – Residents, owners, County Staff, & Caltrans	X								
43	Create Historic Preservation Guidebook		X							
	Economic Development									
44	Continue to seek location and funds for multi-agency center	X	X	X						
45	Develop program to assist with façade improvements	X								
46	Fund façade projects as money is available		X							
47	Implement economic development recommendations in this report	X	X	X						
	Signs									
48	Identify and sign historic trail winding through Bridgeport	X				X	X			
49	Install radar speed boards near Twin Pines Road and CHP office	X			X	X	X	X	X	X
50	Once created, install signs to direct RV drivers to parking areas off Main St.		X						X	X

Bridgeport Main Street Project Implementation Funding Matrix								
		Federal and State Economic Development Programs		Local Resources		Lead Agencies		
		Community Development Block Grants (CDBG)	Recreational Trails Program (RTP)	County Road Funds	Special District	Mono County Planning	Mono County Roads	Caltrans
Main Street Improvements								
	Gateways							
1	Install Monument Gateways at Emigrant Road & near Forest Service Office	X		X	X			X
2	Evaluate and design roundabout gateways at Emigrant Road and SR 182							X
3	Construct roundabout gateways at Emigrant Road and SR 182				X			X
	Redesign Intersections							
4	Twin Lakes Road				X			X
5	Bridge Street				X			X
6	Monitor accidents and causes on entire length of Main Street			X		X		
	Complete or repair sidewalks and crosswalks							
7	New sidewalk on south side of Main – Twin Lakes Road to Rodeo Grounds				X			X
8	New sidewalk in gap on north side of Main east of Twin Lakes Road				X			X
9	Improve sidewalk in gap on north side of Main at Jolly Cone location				X			X
10	Improve sidewalk in on north side of Main from the bank to the river bridge				X			X
11	New sidewalk on south side of Main from Hayes Street to river bridge				X			X
12	New pedestrian crossing on south side of river bridge				X			X
12	Review pedestrian behavior and the need for additional marked crosswalks			X	X	X		
13	Mark additional highly visible crosswalks				X			X
14	Improve pedestrian alert warning signs				X			X
15	Paint crosswalks on Main connecting Bridge Street with Hayes Street				X			X
16	Evaluate curb extensions at crosswalks to reduce ped crossing distance			X	X	X		
17	Construct curb extensions as apropriate				X			X
	Parking							
18	Evaluate reverse angled parking design success			X	X	X		
19	Evaluate length of angled parking stalls			X	X	X		
20	Reduce length of angled parking stalls as appropriate			X	X			X
	Bicycle Facilities							
21	Widen bike lanes if angled parking stalls are reduced in length		X	X				X
22	Improve or add bike lanes on rural portions of Highway 395		X	X				X
	Streetscape features							
23	Provide for maintenance needs of landscaping and lighting improvements	X		X	X	X		
24	Add trees in new wells in street between sidewalks and parallel parking		X	X	X			X
25	Add planters at rear of sidewalks keeping pedestrian travel areas clear		X	X	X			X
26	Install pedestrian-scale street lighting along sidewalks		X	X	X			X
27	Provide benches or other seating areas at selected locations in town center		X	X	X	X		
Off Main Street Connnectivity Improvements								
	Walkways							
28	New sidewalk on the east side of Twin Lakes Rd from Main to Kingsley		X	X			X	
29	Paint walkway on north side of Kingsley Street			X			X	
30	New raised sidewalks on north side of Kingsley Street			X			X	
31	New sidewalk on west side of School Street from Main to Kingsley			X			X	
32	Repair sidewalk on east side of School Street from Main to Kingsley			X			X	
33	Close Bryant Street east of School Street for new plaza			X	X	X		
34	Paint walkway in Bryant Street from the courthouse east past Sinclair Street			X			X	
35	Evaluate & paint ped/bike connector through bank lot from Bryant to Main			X	X	X		
35	Add new sidewalk on west side of Hayes Street from Main to Kingsley			X			X	
	Parking							
37	Define edge on east side of Hayes Street from Main to Kingsley for parking	X	X	X	X		X	
38	Evaluate options for off-Main parking lots for large vehicles	X	X	X	X	X		
	Bicycle Facilities							
39	Mark and sign Class III Bike Routes as indicated on Bike/Ped Corridor Plan							
40	Add SharedLlane Markings ("Sharrows") as needed on Class III bike routes							
41	Add directional signs as indicated on Bike/Ped Corridor Plan							
General Improvements								
	Signs							
42	Form Implementation Group – Residents, owners, County Staff, & Caltrans	X				X		
43	Create Historic Preservation Guidebook	X	X		X	X		
	Economic Development							
44	Continue to seek location and funds for multi-agency center					X		
45	Develop program to assist with façade improvements	X			X	X		
46	Fund façade projects as money is available	X			X	X		
47	Implement economic development recommendations in this report	X			X	X	X	X
	Signs							
48	Identify and sign historic trail winding through Bridgeport	X	X		X	X		
49	Install radar speed boards near Twin Pines Road and CHP office	X						X
50	Once created, install signs to direct RV drivers to parking areas off Main St.	X			X		X	X

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Appendix

Appendix A: Workshop and Meeting Notes

Disclaimer: *The following Workshop and Meeting Notes reflect comments that are the individual thoughts, opinions and feelings of attendees and may not be entirely accurate/ factual.*

Vision Cards from Opening Night of the Design Fair

- Hopefully a thriving community that's well rounded with jobs that don't all depend on government and tourism. All buildings occupied and looking good. Courthouse still standing.
- I hope that we can preserve the history of this area and increase the safety of our town on Main Street. We are blessed to be here and it should be shared with all of our available recreation.
- Viable business environment' year-round destination; family oriented community; streets filled with tourists; strong local government; strong and growing agricultural business; tree lined Main Street
- Historical community of homes, businesses and offices with tree lined streets. Safe, clean, and desirable location for tourists and locals.
- Narrow, vibrant Main Street with thriving businesses where tourists want to stop and spend money
- Bridgeport 20 years from now: A charming old west community with tree lined streets, old style street lamps. Off highway parking. An inviting place to stop and explore.
- Twenty years from now, Bridgeport will have strongly rediscovered its connection to the wild landscapes that surround it. The Eastern Sierra, and the clean water it produces, will be incredibly important. It is a community that functions well for residents of all ages. Jobs are available, children are cared for, and visitors are made to feel welcome. Tourism is emphasized less than a vibrant economy that serves residents.
- I'd like to see a two lane highway like it used to be with side parking—trees, flowers, bushes down the middle. Sidewalks neater and more inviting for the tourists to enjoy. Maybe like you are walking downtown in Virginia City with the wooden signs hanging to show what you are coming upon. But stuff to bring more tourists in. People love Bridgeport; we want stuff for them to love it more.
- A haven for outdoor recreationists. A land managed between agriculturalists and conservationists. A striving, self-sustained, new age town with an old world feel.
- Keep the old look. If no new business, it will look like Bodie. Keep the Western feel. Keep cattle in BLM and forest areas so people can see the west.

Fishing.

- Bike paths, community infrastructure, restaurants, recreational activities, attractions for tourism.
- Retain historic look. Info on old buildings giving history of each building. Sidewalk. Tables and chairs to attract people, also plenty of parking for tourists. Safer crosswalks.
- In twenty years, Bridgeport will be a small mining and recreational based town with ranching and agricultural uses.
- Tourist/people: fishing, hiking, camping.
- I hope about the same, but safer, cleaner, more people coming to visit. A few more trees, benches, nicer lights.
- Bridgeport will be: A small, quaint, thriving community with a tree lined Main Street where motorists drive slowly and patronize local businesses which are doing well.
- Maybe a winter business like our summer business
- The same—but cleaner/neater
- A charming destination community with every building nicely maintained and freshly painted, every empty space landscaped, planted planters of flowers in the summer along Main Street—charming street lights—a community that is a delight to visit.
- Year round tourist "stuff"
- Bridgeport in 20 years: open roadway (current view); businesses beautified—painted, restore original buildings, paved lots; flat sidewalks (continue open feel, no trees)—repair current root damage; safer sidewalks; continue small town feel
- Green downtown. Full sidewalks completely paved. Businesses renovated to look inviting. More little shops and summer outdoor eating areas. More trees/flower pots. Safer, even sidewalks. An inviting place to stroll and observe the goings on. Perhaps a small area for outdoor entertainments.
- Destination resort with a historical nature—utilizing all the resources God has blessed us with!
- Slower paced traffic, more trees, benches for pedestrians, maintain same atmosphere and history.
- Lots of trees; traffic moving slowly; plenty of parking; foot traffic encouraged; benches; single architectural theme; green areas
- Pretty median and trees and shade and flowers. Angled parking so Main Street isn't taken up with motor homes. More open air seating available—green space. Open, thriving businesses.
- More sidewalks and bike paths, with more pedestrian plazas and outdoor special events space.
- Sustainable, vibrant, unique.
- Eliminate blank faces, no blank buildings, high walking traffic, no increase view blockage
- Bike paths; good safe parking; vibrant downtown area
- The same as it is.
- Not another Mammoth.

Technical Focus Group

Thursday, August 23, 2012 • 3-4 PM

Dan Burden, Chris Janson (Opticos), Michael Moule, Steve Tracy, Scott Burns (Mono County), Emily Tracy, Paul Zykofsky, Tony Leonard, Melia (Opticos), Wendy Sugimura (Mono County)
Tony Prisco – CHP
Sandra Peerce – Mono County Public Health
Joe Blanchard – Mono County Public Works
Vianey Contreras – Mono County Public Works Project Manager}
Mike Booher – Bridgeport Volunteer Firefighter/Sheriff's Department
Terry Erlwein – Caltrans
Forest Beckett - Caltrans
Rita Sherman - Mono County
Garrett Higerd – Mono County Public Works – Engineer
Rita Sherman – Mono County Director of Facilities/Risk Management

- Not sure roundabouts are applicable here because there isn't a traffic volume issue
  - Were very effective though in South Lake Tahoe area
  - Resolved many of the traffic issues
  - And they reduced accidents
- Passing people in towns is a problem
  - We should consider removing two of the four lanes in town
  - In Tahoe Vista, a street was configured with one lane EB, TWLTL, and two lanes WB to prevent rear end collisions
- Roundabouts effective with large volumes
- Parking shortages are solved with some lane reductions
- Can roundabouts work with large vehicles—semi trucks?
  - Depends on how they are designed
- Drawback of roundabouts from Law Enforcement standpoint—one officer cannot direct traffic at that intersection any longer
- Concern that all it takes is one person to not understand the system to cause an accident
- How can restructuring of downtown affect public health issues, including reduction of chronic disease?
- Make it a corridor that people enjoy walking, incentivize bike riding, other physical activities
  - Aesthetically pleasing environment that you want to be out walking, enjoying
- Mono County is on par with the rest of the country – 2/3 of adults obese
  - False conception that Mono is a super active county with low obesity rates
  - Childhood obesity statistics available
- Access to healthy food—nearest full grocery store is Garnerville, Carson City, or Reno to the north, or Mammoth Lakes to the south
  - It's about 60 miles either way you go
- Sustainable market, improve food quality—fresh produce (at affordable prices)
- The community tried once to get a

produce stand in from out of town, it lasted about a season (6 years ago) but then stopped
  - Demand wasn't really there
  - Couldn't get supplied regularly
- Collectors and residential streets that interact with the main street corridor/395
- Long term maintenance (costs) are always a concern – if you're going to build it, maintain it
- Grant programs are often found to fund construction of infrastructure, but maintenance is left to the community or county to figure out
  - Sometimes county has taken over maintenance of sidewalks, landscaping, etc.
- ADA compliance and snow removal are concerns in this corridor
- Make School Street plans tie in with Main Street
- Concerns about anything in front of the firehouse – they get upset about snow berms, so no way will they allow trees
- Snow storage will be an issue
- Large vehicle parking in town is necessary – you can't diagonally park a 35' motor home with a boat behind it
- Bring Caltrans in on the process from the beginning
- State Highways – have specific constraints, regulations that they are subject to
- Bridgeport is the perfect place to start this planning effort, pilot some programs
  - Low traffic volumes – 3400-3500 AADT (Peak month 6300 ADT)
  - Wide ROW to work with
- Environmental constraints around the town
- Based on the traffic volumes, there isn't a need to perpetuate the 100' cross section down Main Street
  - Prime candidate for a Road Diet
- Create a plan with easy, low-cost solutions that will be able to move forward and not just go on the shelf
  - Need to see the implementation to maintain momentum in the community for future planning efforts
- Bridgeport scheduled to be repaved soon, held up because contractor is unable to produce asphalt that meets standards
  - Easiest time to install a road diet would be when there is fresh pavement, they will have to paint anyway
- Interest in extending county facilities farther outside of town, i.e. Buster's Market frontage
- Parking is a concern for special events
  - Summer – 4th of July, founder's day, 3 rodeos, and a number of smaller events too
- Winter season here is very slow – many business and hotel owners close up and leave town
- Off street parking requirements currently use minimum requirements rather than maximum allowed
  - Limits development or renovation if

owners cannot meet the requirement
  - Not a lot of interest in building new development for a while
  - County will likely be amenable to that conversation
- Not a lot of crashes, despite this & Lee Vining being most dangerous spots between here and Bishop
- Want to implement safe street treatments
- There may be close calls or dangerous behaviors that aren't showing up in the reports but have the potential to be hazardous
- Speed surveys show good compliance with posted limits (85th percentile is 30 mph)
  - Caltrans does regular speed surveys
- At Twin Lakes Road, potential for future danger
  - Oddly configured intersection
  - Candidate for reconfiguration – maybe a roundabout
- Lots of truck traffic, but what are they doing in Bridgeport? Are they delivering here, or just passing through?
  - Maybe using Buster's lot as a parking space
    - Not increased since its closure, though
- Temperatures 42 below 0, extreme low visibility, high wind, ice on the roads
- Children walk to school year round, even when its very cold
- Parents seem pretty comfortable with their children crossing the road
  - More complaints in summer than winter—traffic dies down in cold season
- Can we get AADT counts for Twin Lakes Road?
  - County may have them, may be old data, they will check
- No turning movement count studies, because there hasn't been much development
- Immigrant Street & 395 – difficult to turn onto 395 because there is poor visibility, people pulling out into the highway slowly and hoping for the best
- Complaint – no left turn out by Mexican Restaurant (south of town, near the housing development)
- Had flooding issues in 1996
- In Bridgeport proper, there are some storm drains that run to the adjacent wetlands, but they don't have any real problematic draining issues
- Rehabbing all local streets in Bridgeport (designed, to be constructed next year)
  - Not focused on a formal storm drain system, but there will be some curb and gutter treatments)
- Walker River/Bridgeport Reservoir are on list of sensitive water bodies
  - Cattle grazing not complying with standards that are set—compromising so that historic ranching can continue
- Snow removal – normal snow year there is usually 2-4 feet of snow in the median, cleared between storm systems (not necessarily after each

individual storm)

