Rodeo Grounds Project Proposal

In Application for a Specific Plan

June Lake, CA | Mono County

June 8, 2009

Intrawest Real Estate

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Submitted To:

Mono County, CA
June 8, 2009

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1.0 Introduction

The following is a Project Proposal ("Project Proposal") for development within the Rodeo Grounds Specific Plan Area, located at the intersection of State Route 158 and North Shore Drive, in June Lake, California. This document describes the proposed Rodeo Grounds Project ("Project") and provides detailed regulations and guidelines for the development of the Project Site.

The Rodeo Grounds Project Site presents an exciting opportunity to develop a Resort Core that will enhance June Lake's draw for visitors and support the local economy, while maintaining the natural character of the Eastern Sierra. The close proximity of June Mountain Ski Area ("JMSA") defines the Project Site as a perfect setting for a node that can connect skiers to the base lodge without use of personal vehicles. Gently sloping terrain and optimal solar exposure provide an ideal setting for the warm and inviting multi-family residential neighborhoods. Proposed neighborhoods can be interconnected through an internal looping trail system that will link seamlessly to both existing and proposed future trails throughout the June Lake community.

The Project will benefit both the resort visitors and the greater June Lake community. Public access to existing United State Forest Service ("USFS") trail heads will be preserved, enhancing year-round recreational opportunities. In addition, new residential "hot beds" will bring economic vitality to both JMSA and June Lake Village. A contemporary approach to planning sets the stage for future sustainable, environmentally-sensitive design. Moreover, the Project is consistent with the goals noted in the *June Lake 2010 Area Plan (1991)* to "develop the West Village/Rodeo Grounds into a well-coordinated resort area that provides a balance of resident and visitor housing in close proximity to recreational facilities and other activity centers" (*June Lake 2010 Area Plan (1991)*, p. III-24).

This Project Proposal establishes a set of permitted uses and land use standards to guide development. These standards allow for a mix of transient lodging, residential units, commercial and recreational opportunities, and a multi-modal circulation system of roads, transit, pedestrian trails, and bicycle paths. The result will be a sustainable resort that balances the economic, social, and environmental goals and considerations of the June Lake community.

1.1 Purpose of Document

The *Mono County General Plan (2007)* specifies that the 90-acre Rodeo Grounds Specific Plan Area shall be developed through the Specific Plan process (*Mono County General Plan (2007)*, p. II-64). Intrawest Placemaking ("Applicant") submits this Project Proposal in conjunction with an application for the preparation and review of a specific plan by Mono County. The 83.2 acre site proposed for development ("Project Site") does not include the 3.5-acre Southern California Edison ("SCE") Parcel or the 3.3 acres of North Shore Drive that passes through the Rodeo Grounds Specific Plan Area.

The development standards proposed in this document shall guide Mono County, and/or their consultant, in crafting a specific plan for the Project Site. Once adopted by ordinance, the Rodeo Grounds Specific Plan will provide a mechanism to direct the development of the Project. The *Mono County General Plan (2007)* states that a specific plan, once adopted by Mono County, becomes part of the General Plan (*Mono County General Plan (2007)*, p. II-2). Accordingly, adoption of the Rodeo Grounds Specific Plan into the Mono County General Plan will require an amendment to the General Plan. Upon approval of the Rodeo Grounds Specific

Plan for the Project Site, one or more tentative tract maps, use permits, and other approvals will be necessary to implement the Project in compliance with Mono County Code.

Appendix I: Proposed Project contains various drawings, renderings, and figures of a Conceptual Site Plan for the Project Site. These figures are intended to illustrate one development concept that meets the requirements set forth in the Project Proposal. They are not intended to limit or preclude additional future development of site concepts and architectural designs that meet these requirements.

1.2 Current Zoning

The *June Lake 2010 Area Plan (1991)*, as adopted by the Mono County Board of Supervisors, guides the development of the June Lake area. It specifies that the Project Site be developed as "resort residential" and allows for a gross density of up to 10 units per acre *(June Lake 2010 Area Plan (1991), p.III-45)*. The 83.2-acre Project Site is thus allowed a maximum development of 832 units.

The Rodeo Grounds Specific Plan application will be subject to review under the California Environmental Quality Act ("CEQA"). Accordingly, environmental documentation analyzing the Rodeo Grounds Specific Plan application, in compliance with CEQA and its implementing guidelines, will be prepared, circulated to the public, and certified by Mono County prior to adoption of a Rodeo Grounds Specific Plan.