- They keep two lanes open each way, but there is no turn lane
- Curb extensions are a concern for Caltrans and snow removal – difficult for snow plows to corner, so every turn they have to make slows them down and makes the job take longer
  - Temporary extensions are definitely something Caltrans is open to talking about, supporting
- Sometimes snowplows even have trouble with straight curbs—they are driving in tough conditions
- Are center medians similarly difficult?
- South side of street sidewalks are covered in ice all winter
  - Business owners who are closed leave the 4 feet of snow on the sidewalk in front of their parcel
  - Business owners are responsible for clearing the snow on their sidewalks (not an ordinance, just the way its always been done)

- Height restrictions (18′) on 395 because of all its special designations (military mobilization route)
- Concerns about raised medians in Bridgeport and in Lee Vining

Collaborative Planning Team Focus Group

Friday, August 24, 2012 • 10-11 AM

Planning a shared visitor's center—inter-agency and multiple communities

- State Parks wanted the visitor's center to be close to Bodie, but other agencies wanted it in a more local spot that would be usable year-round (Bodie is closed most of the winter)
  - Bodie is 20 miles south of Bridgeport
  - State Parks said (years ago) that they won't participate if the center is not in Bodie, but they may now be interested in discussing other options
    - A partnership between agencies may now mean that State Parks wouldn't bear the full burden of staffing and funding the center
- A General Development Plan for Bodie State Park in 1979 includes a visitor's center in Bodie Hills, but BLM dislikes the location for environmental reasons
  - Still the governing document in the area
- Planning for the center is still in early stages, too soon to discuss location or scale in detail
- Inter-agency nature of the center is powerful—lines on a map don't mean anything to the public. They just want their questions about the area answered!
- Needs to reflect opportunities in the whole county
  - Support June Lake in its economic struggle, other communities
  - Stories of resources, discovery, and preservation to be told
- U.S. Forest Service thoughts:
  - Support a visitor's center that is visible on Main Street instead of being hidden on a side street
  - People often come into the Forest Service office (half a mile south of Bridgeport) for information because it's the only visible entity
  - Don't have much money to support the effort, and options for fundraising are limited
    - Grants may be available to them to help staff the center
  - They are hoping to build a new office soon, and this effort could be a joint construction for the visitor's center, but this opportunity may be no longer possible
- National Parks thoughts:
  - Very interested in expanding the presence of the National Parks and opportunities to provide information out into the stream of travel along 395
  - Connections from a regional perspective—transportation, logistics, tips for places to visit, etc.
  - Also have limited resources
- Mono County Planning thoughts:
  - Looking at a couple sites in Bridgeport as possible locations for new office buildings and a visitor's center—either revamping existing buildings or adding new construction, or both
  - Old Buster's Market site – 7 acres

    - Little blue house moved there in 1890 would make a cute visitor's center with some expansion or modular buildings
    - Could also serve as an RV parking space
  - Lot near Hays Street Café
  - Old morgue building behind the courthouse
  - Courthouse itself was another option, but proved not viable
    - Two restored clocks in the courthouse are worth approximately $5K and $45K respectively
  - Presenting these locations to the Board of Supervisors on Monday (8/27/12)
- Also interested in moving hospital/ clinic operations out of an old, expensive building into a more efficient facility & one on 395
  - Able to oversee the facilities, but don't necessarily have resources to staff the center
  - Interested in spurring economic development within Bridgeport through the creation of this center
- Want it located in town or immediately adjacent to connect people to the town, encourage them to stop and patronize shops
- Bureau of Land Management thoughts:
  - Bodie Hills is one of the largest contiguous pieces of land that they manage in the area, making it a really special place
  - Travertine and Bodie are both critical environmental areas, but management of them has been neglected for many years
    - Four hour commute from their office in Bishop
  - Could use space for some staff up here
  - Want to promote what is so special about this area—natural resources (Sage Grouse)
  - Visitor's center would give them the opportunity to share the story of the area, and for a staff presence here
  - They hope to utilize existing models for visitor's centers, improving on some things
    - Inter-agency center in Inyo County south of Lone Pine is a good model
  - Other partners to consider including:
    - Fish and Wildlife
    - Fish and Game
    - Caltrans – transportation history, and the corridor as a scenic highway
    - Inyo County
  - Trying to solicit special funds – some one-time funding options are out there that require an involvement in local communities, which this effort is a perfect candidate for
    - Bodie Hills is seeking a special designation that would help secure this funding
- Bodie Foundation thoughts:
  - Nonprofit organization – as such, may be an avenue for some unique grant opportunities

    - They have a volunteer staff, with no real grant writers (although they are tackling some small grants now)
    - Mono County has a grant writer on staff that they may be able to offer to work with the Bodie Foundation
  - Want an inter-agency, multiple use visitor's center—very supportive of the plan
  - Hoping to spread the word about Bodie as a destination in the area
- Design team thoughts:
  - Create a bike loaner system out of the visitor's center
    - Crested Butte, CO is a good model
    - Would need to develop a trails system around the area, as highways are often uncomfortable to ride on
    - Trails are currently on the Mono County Planning 'wish list'
  - Visitor's center in Escalante, UT may be a good model for an inter-agency, regional visitor's center
  - Visitor's center as a campus—to promote learning opportunities, showcase research, etc.
    - Model at Denali—science and learning center that later became a visitor's center
- How this visitor's center fits into our report:
  - Elevate the status of the project by including it in our recommendations and vision for main street
- Other thoughts:
- A film on state parks was just made, and will air on PBS
  - "The Story of California State Parks"
  - Bodie is featured
- Dialogue to be pursued with the local RPAC

Spanish Language Focus Group

Friday, August 24, 2012 • 5:30-6:30 PM

Catalina Saldivar
Maria Sandoval
Javier Castañeda
Olivia Oralia Cornejo
Pablo Damian Verdin
Anabell Cornejo

- Want medians, trees in median
- This town should attract more people, especially with the natural beauty
- The snow in the middle of the street is a problem; Mammoth Lakes does not leave it in the middle of the street (granted: more winter traffic with skiers) however, why can't we just pick up the snow directly and take it outside of town? Why do we have to leave it in the middle of the street?
- Wants to see flowers. It is so sad looking here, especially in the winter when all of the businesses close.
- We should have lampposts with hanging flowers.
- What comes first: lack of visitors or businesses closing? (Response: no it really does clear out in the winter).
- Very interested in what spurred this design workshop? What were the project goals? Also: What projects have you done that were implemented and successful? What can we expect in terms of implementation and time to implement?
- Very dreary here in winter, especially the lighting (provided by the county).
- (Something about Rhino's and one other business: either signage or lighting)
- Too strict of signage ordinances – people/businesses can't commercialize themselves.
- There aren't any signs, so no one knows where stuff is, let alone know where to patronize local business. We need wayfinding and better signage for businesses.
- We don't publish our attractions, so no one comes. Need to expand tourism.
- Example of both bad wayfinding, and not knowing what is here: the hot springs south of town, no one knows about.
- It is so important (this exercise) to revive town.
- Most have lived here 15-18 years.
- Recently, the high school was closed. Students meet at the elementary school to be bused to Lee Vining or Colby (they can choose which high school they wish to attend). Both 45-60 minutes away. Talk of closing 7th-8th grade, and even the elementary school. Also, there's a threat of stopping bus service (rumor?). Would force people to move.
- Safe community, but still have presence of drugs.
- Story of girl: at graduation, she was almost hit by a car that didn't stop.
- Story of woman's son: Did not walk when the car stopped, and then when started to walk, the car started to drive, had to brake rapidly.
- Woman's story of Caltrans not cleaning the stormwater gutter in front of house, so in the winter it floods and she and her husband have to clean it

out.

- Rumor of post office closing
- In Lee Vining, they have trees on the sidewalks and it is very pretty.
- Something about business owners cleaning own sidewalks (wasn't sure if they already do this, or if it is a good idea?)
- This is an expensive city – it should look like an expensive city.
- Gas and groceries are very expensive here – Monopoly
- Also, desire to not lose the history this city has/feel of history (will help make the city feel more expensive)

Main Street Residents/Business Owners Focus Group

Friday, August 24, 2012 • 7:30-8:30 PM

- The project is funded in cooperation with local transportation coalition
- Excited for possibility to gain through the road changes more character through the town
- Speed through town is an issue
- Parking of big vehicles on Main St is a big issue—financial loss to small business
- Beautifying the town, green the street
- Being able to walk across the street without fear
- Over the years in Bridgeport you get the feeling that architecturally there isn't a common theme, and that's something we'd like to see
  - Draws people into the town
  - Have natural beauty, recreation that brings people here
- When big vehicles are parked in front of the door, you might as well go home and take a break because no one knows you're there
  - Expressed by many business owners along the street
- Born and raised here –haven't seen many changed
- Want slower traffic, beautification, benches, ash trays along the street to prevent litter
- Lee Vining looks nicer than BP, and that's hard for us to admit
- Parking is difficult for people who are trying to stop, interested in stopping
  - Driveways, traffic coming behind them
- Trash cans and benches needed along the street
  - Opportunities to sit down and mellow—right now, everyone on the street is GOING someplace, no one is just being present
- Trees, benches, trash cans, lights in Independence, Trees in Lee Vining
- RV parking – a lot of things are private land, so how can we utilize it? Can we beautify things and still allow the parking, but make it look intentional instead of like a dirt lot (Buster's)
  - Parking down by ice skating pond
    - Allow us to funnel people into town in a more orderly manner, instead of walking along 395
    - Pond is in the flight path—have to check with the county
- Sidewalk finished in front of Walker River Lodge!
- We're lucky we do have a parking lot to take care of most of the customers (BP inn) but I echo the feeling about RVs and giant motorhomes (or someone towing a hummer) parking in front of the business—it blocks out the sun!
- Also need to consider the point of view from others (i.e. general store) who make their living from the RVs and people towing boats stopping to shop
  - They may not be staying here, but we don't want to lose their business in town
  - Passing through, they may not stop if they have to park at the end of

town and walk
  - We need in-town parking for large vehicles that is public, and well-identified
- Old fashioned lights with hanging baskets of flowers like in Gardnerville and other areas north of here
- Like the ideas that there are immediate changes that cost next-to nothing
  - Re-striping the road
- Head-out angled parking
  - Concerns from restaurant owners about backing in to parking spaces and polluting their ventilation with exhaust
  - There's a difference in exhaust between parallel and head out diagonal parking
  - Really like the safety gain
  - Want to see more parking available, and more visibility for everyone to see the town as they come in and hopefully stop
- With regard to the road, we haven't done anything right
- Want to slow down traffic and beautify the community
- You can't walk around the community for pleasure right now—you're in the street!
- Make things beautiful AND functional, and we will prosper
- Pleased that guardrail is going in along 395
- Improve the sidewalk from the bridge into town—people have difficulty pushing strollers into town, walking there
  - Safer
  - Priority to be done by early spring
- Attract tourists to stop in town—chairs, tables
- Safer crosswalks, especially for school children
- We've been waiting 40 years for this meeting
- I would hate to see the community lose its individuality and become another rubber stamp resort town wannabe (like Mammoth)
- Don't alienate the big rigs, campers—they may not stay the night, but they'll pull up to the butcher shop and spend $500 in one go
- Slow down the traffic
- One lane
- Add angled parking
- Traveling—open space, small town, open space, small town, open space… then WOW look at this town
  - Get people to notice this town, get their attention and get them out of their cars walking around
- Slow down traffic
  - People come across the bridge and slingshot themselves from behind a motorhome because this is the only passing lane for 30 miles
  - Kids crossing the street going to school—it's a problem
- Red curb—there's a ton of 'no parking' areas in town that were driveways once but aren't anymore, and they're still red
  - Need more parking to make sure we are maximizing the usable space in

town
  - Red striping at corners, etc. seen as unnecessary
- Center divide with landscaping would be great, if it doesn't interfere with snow removal
- Curb extensions at corners that may eliminate the need for some red striping, increase parking
- I would stop if the town was interesting looking
  - BP is kind of a cowboy type town, would like to see western motif
- Want trees on both sides of the road—I don't have a problem taking care of the tree if you plant one in front of my business
- I don't think parking at buster's or the skating pond are going to fly—private/county land
  - If you had a shuttle or something to move people to town, that might be enticing
- Red curbs—is it actually illegal to park in the red zone? Either way, it will discourage people from the city
- RV parking in the middle of the street
- We're way at the end of town and we don't get any foot traffic—need something eye catching at the south end of town to draw people that direction
- Used to be a two hour wait every night to eat at the BP inn
- We need a way to draw business back here
  - We need it 12 months out of the year—beautification is great, but we need to get people to stop and stay year-round, not just 6-8 months
- Charming
- Small towns on Hwy 49—all different (Placerville) that have charm, buildings aren't all the same but they're kept up well, some have high sidewalks that are historic
- Old downtown Fallon, NV
- Not just western, we're the frontier
- Virginia city
- Old Sacramento (not wood sidewalks or anything, but that old western charm)
- Enhance the existing historic charming buildings in town—maybe need improvements to help people realize what we have
- Can we mix angled parking with long parallel spaces to make parking work for everyone?
  - General store needs RV/big vehicle parking, other stores might be harmed by the lack of visibility
- Largest problem is the speed of the traffic—needs to be slowed down
  - Seen tools in last night's presentation, and we're optimistic
  - Don't want to make the same mistakes as Lee Vining
    - Watering systems haven't worked—trees are dying or won't be able to survive (last year was not a bad snow year so it wasn't tested
    - In a big snow year, they may not be able to keep the parking clear—have to maintain it

themselves without help from Caltrans
    - No one is weeding tree wells or pruning tree limbs away from roadways
  - Don't do it with something that'll get bleached out, not maintained
- See people stop south of town, pull over, take pictures of cows, river, etc.
  - Either end of town, really
- Most photographed thing in BP is the massage sign hanging at the Jolly Cone
- Courthouse is a good focal point
- Less snowfall than other communities, but it gets really cold here
  - Historically it's snowed enough to pile 12 feet wide and 12 feet tall in the middle of the street
- Are business owners amenable to BAD to maintain some beautifications?
  - First, we need to look at LV
    - They did things Caltrans didn't agree with, knowing that, and chose to make those decisions anyway
    - Because of that, Caltrans wrote into the contract that they weren't going to maintain it
  - If we make sure we are working with Caltrans and engaging them, then maybe it won't come to that
  - If it does, I would support it myself
  - Gardnerville – it's up to the business to maintain potted plants that are in front of their own business, and you can tell who cares and who doesn't
    - If something is planted in front of our business, we should take it upon ourselves and WANT to maintain it, or at least help
    - We also don't want to come down on someone who isn't taking care of their piece—it all needs to be done
- We need to be careful of how many trees, how many structures, etc., because we don't want to cast too much shade on the street in the winter and create icy conditions that are dangerous
- Who decides what species of trees and plants to buy?
  - Our team can advise, but it's up to the community to select what they want to plant
  - Community can make sure that they can plant trees that won't die here
  - Trees that have good color in the winter, and not just be branches
    - Or at least have a mix of trees
- Need to make sure we don't just go through this exercise like we did 12 years ago, and then have nothing happen at the end of it
  - This is a new era for Caltrans—they are tired of having egg on their face, and want to be the local heroes now, so they'll do everything they can do to work with the down
  - They will be blunt, too, that they are an institution and they are restricted by some things that are difficult to change
- In the RPAC when we discussed this event coming up, we wanted to make sure we came up with a financing plan to get this done

- Crosswalks uptown—there is no crosswalk at Hays Street, though, and we need one
  - Walker River Lodge, airport traffic
- Same need for crosswalk at other end of town—hotel and Shell station, rodeo grounds
- If we don't take pride in our community, it's all for naught.
  - We need to take responsibility for the town, and work together to maintain it
- Important to remember that even though most people make all their money in the summer, we need to think about being attractive in the wintertime as well
- 25 years ago, we had a vibrant community and people that lived here cared. We have had such a big turnover—we're now 62% secondary homeowners in downtown BP. Those days are gone, and we need to focus one step at a time on bringing back the sense of community that we have here.