2.0 Existing Setting & Conditions

2.1 Regional Setting

The Project Site is located in the eastern High Sierra at an elevation between 7,500 – 7,800 feet, in the community of June Lake (see *Figure 2.1: Location Map*). June Lake is served by Highway 395, the major north-south thoroughfare of the Eastern Sierra, which provides access to Reno (150 miles to the north) and Los Angeles (300 miles to the south). The closest developed towns are Lee Vining (15 miles to the north) and Mammoth Lakes (20 miles to the south). The Project Site and the community of June Lake are accessible from Highway 395 via the June Lake Loop, State Route 158.

June Lake features a range of summer recreational activities that include biking, hiking, and horseback riding in the surrounding Inyo National Forest, and fishing and water activities on June Lake and Gull Lake. Winter recreational activities include skiing, snowboarding, snowmobiling, and other snow-related activities at the June Mountain Ski Area. *June Lake Area Plan 2010 (1991)* states, "June Lake Loop's economy is fully dependent on recreation and tourism" (p. III-7).

2.2 The Project Site

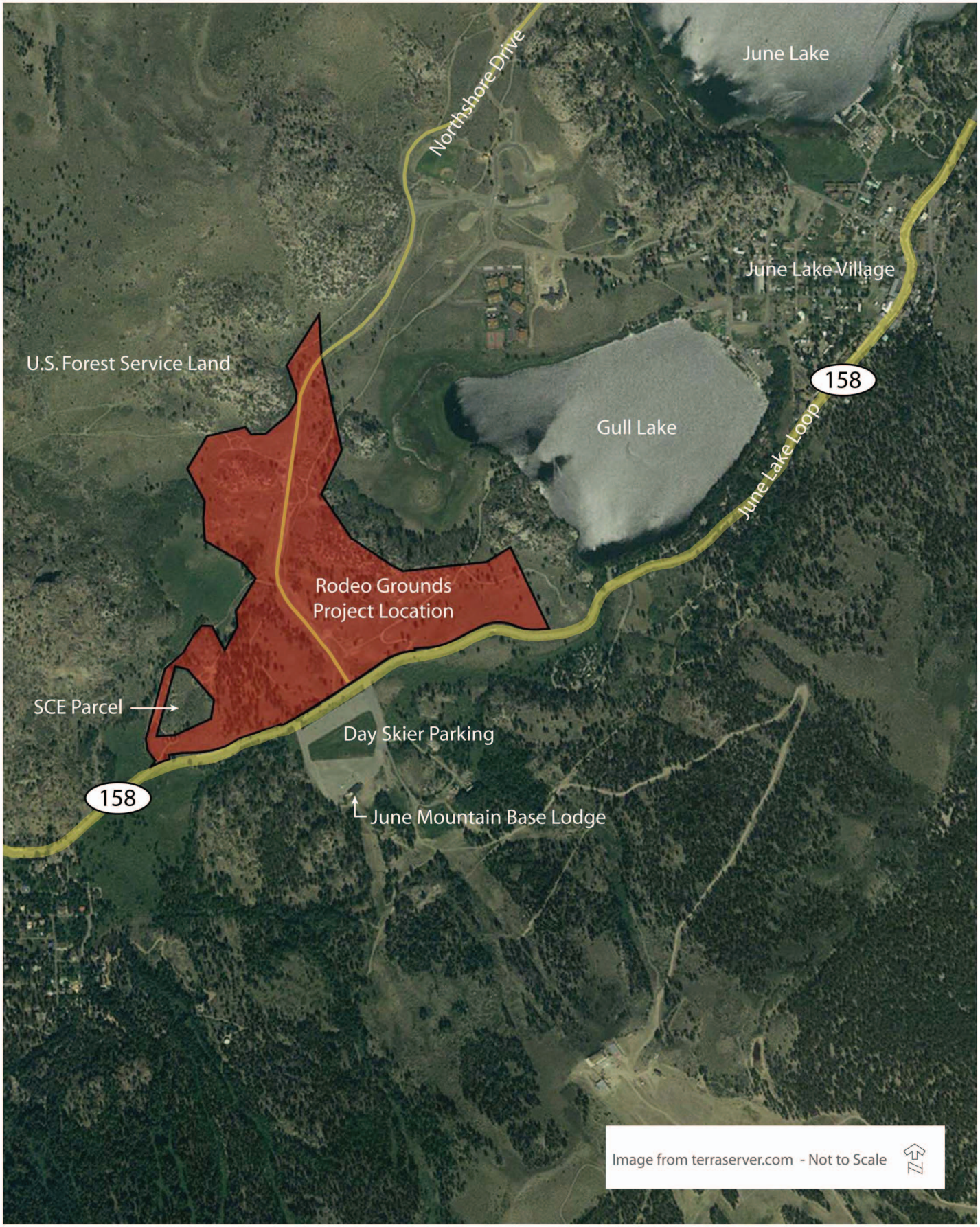
The 83.2-acre Project Site is located adjacent to, and north of, State Route 158 and is bisected by North Shore Drive, which runs north and south through the Project Site, ending at the intersection with State Route 158 (see *Figure 2.2: Site Context*). The 83.2-acre Project Site is part of the 90-acre Rodeo Grounds Specific Plan Area, as designated by the *Mono County General Plan (2007). (Note: the 83.2-acre Project Site does not include the 3.5 acre parcel for SCE, nor the 3.3 acre right-of-way for North Shore Drive that passes through the Project Site).*