Meeting with County Staff and Caltrans

Monday, August 27, 1:30 – 2:30 p.m.

- Back in angled parking
  - Increase parking capacity
  - Alleviate concerns with RVs parallel parking in front of small businesses and blocking visibility
  - Safety benefits? Concerns that backing in to a parking space creates a danger to children on the sidewalk (backing in blind towards pedestrian zone, instead of backing out blind into vehicle zone)
    - Low traffic volumes on School Street may make head-in angled parking a fine option
- School Street Plaza
  - Current plans have diagonal parking at 20′, sidewalk at 6′, with curb stops in each space
  - Instead, consider moving the curb line out to where the curb stops would have been. It will serve the same purpose, look cleaner, be easier to plow
    - Can be landscaped or concrete
    - Move curb out 3′
  - Consider using back-in diagonal parking on the side street, to be consistent with proposed parking on 395
  - How new walkway relates to existing crosswalks/sidewalks: make sure things align with ramps across streets
    - Use triangles left over with diagonal parking for removable on-street bike parking
- Community input
  - Slow down speeds through town
    - Speeds result from number of lanes in town, induces passing at unsafe speeds
    - Town desires one lane each way with colorized center lane
  - Parking – needs to be appropriate for the business
    - Large vehicles parking in front of businesses block visibility and can completely kill businesses
    - Other businesses expressed a desire to embrace RV customers as a big part of their livelihood
    - Can't restrict RV parking, but we can make it so enticing for them to park in the areas we DO want them in that they choose to park there
    - Diagonal parking would serve to discourage RV parking in certain areas
    - Considering back in diagonal parking between School Street and midblock crosswalk
- Caltrans prefers 12′ lanes
  - Says that could be a sticking point in their system if we recommend 11′ lanes
  - Caltrans has previously said 11′ lanes are their minimum
  - Recommend 11′ lanes in report, and add a caveat that 12′ lanes are OK with alternate cross sections
    - Concern that the extra feet will come out of the bike lanes
    - 11′ lanes will help address speeds

through town
    - Concerns that drivers in rental RVs who don't know how to drive them well may have difficulty with narrower lanes
    - Narrower lanes will encourage drivers to stay closer to the center of the street, making biking safer
    - Other bonus of 7' bike lane—a vehicle parking can pull completely out of the through lane to park, thereby not impeding traffic
- Back in diagonal parking on 395
    - Has to be back in because of vehicle speeds—unsafe to back out into traffic on the highway
    - Concerns from community about exhaust from vehicles backing in going into businesses
        - Should be a non-issue—same exhaust essentially as a person performing the first maneuver of a parallel parking space
        - Some cities have passed ordinances against cars idling in town—may be an operational fix to this problem
- Red curb striping
    - Diagonal parking creates new sight distance scenarios
        - Caltrans operates under certain minimum constraints—trying to alert us to possible sticking points that would give others excuses to reject the proposal
    - Driver who is pulling out of a driveway or side street has exactly the same view/sight distance as a car pulling out of a head out diagonal parking space
        - Caltrans says this doesn't matter
    - Curb extensions may help with this issue by giving drivers space to creep forward
    - Reducing number of lanes also helps, because you are measuring from closer to the centerline
    - Caltrans 405.1 handout—sight distance guidelines
    - Driveways complicate parking too—property owners would have to consent to give up their access right to the property
- Colorized center lane
    - Could be paint, but that would get scraped off by snow plows fairly quickly
    - More likely, should be colorized asphalt
    - Could also be stamped concrete or asphalt
    - Caltrans concerns—how long would that last, is that more expensive, will we do that or does someone else do that?
        - May only be willing to do regular asphalt maintenance—every 5-10 years
    - Caltrans suggestion—put a rumblestrip in the center turn lane to create tactile/visual difference
        - Non-starter for residents—noise issues
    - Best case scenario in this environment for stamped asphalt—5 year maintenance cycle
    - Need to research alternatives and

contact some other jurisdictions to search for feasible solutions
    - Manitou Springs – stamped concrete
  - Ask the community as they come up with these ideas—well, how much would you be willing to pay to do that?
    - Prepare them for the realities of this construction, possibility of BAD
  - Community eager for visual definition for center, aware that raised median or other hardscape is not viable with snow removal constraints
  - Concrete really not great here—already have difficulty maintaining sidewalks, concerns about freeze/thaw cycle
  - May be possible to buy into an extended warranty type system with the vendors, arrange for a third party to maintain
- Planting strips in parallel parking zones
  - Move parallel parking out 9′ from existing curb face
  - Leave drainage where it is (2′ gutter)
    - Very few drainage grates along Main St
  - May be able to extend some sidewalks to be wider, where existing sidewalks are 4-6% slope (compliant is 2%)
  - May transfer sidewalk to County responsibility for maintenance
- No red flags, but there are some yellow flags that we should be aware of—the devil will be in the details
- Gateways
  - Many of the residents want roundabouts
  - Intersection at Main Street and Twin Lakes Road has a concentration of crashes, may warrant some attention to facilitate movement through the intersection
  - 395 and Emigrant Road – gateway location
    - Consider T-ing intersection, or closing Emigrant entirely
    - Would free up a bit of space North of 395 for a gateway feature
    - Good place to begin some context changes
    - Location of current change to 45 mph
  - East side of town—lacks signage that Bridgeport is to the left, Bridgeport ahead
  - Development of park parcel around ice skating pond
  - Bridge Street could be better utilized for parking and pedestrian access to park
- Overlay coming through soon – we want striping changes!
  - We would like to recommend that they stripe only 3 lanes—three 11′ lanes, two 7′ bike lanes, and stripe the back in diagonal parking where we are recommending it
    - For parallel parking sections, we don't know yet what to recommend that they do—stripe out the future planting strips? Leave it all and let people figure

it out?

- September 26th – if we can get the striping plan in, then we can get it done
  - If they can't get a mix that works, then it gets postponed until Spring
- Michael will focus today and tomorrow on getting as much detail as possible for a striping plan
- Two hurdles: get them to agree to it, and then get the contractor to agree
  - Need as much time as we can

Appendix B: Saturday Workshop Design Table Results

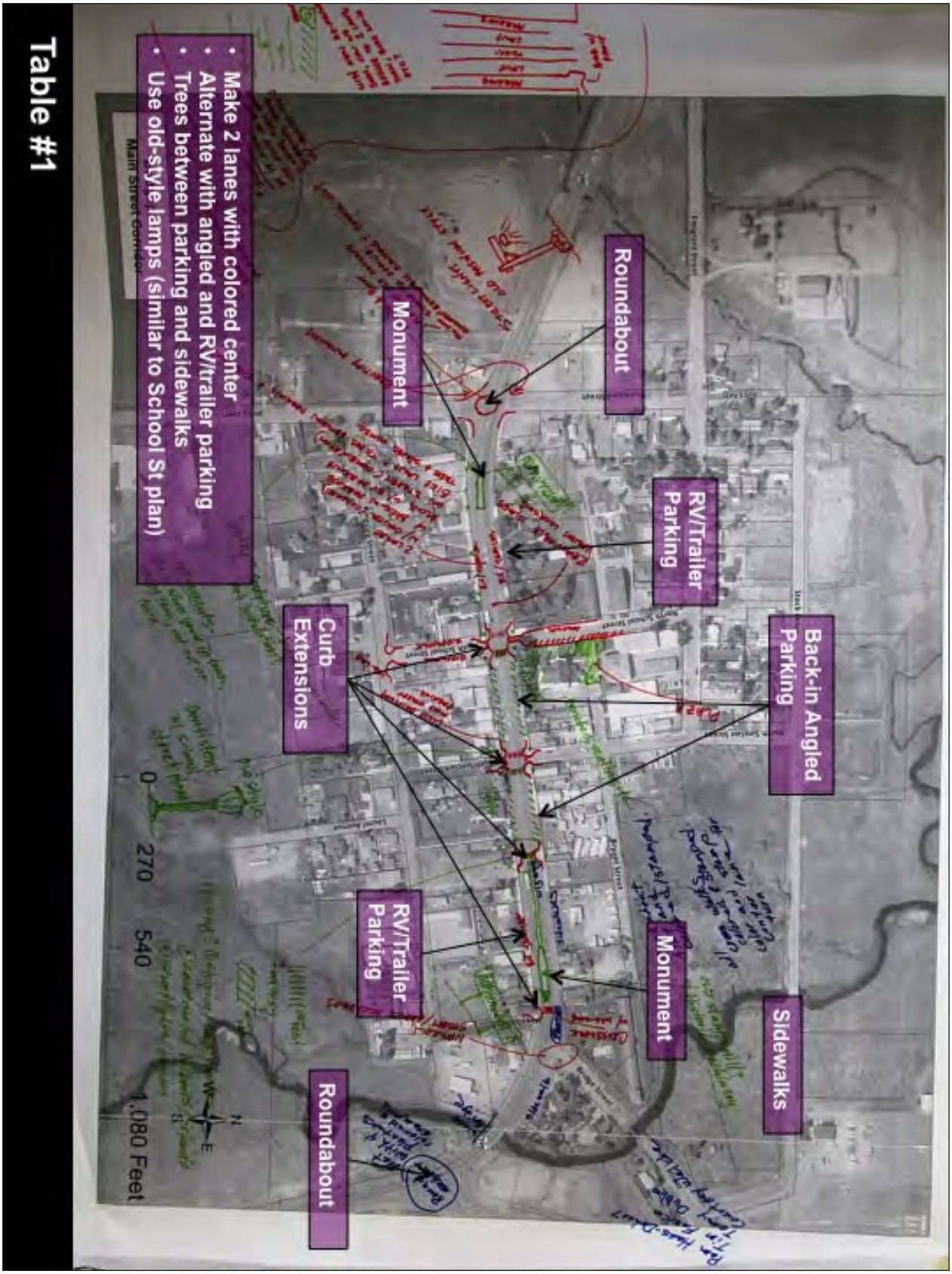
Table #1
Roundabout
Monument
RV/Trailer Parking
Back-in Angled Parking
Curb Extensions
RV/Trailer Parking
Monument
Sidewalks
Roundabout
• Make 2 lanes with colored center
• Alternate with angled and RV/trailer parking
• Trees between parking and sidewalks
• Use old-style lamps (similar to School St plan)
Main Street Corridor
0 270 540 1,080 Feet

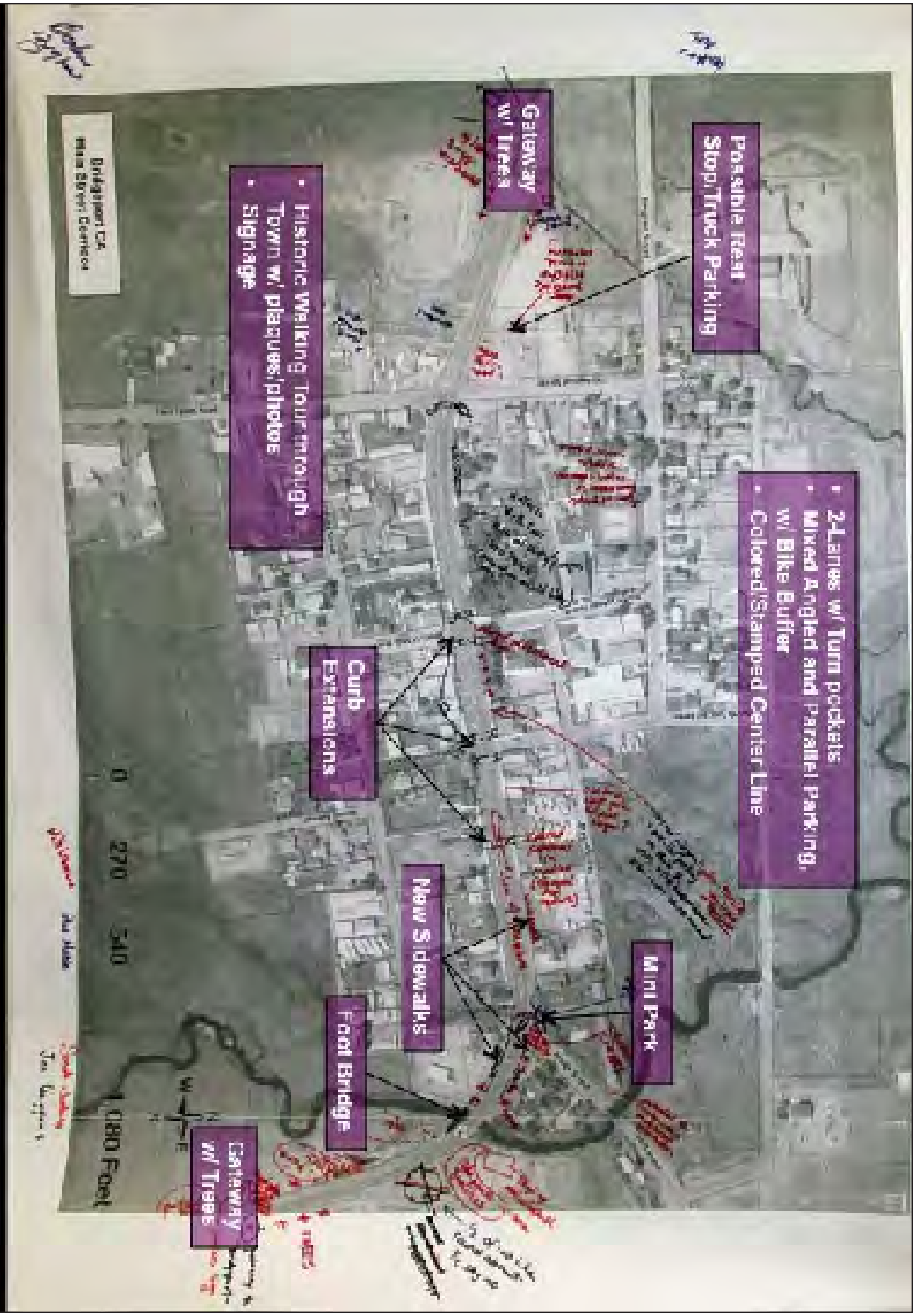
Table #2
Bridgeport CA
Main Street Corridor
Possible Real
Stop/Truck Parking
Gateway
w/ Trees
• 2-Lanes w/ Turn pockets
• Mixed Angled and Parallel Parking,
w/ Bike Buffer
• Colored/Stamped Center Line
• Historic Walking Tour through
Town w/ plaques/photos
• Signage
Curb
Extensions
New Sidewalks
Mini Park
Foot Bridge
Gateway
w/ Trees
0 270 540 1,080 Feet

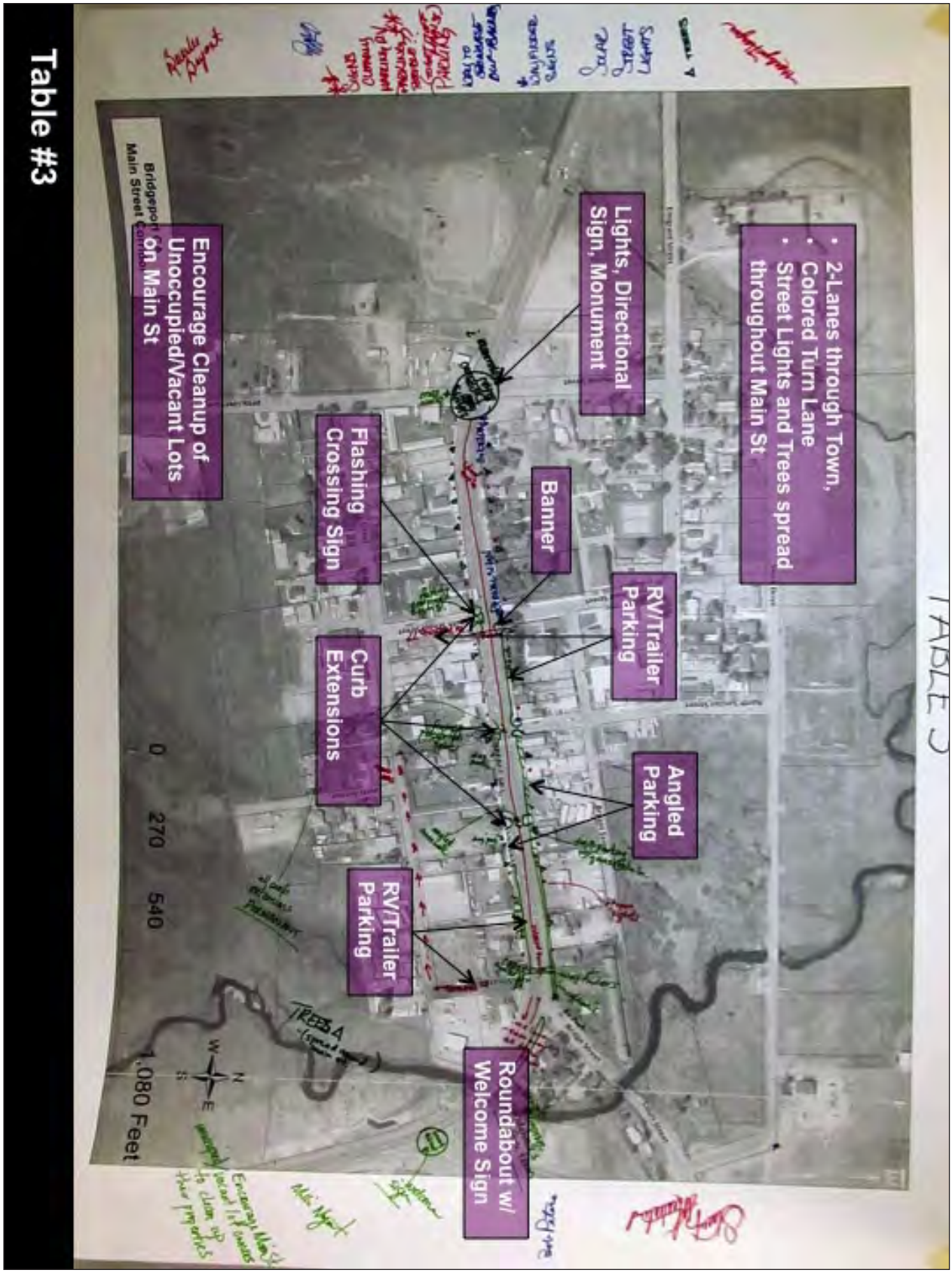
2-Lanes through Town,
Colored Turn Lane
Street Lights and Trees spread throughout Main St
Lights, Directional Sign, Monument
Banner
RV/Trailer Parking
Angled Parking
Flashing Crossing Sign
Curb Extensions
RV/Trailer Parking
Roundabout w/ Welcome Sign
Encourage Cleanup of Unoccupied/Vacant Lots On Main St
Bridgeport Main Street Corridor
0 270 540 1,080 Feet
N
W
E
S

Table #3

Appendix C: Report Tables for Economic Analysis

Table 1
Population Growth Trends in Bridgeport, Eastern Sierra and California
2000 - 2012

Geographic Area	2000	2007	Annual Growth Rate 2000-2007	2012	Annual Growth Rate 2007-2012	Annual Growth Rate 2000-2012
California	33,873,000	36,400,000	1.0%	37,679,000	0.7%	0.9%
Inyo County	18,070	18,430	0.3%	18,460	0.0%	0.2%
Mono County	12,850	14,180	1.4%	14,390	0.3%	0.9%
South County (including Mammoth Lakes)	10,130	11,350	1.6%	12,220	1.5%	1.6%
North County (Including Bridgeport)	2,720	2,400	-1.8%	2,170	-2.0%	-1.9%
Bridgeport (1)	700	640	-1.3%	590	-1.6%	-1.4%

Data Sources: California Department of Finance; Claritas, and the US Census American Community Survey Estimates
Analysis: Wahlstrom & Associates
Note: (1) Bridgeport refers to block group 3 within Census Tract 1.02, which is larger than Bridgeport

Table 2
Household Growth Trends in Bridgeport, Eastern Sierra and California
2000 - 2012

Geographic Area	2000	2007	Annual Growth Rate 2000-2007	2012	Annual Growth Rate 2007-2012	Annual Growth Rate 2000-2012
California	11,802,400	12,595,000	0.9%	12,948,000	0.6%	0.8%
Inyo County	7,760	7,970	0.4%	8,050	0.2%	0.3%
Mono County	5,130	5,720	1.6%	5,850	0.5%	1.1%
South County (including Mammoth Lakes)	4,070	3,930	-0.5%	4,200	1.3%	0.3%
North County (Including Bridgeport)	1,070	970	-1.4%	880	-1.9%	-1.6%
Bridgeport (1)	270	260	-0.5%	240	-1.6%	-1.0%

Data Sources: California Department of Finance; Claritas and the US Census American Community Survey Estimates
Analysis: Wahlstrom & Associates
Note: (1) Bridgeport refers to block group 3 within Census Tract 1.02, which is larger than Bridgeport

Table 3
Population By Age
Bridgeport, Eastern Sierra and California
2012

Population Estimates	Age < 18	Age 18-34	Age 35-54	Age 55-64	Age 65 +	Total
California	9,983,400	8,763,700	10,554,000	4,379,000	3,998,500	37,678,600
Inyo County	3,720	3,150	4,330	2,910	4,340	18,460
Mono County	2,980	3,170	4,000	2,020	2,220	14,390
South County (including Mammoth Lakes)	2,530	3,140	3,560	1,780	1,200	12,220
North County (Including Bridgeport)	510	450	530	290	400	2,170
Bridgeport (1)	130	50	180	100	140	590
PERCENT DISTRIBUTION BY AGE GROUP						
California	26%	23%	28%	12%	11%	
Inyo County	20%	17%	23%	16%	24%	
Mono County	21%	22%	28%	14%	15%	
South County (including Mammoth Lakes)	21%	26%	29%	15%	10%	
North County (Including Bridgeport)	23%	21%	25%	13%	18%	
Bridgeport (1)	21%	8%	31%	16%	23%	

Data Sources: US Census 2010
Analysis: Wahlstrom & Associates
Note: (1) Bridgeport refers to block group 3 within Census Tract 1.02, which is larger than Bridgeport

Table 4
Average Household Income Trends (1)
Bridgeport, Eastern Sierra and California
2000 - 2012

	2000	2007	2012	Real Income Change 2000 - 2007	Real Income Change 2007 - 2012	Average Rate of Income Change 2000 - 2007	Average Rate of Income Change 2007 - 2012
California	$87,500	$94,600	$79,500	$7,100	-$15,100	1.3%	-4.3%
Inyo County	$60,700	$68,200	$61,500	$7,500	-$6,700	2.0%	-2.6%
Mono County	$77,300	$93,800	$68,000	$16,500	-$25,800	3.3%	-7.7%
South County (including Mammoth Lakes)	$81,700	$99,100	$70,400	$17,400	-$28,700	3.3%	-8.2%
North County (Including Bridgeport)	$61,800	$74,900	$55,600	$13,100	-$19,300	3.3%	-7.2%
Bridgeport (2)	$54,500	$66,100	$62,400	$11,600	-$3,700	3.3%	-1.4%

Data Sources: Claritas and the US Bureau of Economic Analysis
Analysis: Wahlstrom & Associates
Notes: (1) Data is adjusted for inflation and rounded to the nearest $100
(2) Bridgeport refers to block group 3 within Census Tract 1.02, which is larger than Bridgeport

Table 5
Household Income Distribution in Bridgeport, Eastern Sierra and California
2012

Number of Households in each income bracket	< $35k	$35 to $50K	$50 to $100K	$100 to $150K	> $150k	Total Households
California	3,583,100	1,688,400	3,900,800	1,129,200	2,646,500	12,948,000
Inyo County	3,017	1,272	2,280	996	480	8,050
Mono County	1,810	830	2,100	800	300	5,850
South County (including Mammoth Lakes)	1,210	600	1,560	390	440	4,200
North County (Including Bridgeport)	390	140	290	30	30	880
Bridgeport (1)	110	30	80	10	10	240
PERCENT TOTAL						
California	28%	13%	30%	9%	20%	
Inyo County	37%	16%	28%	12%	6%	
Mono County	31%	14%	36%	14%	5%	
South County (including Mammoth Lakes)	29%	14%	37%	9%	10%	
North County (Including Bridgeport)	44%	16%	33%	3%	3%	
Bridgeport (1)	46%	13%	33%	4%	4%	

Data Sources: Claritas, US Census and the American Community Survey Estimates
Analysis: Wahlstrom & Associates
Note: (1) Bridgeport refers to block group 3 within Census Tract 1.02, which is larger than Bridgeport

Table 6
Poverty Rate Trends in Bridgeport, Eastern Sierra and California
2000 – 2012

	Households 2000	Households Below Poverty (2) 2000	Percent Households Below Poverty 2000	Households 2012	Households Below Poverty (2) 2012	Percent Households Below Poverty 2012
California	11,802,400	1,398,500	12%	12,948,000	1,771,000	14%
Inyo County	7,760	740	10%	8,050	750	9%
Mono County	5,130	320	6%	5,850	400	7%
South County (including Mammoth Lakes)	4,070	270	7%	4,200	220	5%
North County (Including Bridgeport)	1,070	20	2%	880	70	8%
Bridgeport (1)	270	0	0%	240	10	4%

Data Sources: Claritas, US Census American Community Survey, California Department of Finance
Analysis: Wahlstrom & Associates
Notes: (1) Bridgeport refers to block group 3 within Census Tract 1.02, which is larger than Bridgeport
(2) Federal Poverty Rates are determined by income and family size. Families of 4 persons with annual incomes less than $23,050 are considered impoverished

Table 7
Employment Trends in Mono County and California, 1992 – 2011

	1992	2003	2006	2011	Percent Private Sector Jobs 2011	Job Growth 1992 - 2006	Job Growth 2007 - 2011	Annual Growth Rate 1992 - 2006	Annual Growth Rate 2007 - 2011
California									
Total Employment	12,505,100	14,768,000	15,435,500	14,445,700		2,930,400	-989,800	1.5%	-2.2%
Total Private Employment	10,057,900	11,966,800	12,608,000	11,661,800		2,550,100	-946,200	1.6%	-2.6%
Construction Employment	495,500	796,800	933,700	553,700	4%	438,200	-380,000	4.6%	-16.0%
Mono County									
Total Employment	5,200	7,100	7,100	6,880		1,900	-250	2.3%	-1.2%
Total Private Employment	4,100	5,500	5,600	5,280		1,500	-351	2.2%	-2.1%
11 Agriculture, Forestry, Fishing and Hunting	30	20	30	29	1%	0	-1	0.0%	-0.8%
21 Mining, Quarrying, and Oil and Gas Extraction	28	15	1	1	0%	-26	0	-20.8%	-2.2%
22 Utilities	8	4	2	2	0%	-6	0	-9.0%	-2.2%
23 Construction	330	560	580	333	6%	251	-250	4.1%	-17.0%
31-33 Manufacturing	50	60	60	39	1%	10	-21	1.3%	-13.4%
42 Wholesale Trade	20	20	30	10	0%	10	-20	2.9%	-31.2%
44-45 Retail	570	740	730	624	12%	160	-106	1.8%	-5.1%
48-49 Transportation & Warehousing	8	4	49	76	1%	42	26	14.0%	15.3%
51 Information	48	44	24	25	0%	-24	0	-4.8%	0.6%
52 Finance and Insurance	62	57	54	43	1%	-8	-10	-1.0%	-6.9%
53 Real Estate and Rental and Leasing	248	391	422	293	6%	174	-129	3.9%	-11.5%
54 Professional, Scientific, and Technical Services	102	191	225	117	2%	123	-108	5.8%	-19.6%
55 Management of Companies and Enterprises	0	1	1	0	0%	1	-1	0.0%	N/A
56 Administrative Support, Waste Management and Remediation	85	133	29	213	4%	-55	183	-7.3%	93.3%
61 Educational Services	4	2	4	4	0%	0	0	0.5%	-2.2%
62 Health Care and Social Assistance	209	151	13	14	0%	-197	1	-18.2%	3.0%
71 Arts, Entertainment, and Recreation	62	96	95	99	2%	33	5	3.1%	1.7%
72 Accommodation and Food Services	2,103	2,826	3,042	3,132	59%	940	90	2.7%	1.0%
81 Other Services (except Public Administration)	159	207	237	227	4%	77	-10	2.9%	-1.5%
91 Public Administration	1,060	1,530	1,500	1600		440	100	2.5%	2.2%

Source: California Employment Development Department and IMPLAN ES 202 Files

Analysis: Wahlstrom & Associates

Table 8
Private Sector Employment Estimates in Mono County and Bridgeport, 2010

	Mono County Employment	Percent Total	Bridgeport Employment	Percent Total	Bridgeport's %age of Mono County Employment
Construction	293	4%	3	2%	1%
Manufacturing	100	1%		0%	0%
Wholesale Trade	30	0%		0%	0%
Retail Trade	842	12%	26	14%	3%
Transportation, Warehousing & Utilities	149	2%		0%	0%
Financial, Information, Real Estate	419	6%	6	3%	1%
Professional & Business Services	136	2%	9	5%	6%
Admin Support, Waste Management	197	3%	3	2%	1%
Educational & Health Services	810	12%		0%	0%
Arts & Entertainment	24	0%	6	3%	24%
Leisure & Hospitality	3,877	56%	134	71%	3%
Private Service Providing - Residual	62	1%	3	2%	5%
Totals	6,940		189		3%

Data Sources: California Employment Development Department, U.S. County Business Patterns

Analysis: Wahlstrom & Associates

Note: Data does not include jobs generated by Federal, State, and local government agencies or farm and mining related employment

Table 9
Labor Force Characteristics in Bridgeport, Eastern Sierra and California
2012