2.3 Existing Site Conditions

The Project Site is characterized by moderately sloping terrain comprised of a series of low ridges with numerous rock outcroppings. The majority of the slopes are southwest facing. Primary vegetation types on the Project Site include plant communities associated with Big Sagebrush Scrub, Jeffrey Pine Forest, Curl-leaf Mountain Mahogany Woodland, Aspen Woodland, and Kentucky Bluegrass meadow. The Gull Lake Basin ends at the eastern boundary of the Project Site. An access road to the lake, boat launch and picnic area operated by the USFS connects through this eastern portion of the property.

The Project Site is undeveloped except for several SCE aerial lines that run southwest to northeast across the site on both sides of North Shore Drive, and an abandoned residential structure located just east of North Shore Drive near State Route 158. There are several unpaved roads, many providing access to the SCE power line easements, that traverse the site. These unpaved roads serve as informal hiking, biking, and horseback riding trails.


167
Mono Lake
Lee Vining
395
120
June Lake
Mammoth
Lakes
395
0 2.5 mi 5 mi 10mi
Image from Google Earth - 05/25/2007


June Lake
Northshore Drive
June Lake Village
U.S. Forest Service Land
158
Gull Lake
June Lake Loop
Rodeo Grounds
Project Location
SCE Parcel
Day Skier Parking
158
June Mountain Base Lodge
Image from terraserver.com - Not to Scale

2.4 Surrounding Uses

The lands bordering the Project Site to the east, north and west are public, and under the jurisdiction of USFS (see *Figure 2.2: Site Context*). The adjoining USFS lands are largely undeveloped, characterized by natural vegetation and mountainous terrain. Parking lots and base facilities for JMSA, operated by Mammoth Mountain Ski Area under permit from USFS, are located to the south of the Project Site across State Route 158. The California State Lands Commission controls the water areas of Gull Lake. The southwestern corner of the Project Site surrounds a 3.5 acre parcel owned by SCE; this parcel has been proposed for future development of an electrical substation.

2.5 Viewshed

Portions of the Project Site are visible from State Route158 and North Shore Drive. State Route 158 is designated as a scenic route by the California State Department of Transportation. Higher elevations of the Project Site, along the ridgeline forming the eastern border of the property, are visible from various locations within June Lake Village. The Project Site is visible from the parking lot, base facilities, lifts, and lower slopes of the JMSA. Vistas include views of the lower slopes and ridges of June Mountain to the southwest with views of Carson Peak and the escarpment ridges of the Sierra Nevada Mountains to the west.

3.0 Project Description

The Project Proposal envisions the development of a year-round resort community, anchored by a Resort Core, surrounded by residential areas and open space. A network of trails will facilitate pedestrian traffic and provide access to the surrounding USFS lands. The Resort Core will include hotel(s) and/or condominium hotel(s), townhouses, or other residential units. Residential ownership structures may consist of fee simple condominiums, timeshares, or fractional ownership. The Resort Core may also contain a limited amount of visitor-oriented commercial uses. Surrounding residential neighborhoods will be comprised of multi-family and single family residences. Affordable housing will be provided to mitigate the service-sector housing need that the Project will generate (see *Figure 3.0: Conceptual Land Use and Circulation Plan*).