	Labor Force	Employed	Unemployed	Unemployment Rate	Not in Labor Force	Labor Force Participation Rate
California	18,384,900	16,226,600	2,158,300	11.7%	6,894,300	62.5%
Inyo County	9,490	8,550	940	9.9%	3,600	62.2%
Mono County	8,790	7,910	880	10.0%	1,800	79.0%
South County (including Mammoth Lakes)	7,800	6,930	870	11.2%	1,300	85.7%
North County (Including Bridgeport)	990	980	10	1.0%	500	66.4%
Bridgeport (1)	285	280	5	1.8%	150	65.5%

Data Sources: California Employment Development Department and Claritas
Analysis: Wahlstrom & Associates
Note: (1) Bridgeport refers to block group 3 within Census Tract 1.02, which is larger than Bridgeport

Table 10
Visitor Spending Trends
Eastern Sierra Region and California
2000 – 2010

	Employment Generated by Visitor Spending			Total Direct Visitor Spending			Industry Earnings Generated by Visitor Spending		
	2000	2006	2010	2000	2006	2010	2000	2006	2010
California	940,000	918,000	879,000	$96,620,000,000	$99,940,000,000	$95,100,000,000	$31,150,000,000	$31,150,000,000	$29,500,000,00
Inyo County	2,400	2,500	2,450	$190,000,000	$200,000,000	$198,300,000	$50,000,000	$50,000,000	$48,700,00
Mono County	4,760	5,070	4,810	$370,000,000	$430,000,000	$454,300,000	$110,000,000	$130,000,000	$126,400,00
		Employment Annual Growth Rates 2000 - 2006	Annual Growth Rates 2006 - 2010		Visitor Spending Annual Growth Rates 2000 - 2006	Annual Growth Rates 2006 - 2010		Industry Earnings Annual Growth Rates 2000 - 2006	Annual Growth Rates 2006 - 2010
California		-0.4%	-1.1%		0.6%	-1.2%		0.0%	-1.4%
Inyo County		0.7%	-0.5%		0.9%	-0.2%		0.0%	-0.7%
Mono County		1.1%	-1.3%		2.5%	1.4%		2.8%	-0.7%

Data Sources: California Travel Impacts by County: 1992 - 2010
Analysis: Wahlstrom & Associates
Note: Visitor Spending and Industry Earning Values are Adjusted for Inflation and measured in $2010

Table 11
California State Park Visitation Trends
Alpine Mono Sector and California: 2000 - 2011

	State Park Visitations			Annual Change in Visitations		Percent of State Total		
	FY 2001-02	FY 2005-06	FY 2010-11	2001 - 06	2006 - 11	2001-02	2005-06	2010-11
California	85,537,217	80,119,612	63,453,272	-1.3%	-4.6%			
Bodie State Park	153,858	121,104	114,657	-4.7%	-1.1%	0.18%	0.15%	0.18%
Mono Lake Tufa SNR	258,930	263,686	281,097	0.4%	1.3%	0.30%	0.33%	0.44%
Grover Hot Springs State Park	100,563	83,358	74,154	-3.7%	-2.3%	0.12%	0.10%	0.12%

Source: California State Park Statistical Report
Analysis: Wahlstrom & Associates
Note: Combines day trip and camping visitations

Table 12
Origin of Visitors to Bridgeport

	Number of Registered Visitors	Percent Total
Southern California	3,381	32%
Southwest [a]	1,722	16%
Northern Nevada/Eastern California (Except Mono County)	1,314	12%
Sacramento/Sierra Foothills/Lake Tahoe Region	1,252	12%
Bay Area	778	7%
Other US States [b]	729	7%
Central Valley	575	5%
International (Except British Columbia) [c]	415	4%
Pacific Northwest/Western Canada [d]	248	2%
Central Coast [e]	203	2%
North State [f]	112	1%
Total	10,729	

Data Source: Jolly Kone. Data collected from visitor that stopped at the Jolly Kone between June 2011 and September 2012

Data collected from visitors that stopped

Analysis: Wahlstrom & Associates

Notes:

[a] Southern Nevada, Arizona and New Mexico

[b] Washington D.C., South Carolina, Massachusetts, Minnesota, Mississippi, Alabama, Virginia, Ohio, Indiana, Arkansas, Georgia, Texas, Maine, North Carolina, Oklahoma, New York, Pennsylvania, Illinois, New Jersey, New York, Kentucky, Florida, Connecticut, Missouri, Tennessee, Michigan, Maryland, Iowa, Louisiana, Wisconsin, Kansas, South Dakota, North Dakota, and Nebraska, Colorado, Montana, Alaska, Hawaii, Wyoming and Utah

[c] China, Russia, Germany, Netherlands, British West Indies, New Zealand, Australia, Thailand, Ireland, Belgium, Spain, Columbia, India, France, England, Bulgaria, Switzerland, Czech Republic, Denmark, Greece, Italy, Japan, Belarus, Paraguay, Romania, South Africa, Sweden, Poland, Mexico and Canada (not British Columbia)

[d] Washington, Oregon, Idaho and British Columbia

[e] Coastal Counties between Monterey and Santa Barbara

[f] 16 County region between the Bay Area/ Sacramento and the Oregon Border

Table 13
Taxable Retail Sales Trends
Mono County unincorporated, Eastern California and California: 2000 – 2010

	Percent of Retail Outlets			Annual Change in Number of Outlets		Taxable Retail Sales			Annual Gain of Taxable Sales	Annual Decline of Taxable Sales
	2000	2006	2010	2000 - 06	2006 - 10	2000	2006	2010	2000 - 06	2006 - 10
California	380,414	488,998	649,119	4.3%	5.8%	$363,512,391,000	$420,824,903,000	$326,777,717,000		-4.9%
Inyo County	340	387	464	2.2%	3.7%	$211,128,000	$253,146,000	$214,047,000	3.1%	-3.3%
Mono County	295	331	392	1.9%	3.4%	$159,929,000	$197,026,000	$147,448,000	3.5%	-5.6%
Mammoth Lakes	184	219	248	2.9%	2.5%	$124,995,000	$152,212,000	$114,652,000	3.3%	-5.5%
County Unincorporated	111	112	144	0.1%	5.2%	$34,935,000	$44,814,000	$32,796,000	4.2%	-6.1%

Data Source: California Board of Equalization
Analysis: Wahlstrom & Associates
Note: Taxable Sales Values are Adjusted for Inflation and measured in $2010

Table 14
Quarterly Taxable Retail Sales Trends
Mono County unincorporated, Eastern California and California
2010 – 2011

	Taxable Retail Sales 2010 - 11				
	Quarter #3 2010	Quarter #4 2010	Quarter #1 2011	Quarter #2 2011	Total Annual Sales
California	$82,051,243,000	$88,982,227,000	$81,523,294,000	$88,374,311,000	$340,931,075,000
Inyo County	$60,158,000	$52,214,000	$49,220,000	$79,149,000	$240,741,000
Mono County	$46,928,000	$33,319,000	$37,890,000	$32,276,000	$150,413,000
Mammoth Lakes	$31,926,000	$27,373,000	$34,149,000	$24,211,000	$117,659,000
County Unincorporated	15,002,000	5,946,000	3,741,000	8,065,000	$32,754,000
	Percent of Annual Sales Tax Revenues				
California	24%	26%	24%	26%	
Inyo County	25%	22%	20%	33%	
Mono County	31%	22%	25%	21%	
Mammoth Lakes	27%	23%	29%	21%	
County Unincorporated	46%	18%	11%	25%	

Data Sources: California Board of Equalization
Analysis: Wahlstrom & Associates

Table 15
Inventory of Occupied Commercial Space
Along the Main Street Corridor

Occupied Retail Space	Square Feet
Apparel	
Clothing Stores	
Shoe Stores	
Jewelry Stores	
General Merchandise Group	
General Merchandise	
Warehouse Clubs & Superstores	
Drug Stores	
Specialty Retail Establishments	
Cosmetic & Beauty Stores	
Health Supplement Stores	
Sewing & Needlework Stores	405
Sporting Goods	2,625
Hobby, Toy & Game Stores	
Musical Instruments	
Book & Music Stores	
Florists	
Pet Supplies	
Smoke Shop	
Gift, Novelty & Souvenir Stores	1,200
Used merchandise	
Food Stores & Restaurants	
Supermarkets & Grocery Stores	1,500
Convenience Stores	1,800
Specialty Foods	
Liquor Stores	
Home Furnishings Group	
Furniture	
Home Furnishings	
Office Supplies	
Household appliances	
Radio, TV & other electronics	
Computer & software stores	
Camera & Photo supply stores	
Building Materials	
Building Materials	
Nurseries & Garden Centers	
Paint shops	
Automotive Group	
Auto Parts	
Tire Stores	
Food Services	
Full Service Sit Down Restaurants	5,800
Pizza Delivery & Restaurants	
Fast Food Restaurants & Take Out Sandwiches	750
Coffee Shops	
Ice cream & frozen yogurt shops	
Doughnut, bagels & bakery products	150
Total Occupied Commercial Space	14,230

Source: Wahlstrom & Associates Field Survey, November 2012

Table 16
Spending by Store Type Available to Capture along the Bridgeport Main Street Corridor

Store Category	North County Spending (1)	Bridgeport Area Spending (2)	Captured From Households (3)	Area Spending Leakages (4)	Additional Available Spending (5)	Spending Available for Bridgeport (6)
Apparel						
Clothing Stores	$734,000	$226,000	$0	$226,000	$508,000	$734,000
Shoe Stores	$90,000	$28,000	$0	$28,000	$62,000	$90,000
Jewelry	$99,000	$30,000	$0	$30,000	$69,000	$99,000
Luggage & leather goods stores	$6,000	$2,000	$0	$2,000	$4,000	$6,000
General Merchandise Group						
Department Stores	$713,000	$219,000	$0	$219,000	$494,000	$713,000
Discount Stores & Warehouse Clubs	$1,557,000	$479,000	$0	$479,000	$1,078,000	$1,557,000
Variety stores and Other General Merchandise	$145,000	$45,000	$0	$45,000	$100,000	$145,000
Health & Personal Care Stores						
Drug Stores	$688,000	$212,000	$0	$212,000	$476,000	$688,000
Cosmetic & Beauty Stores	$35,000	$11,000	$0	$11,000	$24,000	$35,000
Optical Goods Stores	$27,000	$8,000	$0	$8,000	$19,000	$27,000
Food Supplement Stores	$17,000	$5,000	$0	$5,000	$12,000	$17,000
All Other Health	$30,000	$9,000	$0	$9,000	$21,000	$30,000
Sporting Goods, Hobby, Book & Music Stores						
Sporting goods	$117,000	$36,000	$78,000	-$42,000	$81,000	$39,000
Hobby, Toy & Game Stores	$53,000	$16,000	$0	$16,000	$37,000	$53,000
Sewing, Needlework & Piece Goods	$14,000	$4,000	$64,000	-$60,000	$10,000	-$50,000
Musical Instruments & Supplies	$19,000	$6,000	$0	$6,000	$13,000	$19,000
Book stores	$57,000	$18,000	$0	$18,000	$39,000	$57,000
Music Stores	$12,000	$4,000	$0	$4,000	$8,000	$12,000
Miscellaneous Stores						
Gift, Novelty, and Souvenir Stores	$55,000	$17,000	$36,000	-$19,000	$38,000	$19,000
Used Merchandise	$32,000	$10,000	$0	$10,000	$22,000	$32,000
Pet Supplies	$39,000	$12,000	$0	$12,000	$27,000	$39,000
Art Dealers	$29,000	$9,000	$0	$9,000	$20,000	$29,000
Tobacco Stores	$24,000	$7,000	$0	$7,000	$17,000	$24,000
Other	$48,000	$15,000	$0	$15,000	$33,000	$48,000
Food Stores						
Supermarkets & Grocery Stores	$1,587,000	$488,000	$150,000	$338,000	$1,099,000	$1,437,000
Convenience stores	$71,000	$22,000	$340,000	-$318,000	$49,000	-$269,000
Meat Markets	$19,000	$6,000	$0	$6,000	$13,000	$19,000
Seafood Markets	$6,000	$2,000	$0	$2,000	$4,000	$6,000
Fruit & Vegetable Markets	$11,000	$3,000	$0	$3,000	$8,000	$11,000
Candy, Ice Cream & Nuts	$5,000	$2,000	$0	$2,000	$3,000	$5,000
Other Specialty Foods	$7,000	$2,000	$0	$2,000	$5,000	$7,000
Liquor Stores	$124,000	$38,000	$0	$38,000	$86,000	$124,000

Continued next page

Table 16 (continued)
Spending by Store Type Available to Capture along the Bridgeport Main Street Corridor

Store Category	North County Spending (1)	Bridgeport Area Spending (2)	Captured From Households (3)	Area Spending Leakages (4)	Additional Available Spending (5)	Spending Available for Bridgeport (6)
Home Furnishings Group						
Furniture	$198,000	$61,000	$0	$61,000	$137,000	$198,000
Home furnishings	$170,000	$52,000	$0	$52,000	$118,000	$170,000
Office Supplies	$133,000	$41,000	$0	$41,000	$92,000	$133,000
Household Appliances	$60,000	$18,000	$0	$18,000	$42,000	$60,000
Consumer Electronics						
Radio, TV & Other Electronics	$230,000	$71,000	$0	$71,000	$159,000	$230,000
Computer & Software Stores	$68,000	$21,000	$0	$21,000	$47,000	$68,000
Camera & Photo Supplies	$13,000	$4,000	$0	$4,000	$9,000	$13,000
Building Materials						
Home Centers	$459,000	$141,000	$0	$141,000	$318,000	$459,000
Paint & Wallpaper stores	$34,000	$10,000	$0	$10,000	$24,000	$34,000
Hardware Stores	$69,000	$21,000	$0	$21,000	$48,000	$69,000
Other Building Materials	$398,000	$122,000	$0	$122,000	$276,000	$398,000
Outdoor Power Equipment Stores	$20,000	$6,000	$0	$6,000	$14,000	$20,000
Nurseries, Garden Centers & Florists	$125,000	$38,000	$0	$38,000	$87,000	$125,000
Automotive Group						
Auto Parts	$146,000	$45,000	$0	$45,000	$101,000	$146,000
Tire Dealers	$100,000	$31,000	$0	$31,000	$69,000	$100,000
NON-STORE RETAILERS	$985,000	$303,000	$0	$303,000	$682,000	$985,000
Food Services & Drinking Places						
Full Service Restaurants and Drinking Places	$716,000	$239,000	$200,000	$39,000	$477,000	$516,000
Limited Services Restaurants and Cafeterias	$648,000	$199,000	$0	$199,000	$449,000	$648,000
Ice Cream & Frozen Yogurt	$11,000	$3,000	$0	$3,000	$8,000	$11,000
Doughnut, Bagels & Bakery Shops	$24,000	$8,000	$24,000	-$16,000	$16,000	$0
Coffee Shops	$35,000	$11,000	$0	$11,000	$24,000	$35,000
Other Snack Shops	$17,000	$5,000	$0	$5,000	$12,000	$17,000
Totals	$7,100,000	$2,200,000	$900,000	$1,300,000	$4,900,000	$6,200,000

Data Sources: Bureau of Labor Statistics Household Spending Surveys, U.S. Census of Retail Trade, Wahlstrom & Associates, Manta.com and corporate 10K reports

Analysis: Wahlstrom & Associates

Notes:
Column (1) Measures Total Consumer Spending by Store Type Among North County Residents Within census tract 1.02
Column (2) Measures Total Consumer Spending by Store Type Among Residents Within the Bridgeport census tract block group
Column (3) Estimates Actual (Not Taxable) Sales Captured by Business Establishments along the Main Street Corridor
Column (4) Measures Net Spending Leakages by Store Type Comparing the Bridgeport residents spending with sales captured from households
(Column 2 minus Column 3)
Column (5) Estimates the available spending that the Main Street Corridor businesses could capture from other North County residents
Column (6) Summarizes Bridgeport's spending leakages and the regional spending that could be captured by new businesses that locate along the Main Street Corridor

Mono County
Community Development Department

P.O. Box 347
Mammoth Lakes, CA 93546
(760) 924-1800, fax 924-1801
commdev@mono.ca.gov

Planning Division

P.O. Box 8
Bridgeport, CA 93517
(760) 932-5420, fax 932-5431
www.monocounty.ca.gov

May 9, 2013

To: **Mono County Planning Commission**

From: **Wendy Sugimura, Associate Analyst**

Re: **Bridgeport Facilities Report**

Action Requested
Provide input on the Bridgeport Facilities Report and any additional direction to staff.

Background
In the fall of 2012, the Board of Supervisors directed a Bridgeport Facilities Report to be completed, in part spurred by the proposals for new County facilities and the new ideas raised by the recent Main Street Revitalization Design Fair. Land acquisition and facility proposals by County Administration raised a number of questions about the role of County facilities in the community and on Main Street, along with a great deal of change initiated by the Main Street redesign. Since that time, a majority of seats on the Board has changed and County Administrative positions were vacated and have not yet been filled, in addition to several Department Director vacancies. Therefore, little to no guidance has been available from Administration to craft this report during this transition period.

Fiscal Impact
Since the recommendations in this report are at a conceptual level, fiscal impacts are unknown until projects are further developed but would not be incurred until a funding source is identified and allocated.

Discussion
In order to respond to the issues perceived to be driving this report, detailed data and information normally handled at the staff level is presented. The "Conclusions" and "Recommendations" sections attempt to aggregate this information back to the policy level. In order to effectively implement recommendations dealing with space and maintenance needs identified by departments, along with the much larger-scale projects involving new construction, this information will need to be funneled into a process to identify priorities, further develop projects and costs, and match priorities with funding. A more formalized Project Development Process will be presented to the Commission for discussion and direction following this report.

The primary purpose of this report is to answer the following questions raised by proposals of past executive staff and recommendations from the Bridgeport Main Street Revitalization Project:

1. Should the County acquire more land in Bridgeport to accommodate staff and health clinic space needs? If so, is Main Street an appropriate location for County offices?
2. How does a multi-agency visitor's center and/or office complex fit with County facilities?
3. What foreseeable space needs exist in order for the County to effectively deliver high-quality public services, and comply with State or other legal requirements?
4. What options exist for accommodating identified space needs and the health clinic?

5. How should County facilities integrate with and support the local community?

The data-intensive effort undertaken to answer the above questions includes outreach to department directors, an inventory and analysis of Bridgeport buildings, operational costs, and staffing and space needs, and public input on how facilities could better support the community. The attached report provides conclusions and recommendations scheduled to be presented to the Board of Supervisors on May 14 for consideration and direction. Any input from the Planning Commission will be forwarded to the Board at that time.

In addition to the Bridgeport Facilities Report, a project description for the Bridgeport Multi-Agency Offices and Visitor Center is in a very preliminary draft form. Agency participants are currently reviewing this document, and it will be presented in more detail to the Planning Commission and Board of Supervisors at a future meeting for input and direction. The conceptual draft description is included here to provide additional information about this project, which is referenced in conclusion #2 and recommendation #4 of this report.

Since the recommendations in this report are at a conceptual level, the report is not subject to the California Environmental Quality Act. Subsequent actions following report recommendations, however, may trigger the need for environmental analysis.

This report has been reviewed by the Community Development Director. Please contact Wendy Sugimura at 760.924.1814 or wsugimura@mono.ca.gov with any questions.

Attachments:

1. Bridgeport Facilities Report
2. Multi-Agency Office and Visitor Center Complex Project Description

Bridgeport Multi-Agency Office and Visitor Center

Project Development
Working Draft Version 2
Spring 2013

Participants:

- Bodie Foundation: Brad Sturdivant
- Bodie State Historic Park: Tom Gunther
- Bridgeport Indian Tribe: Justin Nalder
- Bureau of Land Management, Bishop Field Office: Bernadette Lovato, Becca Brooke
- Caltrans: Forest Becket
- Eastern Sierra Interpretive Association: Debbe Eilts, Danna Stroud
- Marine Corps Mountain Warfare Training Center: Doug Power
- Mammoth Hospital: Gary Meyrs, Glen Halverson
- Mono County: Tim Fesko, Scott Burns, AliciaVennos, Jeff Simpson, Wendy Sugimura
- USFS, Humboldt-Toiyabe National Forest, Bridgeport Ranger District: Mike Crawley

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Context & History

The concept of a visitor center in the Bridgeport Valley/Bodie State Historic Park vicinity dates back to a community issues report developed by the Collaborative Planning Team in 2000, which first proposed locating the facility in the Bridgeport community. Previous to this report, the Bodie State Park planning documents envisioned a visitor center at the park. Since that time, critical partners have not necessarily been in agreement about where the visitor center should be located and the purpose it should serve, and no single project idea has gained enough momentum or support to be viable. Around 2004, the Mono County Tourism/Film Commission authorized the *Bridgeport Visitor Center Feasibility Study* by the Strategic Marketing Group. The study concluded a visitor center in Bridgeport or the surrounding area is feasible, evaluated several site options, and suggested a two-phased development.

Today, supported by recent Main Street planning efforts by the community and multiple agencies, interests appear to be better aligned and the participants are enthusiastic about a new effort to move forward an old concept. The 2004 study was used as baseline information, and the applicable information was carried forward into this document and integrated with new ideas.

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Project Information

Project Goals[1]

- Enhance the **visitor experience** through education and services connecting travelers to north county attractions.
- **Promote, interpret, share, and protect** the unique north county natural resources and destinations in keeping with agency missions.
- Spur **economic development** by encouraging travelers to stop and explore local communities, and fostering repeat visitation.
- Provide **shared agency offices** to support effective operations, public service, and collaboration.
- **Support local communities** by contributing to the vitality and activities within the townsite**.**

Project Assumptions

A successful visitor center will include the following:

- A location in the Bridgeport townsite between Emigrant Street and the East Walker River Bridge, and on US 395 (e.g. Main Street);
- Perspectives of multiple agencies, multiple cultures, and the community;
- Sufficient parking that is easily accessible;
- Parking for recreational vehicles, trailers, and trucks;
- Public restrooms;
- Financial feasibility;
- Venues for the arts such as music, living history, artist in residence, etc.;
- An area for pets;
- Retail images of north county scenery and vistas; and
- A conference room, potentially a conferencing center that can attract small events.

Phase I: Complete

Phase I, as defined in the 2004 feasibility study, was completed in 2010 with the opening of a small visitor center in the Mono County Senior Services building on Emigrant Street. The visitor center provides basic visitor information through brochures and a continuously running video, but is not staffed. The community should recognize this visitor center as an accomplishment while continuing to strive for Phase II.

[1] Based on common interests expressed by all participating groups. See Appendix A: Agency Interests.

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Phase II: In progress!

Phase II describes a more detailed and involved visitor center with the following components:

- Meets project assumptions,
- Is located in the Bridgeport townsite and housed in either an existing or new structure,
- Provides extensive visitor interpretive and educational exhibits,
- Includes staff to provide visitor use assistance,
- Includes retail sales,
- Includes joint facilities such as multiple agency offices, and
- Includes conference room(s).

Site Criteria

Besides being located in the Bridgeport townsite on US 395 between Emigrant Street and the East Walker River bridge, the visitor center site should be able to meet the following criteria:

- Enough space to meet programming needs for agency offices and conferencing;
- Enough space to accommodate RVs, trailers, and big rigs[2];
- Easy access and sufficient parking;
- Highly visible from the US 395 thoroughfare;
- Be available from a willing seller or renter; and
- Have broadband capacity.

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[2] Accommodating the USFS's warehouse, vehicle storage, and fire equipment was mentioned, but further discussion with the District Ranger clarified that Main Street would not be appropriate for these uses. If these uses are considered, the space programming information is available, and sensitive site planning and mitigation would be required.

Conceptual Programming

Summary

Detailed space program numbers are from a previous request for proposals flown by the Humboldt-Toiyabe National Forest and have been modified but not verified for this project. Therefore, these numbers should be considered to be conceptual only.

Conditioned office and support space = 7,619 sf
Space total includes the Humboldt-Toiyabe National Forest programming defined below, plus one BLM office and one State Park/floating office. 480 sf of retail/reception/staff space for ESIA is included. *(Comment: possibly expand the retail/visitor portion?)*

Conditioned medical clinic space = 1,500 sf
Space total could be reduced to as small as 1,00 sf and includes three exam rooms, an office for providers, and small spaces for administration and a nurses' station. Restrooms and waiting room could be shared public space, although design should be sensitive to privacy concerns raised within the community.

Parking = 35,019 sf
Space total includes the Humboldt-Toiyabe National Forest programming defined below, one parking space each for the BLM, ESIA and State Parks/floating, and 6 spaces for the medical clinic. This number assumes all parking is accommodated on site, but the site size could be reduced if some parking is accommodated on the street. Additional parking space for big rigs is NOT included in this number.

TOTAL SITE REQUIREMENT = 55,0965.6 sf (1.26 acres)
This site total includes a 20% allowance for landscaping (per Federal requirements) but does not include big rig parking. This space does not include provisions for meeting land use designation development standards, such as setbacks, maximum lot coverage, etc.

A secondary option could be to split the visitor center from the USFS office. While not ideal, this option would dramatically reduce space needs to approximately 1,850 sf of building space, or 2,700 sf if the conference room is included. A maximum of 9,000 sf would be needed for parking, but could be reduced if the number of spaces is reduced. The total site requirement for visitor center, conference room, and visitor parking would be 11,700 sf (0.269 acres).

A third option could be to include the warehouse, wareyard and fire/field vehicle storage for the USFS. Space programming for these uses are not detailed here, but are available. The site requirement would increase to 165,421 sf, or 3.80 acres.

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Bodie State Historic Park (SHP) & Bodie Foundation

Although undetermined at this time, the Bodie SHP and Bodie Foundation could be interested in office space and providing visitor use assistance staff.

Bureau of Land Management (BLM), Bishop Field Office

The BLM prefers to integrate office space into the USFS's programming and arrange a financial agreement that allows BLM personnel to use the space. Up to two office spaces could be needed, with one seasonal staff on location June 1 to Sept. 30 for 40 hours/week. The seasonal staff could provide visitor use assistance 20 hours/week. Storage space for restoration project materials and supplies would also be needed.
Space requirements:
1-2 offices + support/storage/conference space @ 218 sf/person = 436 sf maximum

Eastern Sierra Interpretive Association (ESIA)

ESIA could provide a part time retail sales and visitor use assistance staff person for 2-3 days/week during the summer, and one day/week during the off-season. At least 100 sf of retail space, plus cash register/reception space and backstock storage would be needed.

Humboldt-Toiyabe National Forest (USFS)3

Conditioned Space Use	*Square Footage*
Private and shared office space for a minimum of 34 personnel	2,280 sf
Support space (break, copier, supply, janitor, mech rooms; restrooms...)	1,715 sf
Large conference room	750 sf
Large conference storage room	100 sf
Reception area	320 sf
Retail sales area (accommodates ESIA's need)	160 sf
Public restrooms	200 sf
Office & support space sub-total	5,525 sf
Building infrastructure space (circulation, etc.) = 30%	1,658 sf
OFFICE SPACE GRAND TOTAL	7,183 sf

Parking Spaces	*Square Footage*
15 visitor parking @ 405 sf each	6,075 sf
1 visitor ADA parking @ 675 each	675 sf
3 visitor RV pull through @ 750 sf each	2,250 sf
24 employee parking* @ 405 sf each	9,720 sf
2 employee ADA parking @ 675 each	1,350 sf

[3] Specific programming information (e.g. square foot per type of office, number of offices, etc.) is available.

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20 seasonal employee parking* @ 405 sf each	8,100 sf
Visitor + employee parking sub-total	28,170 sf
Parking access and driveway allowance (20%)	5,634 sf
Parking + access sub-total	33,804 sf
Site Requirement Total	*Square Footage*
Parking + office space sub-total	40,987 sf
Landscaping allowance (10%)	4,099 sf
GRAND TOTAL SITE REQUIREMENT (1.04 acres)	45,086 sf

*Employee parking was reduced from the USFS numbers to reflect exclusion of the warehouse and wareyard.

Specific Requirements

The USFS would need to develop a specific set of space and site requirements to be flown in a public Request for Proposals (RFP). The requirements from the last RFP are on file; the main programming concern would be to ensure a design that allows after-hours use of the large conference room for public meetings. Public access during these times must be limited to the conference room, public restroom, public drinking fountain, reception area, and foyer. All other office areas and the retail merchandise shall be secured from public entry. The same design considerations may be needed to separate any federal offices from non-federal office space.

Mammoth Hospital

A location on US 395 is preferable to increase the visibility of the clinic to capture increased business from travelers and tourists, which would benefit the County by reducing the support the County provides to the clinic and eliminating the use of a very inefficient and high-cost building. Concerns raised over this relocation include privacy and confidentiality issues if patients are visible to general passersby and proximity to the helipad on Twin Lakes Road. Another option could be to leave the clinic in its present location, but add signs to US 395 to increase visibility.

To address concerns raised, combining the clinic with multiple uses on site could help protect patient privacy in such a small community as one could be at the facility for a variety of reasons. A back, screened entrance to the clinic or a common entrance with the offices/visitor center should be considered in building design. According to Mammoth Hospital, proximity to the helipad is not a concern.

A new facility for the hospital should include the following:

- Three exam rooms, 8’ x 10’ mimumum up to 10’ x 10’;

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- An office for a medical provider;
- Small administrative/check-in station, likely with some room for medical records (although a complete conversion to electronic records is in progress);
- Small nurse station;
- Small waiting room (which can be shared with the visitor center if privacy concerns can be met);
- Public restrooms (which can be shared with the visitor center if privacy concerns can be met);
- Parking spaces for three staff and 3-4 patients.