3.1. Project Goals

The Proposed Project creates strong physical, economic, and social ties to the greater June Lake community.

The five key goals of the Project are:

- To create an economically viable, quality resort while preserving the natural character of the setting.
- To provide a transient bed base to support recreational uses at JMSA and encourage additional investment in lifts and facilities.
- To contribute to the economic and social well-being of the greater June Lake community.
- To create a family-oriented resort with access to a wide range of recreational opportunities that foster multi-generational vacationing traditions.
- To create a sustainable resort, designed and operated in a manner that minimizes impacts on the environment.

3.2. Design and Operational Objectives

The Project is designed to operate as an environmentally responsible and economically viable part of June Lake. The planning and design of the Project are intended to minimize impacts on the natural environment while fostering a sense of place and generating economic support for the community.

Project design and operational objectives are:

- To provide a concentration of “hot beds” to promote job creation and to support local businesses, JMSA, and other local recreational activities.
- To distribute density in a way that minimizes negative visual impacts and integrates with the surrounding environment.

- To create an array of amenities and activities that contributes to June Lake's draw for tourism and recreation.

- To provide a community of affordable housing units to mitigate the housing demand that will accompany the project's new service-sector jobs.

- To maintain and enhance public access to surrounding USFS lands and facilitate connections to the future June Lake trails network.

- To decrease visitor and guest dependence on personal vehicular travel.

3.3. Project Design

The Rodeo Grounds site affords a unique opportunity for the design of a successful, interconnected, environmentally sensitive resort. The proposed layout for the site is shown in Figure 3.0, *Conceptual Land Use and Circulation Plan,* featuring a Resort Core, surrounded by multi-family residential neighborhoods, with single family lots on the hillside. A multi-modal transportation system of roads, transit, trails, multi-use paths, and possible overhead transit will efficiently link the site and provide easy access to JMSA, June Lake Village, and surrounding USFS lands.

Resort Core

The Resort Core is the primary node for resort activity and guests. Located in close proximity to the JMSA, the Resort Core includes hotels, condominium hotels, condominiums, multi-family residential and commercial. These residential "hot beds" are carefully located for ease of access to skiing via pedestrian walkways, shuttle or overhead transit connection. The clustering of density in the Resort Core will be accomplished through the development of a zone with additional height allowances. This additional height zone has been carefully situated so as to minimize visual impacts along the public view corridor of Highway 158.