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Potential Locations

The 2004 feasibility study offered a list of potential sites, which was then considered by the participants and community. New sites were suggested, and the list was then evaluated. The Buster's Market site, located on US 395 at the western end of Bridgeport, between Kirkwood Street and Emigrant Street, appears to be the most viable site. The benefits of the site include the size, a good view, access from two streets, opportunity to frame the entry to the community, opportunity to direct visitors into town, and potential to install a gateway monument sign. This site is comprised of six parcels with varying land use designations (and therefore varying permitted uses), as follows:

- Two commercial (C) parcels: 0.673 + 0.246 = 0.919 acres
- Three multi-family residential – low (MFR-L) parcels: 0.276 + 0.240 + 0.867 = 1.383 acres
- One agriculture (AG) parcel = 5.566
- Total = 7.868 acres

Other sites considered and rejected for the full project scope are listed below:

- Bryant House (east of Bridgeport Inn): The current Multiple Listing Service (MLS) real estate listing describes only the front 0.41 as available for sale, which is not large enough to accommodate this project. The entire site is 0.93 acres; the southern portion on Kingsley Street houses the community garden.
- Bridgeport toy/RV storage (Burger Barn parcel): This property is not currently listed for sale, and is not large enough at 0.9 acres including the Burger Barn.
- North town open lot (east of Redwood Motel): This site, with an expansion onto the adjacent gas station lot, was explored at one time for a build-to-suit for only USFS offices, and was deemed too small (<0.4 acres + gas station acreage).
- Pink House (west of Bodie Hotel, across from Courthouse): No longer pink, this property currently houses a thrift store, is not listed for sale, is not large enough, and would not be able to accommodate parking needs.
- Mono County Courthouse: The Courthouse is currently occupied with not much opportunity to relocate the tenants; plus, the downstairs would likely need to remodeled/reconfigured, which can be challenging with a building on the national historic register.
- Mono County Museum: The museum is not located on US 395.

In addition to these individual sites, a variety of lot assemblages on US 395 were brainstormed. Specific parcels are not identified as some of these properties are not for sale and property owners were not approached at this stage. These are included only for the sake of completeness in the review of potential locations, and any future acquisitions would be on a willing seller basis.

- South side assembly: consisting of two small properties listed for sale and one property not currently listed but research indicates may be available, the maximum assembled acreage could be 1.089. Consolidating the two listed properties with a different unlisted property could result in a maximum acreage of 1.072. If all of these parcels are

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assembled, the maximum acreage could be 1.6 with frontage on both US 395 and Kingsley Street.

- North side assembly: consisting of one parcel with a for sale sign, and two parcels not currently indicated for sale, the maximum assembled acreage could be 1.426 acres.

Circulation Suggestions

Providing for good non-motorized circulation and mobility is a paramount concern, and will need to be addressed carefully when a site is chosen. The Main Street Revitalization Project final report extensively considers connectivity throughout the community and should be cross-referenced. In addition, the following ideas were raised in this visitor center discussion:

- Open the fencing between the 1881 Coffee House and the park to enable access to refreshments for park users, and spur food sales for 1881.
- If the project moves forward at the Buster's site, investigate the potential to create a walkway between houses on Kirkwood Street to connect the visitor center to the park/museum, such as permission for a six foot wide pedestrian easement through vacant lots to the southwestern corner of the park.

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Potential Ownership/Partnership Options

TBD

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Appendix A: Agency Interests

Bodie Foundation

- Very supportive of an interagency, multiple purpose visitor center.
- Want to promote Bodie State Historic Park as a destination in the area.

Bodie State Historic Park

- The Park's governing planning document includes a visitor center in the Bodie Hills, but BLM has environmental concerns.
- Current Park Administration whole-heartedly supports a visitor center in Bridgeport – there is a void of visitor services in the north county.
- A VC would promote every agency currently at the table, and would benefit the local community.

Bridgeport Indian Colony

- Interested in educating the public about the local Native American culture and protecting historic sites.

Bureau of Land Management

- Managing sensitive lands in north county (Bodie Hills, Travertine) is a challenge with no local office space; staff must travel to and from Bishop with no support facility.
- Interested in a contact point with the public to provide education and share the story of the area, educate travelers about the unique natural resources, etc.
- Teach people about the importance of the resource, both natural and cultural; include Native American participation.

Caltrans

- Legislation and funding no longer provide for active participation in visitor centers like in Lone Pine. Maintenance stations in Sonora and Bridgeport can probably provide most office space needs, although may have needs during construction season for resident engineers.
- Main role is probably to assist with site planning to ensure adequate access to and from US 395, and approve encroachment permit.

Eastern Sierra Interpretive Association

- Visitor centers can have significant positive impacts on communities, e.g. in Mammoth Lakes, the visitor center has become a hub and center for the community. VCs are an opportunity to provide an interpretive experience and help tell the local story better, inform and educate visitors, and help people be "better" visitors.
- Interested in staffing the visitor use assistance and retail functions.
- Collaboration is critical in today's reality – no one is going to do this on their own anymore. Partnerships are the only way this will happen.
- Pioneering model with Inyo National Forest for a private non-profit to manage government facilities.

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Humboldt-Toiyabe National Forest

- Looking for new office space and would like to grow beyond current space, willing to lease within federal government provisions. Most recent effort to build new offices was not successful because construction was too expensive.
- Interested in a joint facility and combined office space with BLM, and dovetailing with County and community needs.
- Willing to support a visitor center with staff and expand ability to interpret local resources. Current Bridgeport Ranger District office south of Bridgeport serves as the visitor center but that was not necessarily the intention of the original facility.
- Office space needs to be locked off from public spaces, prefer to be physically connected to the VC and conferencing space.

Marine Corps Mountain Warfare Training Center

- Provide information and support the effort.

Mono County

- Collaborate and communicate better with other state and federal agencies in the area.
- Provide consolidated visitor/traveler services for a one-stop shop where all local information is available, increase the limited visitor services and fill the gap in north county, and enhance the visitor experience.
- Spur economic development by encouraging travelers to get out of their car and explore the community and local attractions, and foster new and repeat visitation.
- Reviewing current County facility needs and needs of partners, such as the health clinic, and considering the need for: new facilities, reconfiguring/renovating old facilities, and configuration/location. The results of this review could dovetail with an interagency facility.
- May be willing to build/finance a facility and rent the space, but would not staff a visitor center.

Yosemite National Park

- Could be interested in expanding the Park's presence in the Eastern Sierra.
- Opportunities to provide information to travelers on US 395 and promote connections from a regional perspective such as transportation, logistics, tips for places to visit, etc.
- Degree of participation undetermined.

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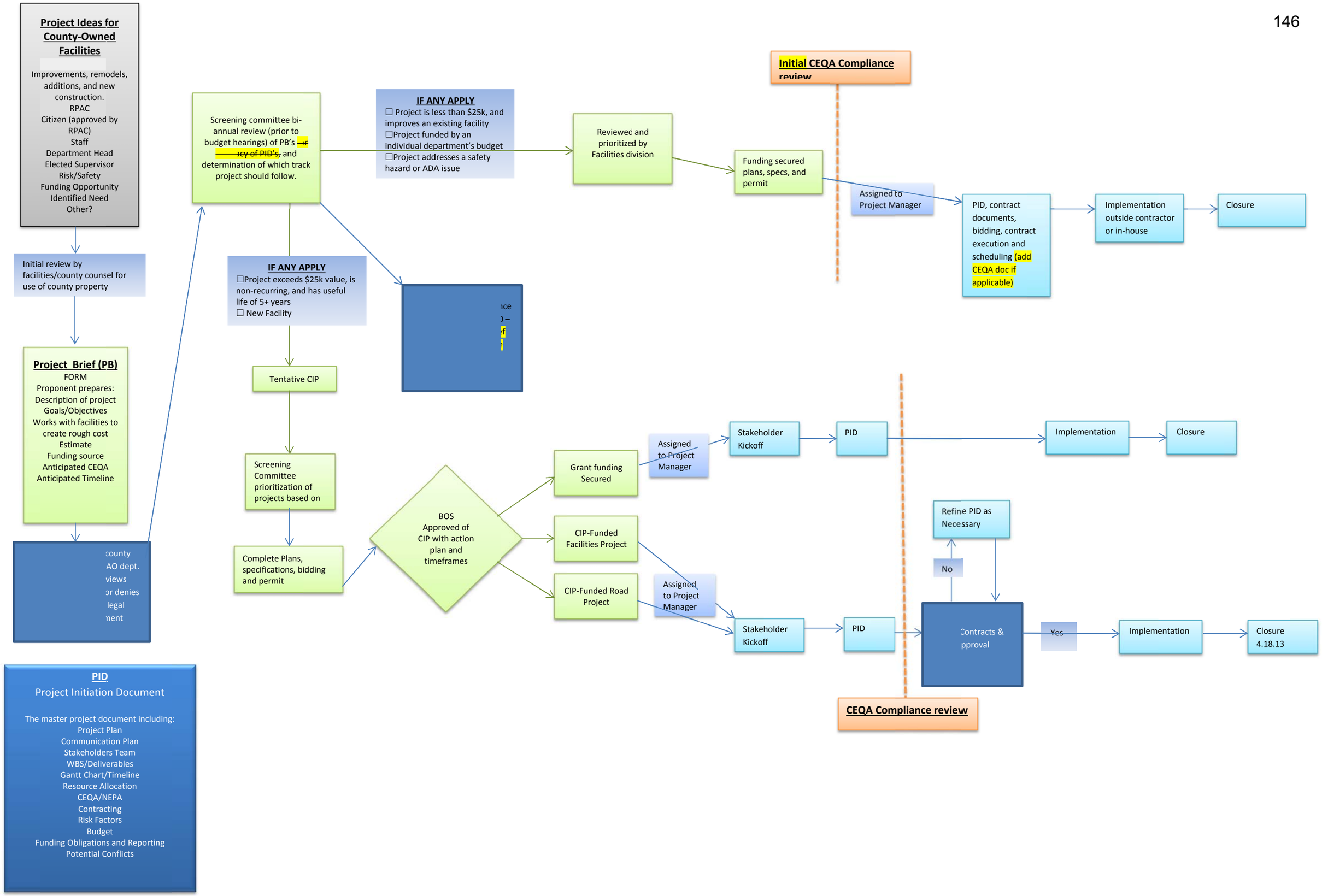
Project Ideas for County-Owned Facilities
Improvements, remodels, additions, and new construction.
RPAC
Citizen (approved by RPAC)
Staff
Department Head
Elected Supervisor
Risk/Safety
Funding Opportunity
Identified Need
Other?
Initial review by facilities/county counsel for use of county property
Project Brief (PB)
FORM
Proponent prepares:
Description of project
Goals/Objectives
Works with facilities to create rough cost Estimate
Funding source
Anticipated CEQA
Anticipated Timeline
county
AO dept.
views
or denies
legal
nent
PID
Project Initiation Document
The master project document including:
Project Plan
Communication Plan
Stakeholders Team
WBS/Deliverables
Gantt Chart/Timeline
Resource Allocation
CEQA/NEPA
Contracting
Risk Factors
Budget
Funding Obligations and Reporting
Potential Conflicts
Screening committee bi-annual review (prior to budget hearings) of PB's
determination of which track project should follow.
IF ANY APPLY
☐ Project is less than $25k, and improves an existing facility
☐Project funded by an individual department's budget
☐Project addresses a safety hazard or ADA issue
IF ANY APPLY
☐Project exceeds $25k value, is non-recurring, and has useful life of 5+ years
☐ New Facility
Tentative CIP
Screening Committee prioritization of projects based on
Complete Plans, specifications, bidding and permit
BOS Approved of CIP with action plan and timeframes
Grant funding Secured
CIP-Funded Facilities Project
CIP-Funded Road Project
Assigned to Project Manager
Assigned to Project Manager
Stakeholder Kickoff
Stakeholder Kickoff
PID
PID
Initial CEQA Compliance review
Reviewed and prioritized by Facilities division
Funding secured plans, specs, and permit
Assigned to Project Manager
PID, contract documents, bidding, contract execution and scheduling (add CEQA doc if applicable)
Implementation outside contractor or in-house
Closure
Implementation
Closure
Refine PID as Necessary
No
Contracts & pproval
Yes
Implementation
Closure 4.18.13
CEQA Compliance review

Mono County
Community Development Department

P.O. Box 347
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May 9, 2013

TO: Mono County Planning Commission

FROM: Scott Burns, Director

RE: SIGN REGULATION WORKSHOP

RECOMMENDATION
Conduct workshop, and provide any desired direction to staff.

BACKGROUND
General Plan sign regulations were developed a number of years ago and thus do not address certain newer sign types, such as light-emitting-diode (LED) signs. To respond to increasing local interest in LED signs, this workshop item will review the intent of our existing sign regulations, consider sign types currently permitted and prohibited, and discuss if any adjustments to Chapter 07 - Signs are needed to clarify the circumstances under which LED signs are permitted.

Attached are Mono County General Plan sign regulation excerpts.

ATTACHMENT
- Mono County General Plan Chapter 07 - Signs

MONO COUNTY GENERAL PLAN EXCERPT

DEVELOPMENT STANDARDS

Chapter 07 – Signs

Sections:

07.010	**Intent.**
07.020	**Permitted signs.**
07.030	**Signs subject to director review.**
07.040	**General provisions.**
07.050	**Design excellence (optional).**
07.060	**Prohibitions.**
07.070	**Nonconforming signs.**

07.010 Intent.

It is the intent of this chapter to establish sign standards that will enhance and preserve the unique scenic beauty of Mono County and promote pedestrian, bicycle, vehicle, and traffic safety. Thus, aesthetics and safety are the primary objective of the following sections. Signs shall be located to be compatible with their surroundings in terms of size, shape, color, texture and lighting. They should not compete visually with other signs. Because signs are important in providing information to the public, and reducing hazards and confusion to pedestrians, bicyclists, and motorists, they should be simple in design and easy to read and should not obstruct vision from roadways or interfere with official traffic signs or signals.

Further, the provisions of applicable area plans will apply if more-restrictive regulations are contained therein. For example, a use permit is required for freestanding signs in a scenic highway corridor.

07.020 Permitted signs.

The following signs are permitted (some require a Building Division permit). These regulations, where more restrictive, override the Uniform Sign Code (1985 Edition):

A. Awning or Canopy Sign:
   Definition: An awning sign is painted, stenciled, stitched, sewn or stained onto the exterior of an approved awning or canopy. Signs hanging from or attached to a canopy are not permitted under this definition (see Hanging Signs).

   Requirements: No awning sign may have less than 8 feet of clearance from the bottom of the awning to the sidewalk. When an awning is the main signage for a business, the flap should be a minimum of 12 inches wide with 8-inch letters so that the sign can be easily read from across the street.

B. Changeable Copy Sign (or Marquee):
   Definition: A sign that contains removable letters (or uses electronically changing copy) and provides information that is subject to change. This includes amenities available for motels or resorts, movies at theaters, and current events at an auditorium.

   Requirements: Maximum size permitted is 20 sq. ft. This sign area shall be counted against the overall sign area permitted for any corresponding monument/freestanding signs or attached/projecting signs on the subject parcel.

C. Political Signs:
Definition: A sign that indicates or displays the name or picture of an individual seeking election or appointment to a public office or relates to a forthcoming public election or referendum or advocates a person's, group's or party's political views or policies.

Requirements:

1. Political signs shall be posted only so long as needed to convey the message intended by the posting and shall be removed immediately thereafter.

2. Political signs that have an adhesive backing shall not be affixed directly to any structure. Such a sign with adhesive backing shall first be affixed to a temporary backing of wood, paper or plastic for support that can be removed easily from its posted location.

D. Real Estate Signs**:**
Definition: A sign that advertises the sale, rental or lease of property on which it is erected and maintained.