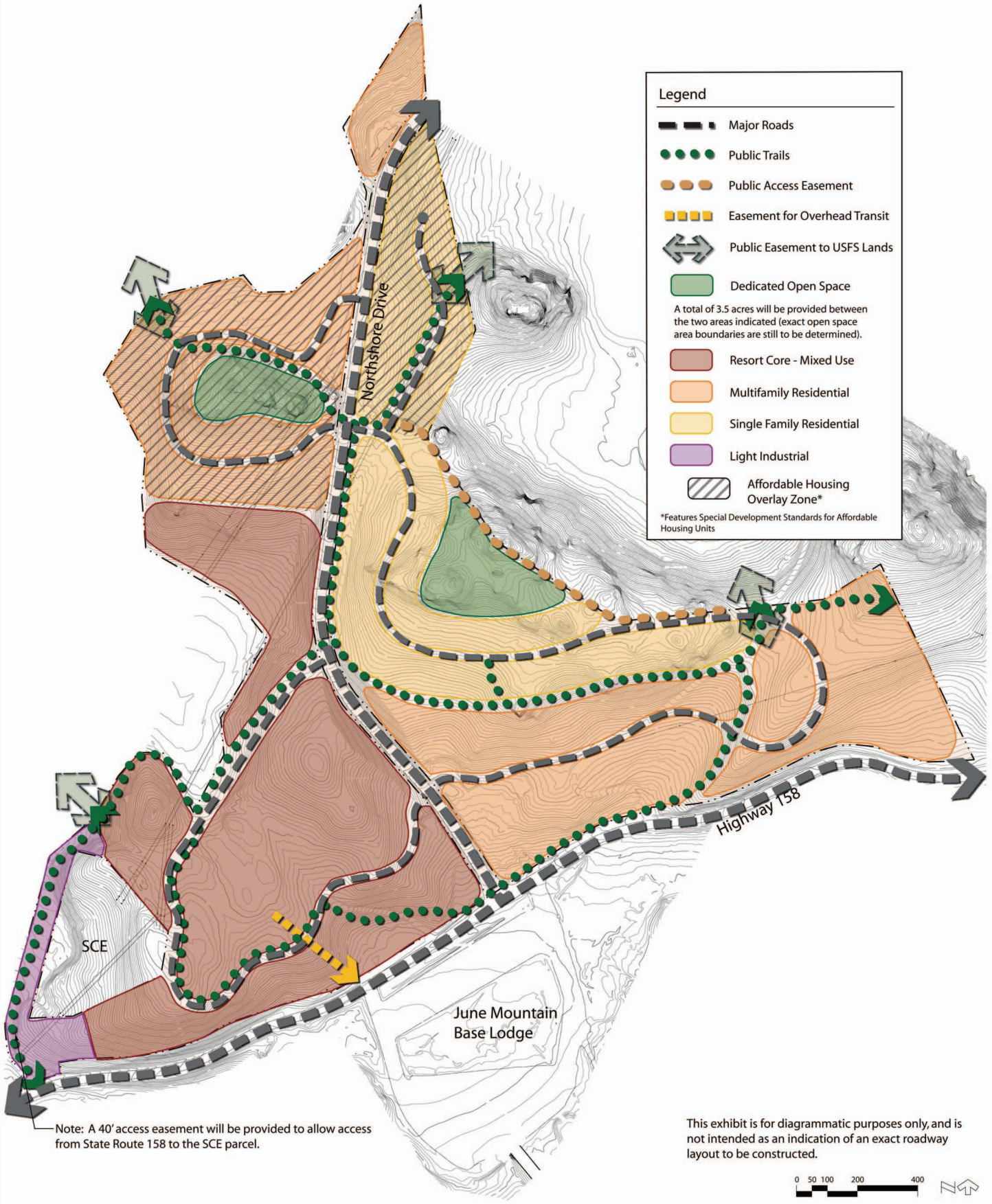
Commercial uses in the Resort Core may include a few shops, cafés, and restaurants; the intention is to complement, not compete with, the existing retail in June Lake Village. Resort commercial uses will occupy ground floor locations and will be sized to accommodate the needs of on-site guests as well as some destination visitors. Parking for the Resort Core will be located either below residential or transient uses, or via valet in a parking structure.

Residential Neighborhoods

Multi-family residential neighborhoods are proposed for the areas surrounding the Resort Core and across North Shore Drive. A variety of multi-family unit types are proposed for the south-facing slopes, including duplexes, townhomes, and condominiums. The more elevated portions of the Project Site are well-suited to development of single family homes. Two key prominent knobs and ridgelines are designated as open space to provide additional protection of ridgeline views.

Affordable Housing

Affordable housing will provide Project employees an affordable place to live in one of June Lake's most scenic locations. Affordable units will supply comfortable housing with convenient access to recreation trails, open space and views of the dramatic ridgelines of the adjoining USFS lands.



Rodeo Grounds Project proposal — Conceptual Land Use and Circulation Plan

June Lake, CA - Mono County

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Figure 3.0

3.4. Public Improvements

Along with the project development, the following public improvements are proposed for the Project Site and/or the surrounding June Lake community:

- Trail connections will be created and maintained through the Project Site to allow public access to Gull Lake and USFS lands (see *Figure D: Conceptual Land Use and Circulation Plan)*.

- Transit Stops shall provide visitors, residents and employees convenient access to transit service.

- A new on-site well and additional water infrastructure shall strengthen and enhance the June Lake Public Utilities District ("JLPUD") water system.

- As requested by the County, a "community site" shall be provided for such uses as equipment storage, and vehicle maintenance and parking. It shall be of a minimum size sufficient to accommodate four workstation bays for the maintenance and staging of Mono County vehicles.

3.5 Relationship to June Lake 2010: June Lake Area Plan (1991) Overall Goals

The *June Lake 2010 Area Plan (1991)* identifies a number of broad planning goals that are reinforced by policies and objectives set out for individual development locations, including the Project. These general goals establish the overall direction for development and land use, and serve as the basis for the recommendations and requirements contained in this Project Proposal. The Project creates a set of land use standards that will guide the development of the Project Site to meet these objectives. The following is a brief summary of the relationship of the Project to the goals set forth in the *June Lake 2010 Area Plan (1991)* (Section III, p. 3-4).