Requirements: A maximum of one sign per parcel is permitted and shall be removed within 15 days after the close of escrow or close of the rental/lease agreement. The sign must be located entirely within the subject property and shall not be lit. Maximum sign areas and heights shall be permitted as follows:

Parcel Size	Sign Size	Sign Height	Minimum Setback from Edge of Road
10 acres or less	4 sq. ft.	4’	5’
10 acres and larger	12 sq. ft.	8’	20’

E. Projecting Signs**:**
Definition: A sign that projects outward perpendicularly or at an angle from a wall or building face and is primarily attached to that wall or building face.

Requirements: A projecting sign may not extend more than three feet from the wall or building face and not exceed 10 sq. ft. with a minimum clearance of eight feet from the bottom of the sign to the sidewalk. Additional bonus square footage may be awarded as specified in Section 07.050, Design excellence.

F. Hanging Signs**:**
Definition: A hanging sign is similar to a projecting sign except that the primary sign face is hanging or suspended from a support bracket that projects outward from the wall or building face. A hanging sign may also hang from an awning.

Requirements: A hanging sign may not extend more than 4 feet from any building or wall face. It shall not exceed 10 sq. ft. with a minimum clearance of 8 feet from the bottom of the sign to the sidewalk. Additional square footage may be awarded as specified in Section 07.050, Design excellence.

G. Residential Identification Sign: The following residential identification signs are allowed without permit approval:

1. Private individual residence identification signs, limited to the names of the occupants and a total of 2 sq. ft. in size.

2. Multiple Family Projects, limited to one permanent identification sign with a maximum area of 20 sq. ft., attached to an approved wall or facade. Freestanding or monument signs are subject to Director Review as specified in this chapter. A total signing program will be required as part of the use permit requirements for any new multiple-family residential project of four or more units. Additional square footage may be awarded as specified in Section 07.050, Design excellence.

H. Safety or Required Signs:

1. Signs required for the public safety and convenience shall be permitted in conjunction with permitted business identification signs and shall not be counted against the allowable identification sign area. Safety or required signs shall not exceed 3 sq. ft. in each sign area and may contain any combination of the following words or symbols: "Parking" "Park Here" "Customers Only" "Open," etc., and shall not contain the name of the business.

2. Required signs include those mandated by a federal, state or local agency, and include display of gas prices by retail gasoline distributors. Gasoline price signs shall not exceed more than one set of signs per street frontage. Each line of letters or numbers cannot exceed 6 inches in height, and total sign area may not exceed 24 sq. ft.

3. If the name or logo of the business appears integrated along with any safety or required sign, the total sign area shall be counted against the allowable sign area.

I. Special Events and Holiday Signs:
Banners, signs or decorative materials are permitted in conjunction with a holiday season or an event conducted in accordance with Section 02.1080, Special Events. Such signs and decorative materials are not to be erected more than 30 days preceding the event and shall be removed upon its conclusion. Temporary signs in residentially designated areas shall be limited to garage sales and open house signs, and shall be limited to 3 sq. ft. Political signs and signs displaying non-commercial messages are not subject to this paragraph.

J. Window Signs**:**
Definition: Sign(s) painted on, attached to, designed or placed so as to be read principally through the windows from outside the business.

Requirements: The total of all permanent window signs shall cover no more than 20% of total window area. Temporary sales and special event signs may be displayed over this 20% maximum, but shall be removed immediately upon conclusion of the sale or special event, in no case to exceed 30 days.

K. Building Identification and Directory Plaques**:**
Definition: A plaque mounted flush to a building to denote the building's identity, tenants or historical information. This sign shall not be counted against the allowable sign area.

Requirements: If the parking lot entrance and the main building entrance front on different streets, there may be one sign at each entrance. The total sign area shall be

limited to a maximum size of 8 inches by 48 inches and letters shall not exceed 3 inches.

L. Flags:
Definition: A rectangular piece of fabric or other flexible material that is used as a symbol, signage device, or decoration. Flag does not include temporary banners associated with special events or holidays, which are subject to regulation in accordance with paragraph I of this section.

Requirements: Flags displaying non-commercial messages (for example, flags of a nation, state, or local entity, or flags of a religious or civic organization), when not used as an advertising device (i.e., to promote a commercial transaction) shall be permitted. Flags displaying commercial messages or used as an advertising device (i.e., to promote a commercial transaction) shall be considered signs and shall be subject to regulation in accordance with the provisions of this chapter applicable to signs generally, based on the individual characteristics of the flag in question (e.g., freestanding, attached, hanging, etc.).

07.030 Signs subject to director review.
The following signs are subject to Director Review as specified in Chapter 31:

A. Attached**:**
Definition**:** A sign mounted flush and affixed securely to a building wall that projects no more than six inches from the face of a building wall, and does not extend vertically or horizontally beyond the building.

Requirements:

1. Attached signs may occupy one square foot for each two lineal feet of business frontage upon which the sign is located. In intensive commercial and industrial areas (e.g., C, IP and I), the maximum area of any attached sign shall not exceed a 100 sq. ft., but need not be less than 25 sq. ft. In rural, agricultural, residential and neighborhood commercial areas, the maximum area of any attached sign shall not exceed 50 sq. ft., but need not be less than 15 sq. ft.

2. When two or more separate businesses (located in separate offices, spaces, or buildings) are located on one parcel, each shall be eligible for at least the minimum square footage (i.e., 15 or 25 sq. ft.).

3. Further, the maximum height of the sign shall be 20 feet or the height of the building, whichever is less. A maximum of two attached signs per occupancy is permitted, but in total combined area cannot exceed the maximum permitted. Additional square footage may be awarded as specified in Section .050, Design excellence.

B. Community and Historical**:**
Definition: A sign erected by a Chamber of Commerce or similar organization that identifies local communities or points of historical interest.

Requirements: There are no specific square footage or height restrictions. However, such signs shall be visually compatible and shall not compete with the area in which they are placed. The sign may identify a city or unincorporated community and may contain the name, sub-name or slogan of the area, but without other advertising.

C. Freestanding and Monument Signs: One freestanding or monument permitted for parcels with a minimum of 100 feet of street frontage. Shopping centers with 10 or more shops/offices may have one for each street frontage.

1. Freestanding**:**
   Definition: A sign anchored directly to the ground or primarily supported from the ground rather than a building.

   Requirements: The maximum height of the sign shall be 20 feet or the height of the associated building, whichever is less. Freestanding signs may occupy one square foot for every three lineal feet of street frontage, up to a maximum of 100 sq. ft. Freestanding signs shall be set back a minimum of five feet from the property line. Additional square footage may be awarded as specified in Section 7.050, Design Excellence.

2. Monument**:**
   Definition: A freestanding sign attached continuously at grade.

   Requirements: The maximum height of monument signs shall be 8 feet. Monument signs are computed the same as freestanding signs (above), except that the minimum need not be less than 45 sq. ft. and the maximum cannot exceed 125 sq. ft. Additional square footage may be awarded as specified in Section 7.050, Design excellence.

D. Directional**:**
Definition: A sign that provides needed directions to remotely located business and scenic, recreation areas such as pack stations, lodges, resorts and lakes.

Requirements: Directional signs will be approved only upon a demonstrated need. It will be limited to the name of the business or area, and direction to its location. Signs cannot exceed 3 sq. ft.

E. Informational Kiosks and Freestanding Directory Boards:
The following sign types will be allowed only when submitted as part of a total signing program for a shopping center, community improvement district, etc.:

1. Directory Boards: Provides information as to the location of businesses in a pedestrian-oriented business area, not to exceed 3 sq. ft. in area and, if hung, shall not be higher than six feet.

2. Kiosks: May provide information as to the location of businesses in a pedestrian-oriented business area, as well as a surface for handbills, posters and flyers to be affixed too. The total area of a kiosk display surface is not to exceed 40 sq. ft. or 8 feet in height. Kiosks are to be separated from adjacent structures by a minimum of six feet. Kiosks shall be maintained with a neat appearance and outdated materials shall be removed promptly.

07.040 General provisions.

The provisions of this section are applicable to all signs constructed or altered after the effective date of this chapter except as otherwise provided by this chapter. No person except a public officer or employee in the performance of a public duty shall paint, paste, display, construct, erect, alter, use or otherwise maintain any sign except in accordance with the provisions of this chapter.

A. Sign Measurements:

1. Area: The area of a sign is to be measured as the number of square feet of the smallest rectangle within which a single sign face can be enclosed, as follows:

   a. Sign Faces Counted: Where a sign has two faces containing sign copy that are oriented back-to-back, are separated by not more than three feet at any point, and are parallel to each other; the area of the sign is to be measured using the face of the larger sign.

   b. Wall-mounted Letters (channel letters): Where a sign is composed of letters individually mounted or painted on a building wall, without a border or decorative enclosure; the sign area is that of the smallest single rectangle within which all letters and words can be enclosed.

   c. V-Shaped Signs: The area of V-shaped signs shall be calculated the same as if it were a single sign face.

   d. Monument Signs: Area shall be calculated for that portion of the sign enclosed by the decorative border or frame and shall not include the foundation for the sign (however, the eight-foot height limit does include the foundation).

2. Height: The height of a sign shall be measured as the vertical distance from the adjacent grade to the uppermost point on a sign or sign structure.

B. Sign Illumination: For those signs to be lit, indirect illumination from a separate light source is required, with the exception of channel letters. Use of neon and internal lighting is prohibited unless integrated with an overall architectural or design theme and is subject to Director's approval. An indirectly illuminated sign is defined as any sign whose illumination is reflected from its source by the sign display surface to the viewer's eye, the source of light not being visible from the street or from abutting property.

C. Sign Copy Changes: Any sign erected in conformance to the provisions of this chapter may be repainted, maintained, and the copy changed as long as there is no increase in existing sign area or the sign face relocated; otherwise, the sign will be considered as a new sign and shall be subject to all provisions of this chapter. Where the sign is not in conformity with the provisions of the chapter, any change shall be in accordance with the provisions of Section 07.060, Nonconforming Signs.

D. Shopping Centers, Malls, Office Complexes and Multi-family Projects: Any new proposal requiring a use permit and containing more than four residential units or four shops/offices shall include a total signing program with their use permit application. This signing program shall include total number, size and type of signs proposed, as well as elevations illustrating proposed design and materials to ensure that the signage will be integrated into the project's planning and design.

07.050 Design excellence (optional).

Any sign permitted (except real estate, temporary, and safety, or permitted by Director Review, has the option to apply for additional sign area under the provisions of this section.

Depending upon the quality and design excellence of any new sign, as determined by the Director, additional sign area up to 25% over stated maximums may be awarded.

Factors to be considered in the design excellence of any proposed sign include method of construction and material, color, lighting, relationship of the sign to the building, and relationship of the sign to the community. These are described in more detail as follows:

A. Materials and method of construction:
Materials and construction style should harmonize with the natural surroundings. Thus, wood and stone are encouraged, along with metal finishes that accent the county's mining past.

Wooden signs can be routed, carved or sandblasted to get the effect of raised letters. Raised letters can also be attached to a wooden signage band. These can also be metal or precast and molded. Paint can also be directly applied to a flat wooden signage band.

Metal signs can also be used effectively by applying raised letters as described above or on a metal band. Paint and lettering can be applied, although a galvanized or baked enamel finish is required to avoid rusting.

Signage can be painted directly on the facade of a building. The use of tile can also be applied onto the wall surface if stucco walls are used instead of wood.

Use of natural materials and landscaping is an effective way to soften and accent monument and freestanding signs.

B. Colors and visibility:
Colors should relate to and complement the materials or paint scheme of the buildings, including accenting highlights and trim colors. The number of colors on any sign should be limited to three. This heightens readability (visibility); especially when one color is a dark hue, the second a medium hue, and the third a light accent color. These three combine to produce a highly legible sign. Additional colors only compete with one another. Fluorescent colors are not permitted.

C. Relationship of the sign to the building:
The location and size of signs on any building should relate to the architecture of that particular structure. The sign should reinforce the existing features of the building by fitting them within other lines and shapes. Flat signs, parallel to the facade, are excellent because they do not compete with the building. Wall signs should complement one another in color and shape and, if possible, be located in the same position over storefronts. In pedestrian areas signs should be located to be visible to both motorist and pedestrian.

D. Relationship of the sign to the community:
Signs should not be out of scale with the street or visually disruptive, and should be visible by both passing motorists and pedestrians. Where feasible, relate new signs to others on the block by aligning them with existing signs or other horizontal elements, such as molding bands above store windows. A sign should complement and reinforce a community's character, creating harmony without uniformity.

07.060 Prohibitions.
The following signs and sign types are prohibited:

A. No sign shall exceed 20 feet in height.

B. Animated signs, such as those that rotate, move, flash, reflect, blink or effect changes in hue or intensity of illumination.

C. Portable signs, including but not limited to, trailer-mounted marquees and sandwich boards.

D. Signs that project over any property line or extend more than four feet from any building or wall except where such signs are an integral part of an approved canopy or awning.

E. Signs placed above the eave line, except in the case of an A-frame building where no other option is available or where the theme or design of the building warrants such sign as determined by the Director.

F. Vehicular-mounted freestanding signs.

G. Off-site advertising signs or billboards.

H. Signs that advertise a home occupation, unless permitted by Expanded Home Occupation Permit.

I. Modification of the location or size of any sign granted under the provisions of Section 07.030, Director Review. All modifications of such signs shall be reviewed by the Director.

J. Use of neon or internal lighting unless in conformance to Section 07.040-B, Sign Illumination.

K. Attachment of signs to utility poles or natural features, including trees and rocks, etc.

L. Removal or pruning of trees within any public right of way to increase the visibility of any sign.

M. Placement of private advertising signs on public property.

N. Signs that interfere with, obstruct the view of, or may be confused with any authorized traffic sign or interfere with or obstruct driver, pedestrian, or bicyclist visibility from any street, road, or highway.

07.070 Nonconforming Signs.

Nonconforming signs are those that were in existence at the time of adoption of land development regulations that do not conform to the provisions of this chapter. Such signs may be continued as follows:

A. Expansion. A nonconforming sign may not be increased in area or lighting intensity or moved from its location after the effective date of this chapter.

B. Sign Copy. The advertising copy on a nonconforming sign may be changed except as provided by subsection A, expansion of nonconforming signs, of this section.

C. Discontinued use. If the use of a building or land associated with a nonconforming sign is discontinued for six months or more, all signs shall thereafter conform to the provisions of this chapter. Where a business operates on a seasonal basis and for which

there is an active Mono County business license, the provisions relating to discontinued use will not apply.

D. If the size or configuration of a lot or building is changed by the subdivision of the property or by alterations, identification signs and outdoor advertising signs on the resulting properties shall be required to conform to the sign regulations applicable to the newly created lot or lots at the time the change becomes effective.

E. Removal. If a nonconforming sign is removed for any reason other than those specified in subsection C and this section, all subsequent signs must conform to the provisions of this chapter.

F. Destroyed Signs and Advertising Structures.

1. If a nonconforming sign is destroyed or partially destroyed to the extent of 50% or more of the replacement cost of the total sign before destruction by fire, explosion or act of God, the destroyed sign may be replaced or reconstructed, provided that it is brought into conformity with all applicable requirements of this chapter.

2. If a nonconforming sign is partially destroyed to less than 50% of its replacement cost, it may be restored to its former nonconforming status.