- *2010 AREA PLAN GOAL: That June Lake ultimately develop into a moderately sized, self-contained, year-round community*

  The Project provides opportunity for phased moderate growth at an overall density that is consistent with the *June Lake 2010 Area Plan (1991)*. The residential uses and services will complement the existing development and expand opportunities for multi-season recreational uses in the June Lake Loop, contributing to its viability as a self-contained year-round community.

- *2010 AREA PLAN GOAL: Provide residents with quality housing, and visitors with a wide array of housing alternatives, each designed to promote unique experiences;*

  The Project provides for a wide array of residential uses, including single family homes, town homes, resort condominiums, apartments, and other transient products. These homes will provide varied residential opportunities to local residents, second-home owners, and visitors to the June Lake Area. New development will be located in close proximity to JMSA with potential shuttle access to nearby June Lake Village.

- *2010 AREA PLAN GOAL: Provide residents and visitors with a level of community facilities that improves the self-sufficiency of June Lake by reducing the demand on community facilities located in outlying areas;*

  The Project proposal includes conference facilities, select commercial facilities, and a network of recreational trails. The conference space may be used to host public or private events. The commercial facilities will be open to the community, adding to the local commercial mix. The network of trails will provide both visitors and local residents connections across the site, as well as improved access to the surrounding USFS lands.

- *2010 AREA PLAN GOAL: Plan and develop community infrastructure at a rate that ensures new demands will not overburden existing facilities. Also ensure that new development provides for associated expansion of existing facilities without placing undue financial burdens on existing users and impacts on the environment;*

  Development proposed by the Project will be phased over a period between five and fifteen years. Numerous studies have been directed at balancing the development of the Project Site to the infrastructure capacity of the entire June Lake area. Upgrades to existing sewer, water, power, and other utilities have been proposed to meet the necessary utility requirements resulting from the Project. Many of these improvements will enhance the overall performance and capacities of existing infrastructure.

- *2010 AREA PLAN GOAL: Maintain and improve the visual quality of the June Lake Loop's environment by enhancing existing structures, guiding future development and preserving scenic views;*

  The visual quality of the June Lake environment has been carefully considered in the design of the Project. Buildings and structures have been located to minimize visual impacts. Open landscape buffers are proposed along existing major roadways. Two visually-prominent areas have been dedicated as open space: the ridge top separating the Rodeo Grounds from Gull Lake, and the knob in the proposed multi-family neighborhood west of North Shore Drive. Proposed maximum building heights over 45 feet are set back from State Route 158, a designated scenic highway. The greater maximum building height zones are carefully located on the plateau north of State Route 158, to lessen the visibility of proposed building height and mass. Lower density land uses have been located in areas that are in closer proximity to major public roadways and view corridors.

- *2010 AREA PLAN GOAL: Conserve and enhance the quality of the June Lake Loop's natural, scenic and cultural resources;*

  In recognition that natural, scenic, and cultural resources are a major community asset and attraction, the proposed Project shall maintain these resources within the context of a development plan. Additionally, the Project preserves and creates opportunities for the residents and visitors to the June Lake Area to access through the Project Site to these resources on public lands. Additional trails will expand access to recreational activities and areas. A minimum of 3.5 acres of open space are proposed for dedication on the Project Site in conjunction with development of the Project. The intent of the Project is to place buildings in a manner that is sensitive to existing topography and in a manner that limits its visibility from public roads and adjacent neighborhoods.

- *2010 AREA PLAN GOAL: Provide and maintain a circulation system and related facilities which will promote the orderly, safe and efficient movement of people, goods, and services, and at the same time preserve the mountain village character of June Lake;*

  The Project includes careful consideration of the proposed circulation and its connection to the existing roadways in the June Lake Area. Access to proposed development areas will be provided primarily from North Shore Drive with minimal access required from State Route 158. Internal roadways are designed to provide safe and efficient means of access for residents as well as to provide adequate access for service and public safety. In keeping with the mountain character of the June Lake Area and to reduce the need for grading, roadway widths have been minimized where possible. A comprehensive system of trails is proposed to connect to the existing and future June Lake Area trail network. An easement is provided for an overhead transit connection from the Resort Core to JMSA (See *Figure 5.0: Trail Connections*).

- *2010 AREA PLAN GOAL: Assure that land use policies and development practices minimize risks to life and property, yet provide for new development and growth;*

  Development will follow all applicable codes and will mitigate the impacts of construction activity. The applicant also intends that the Project will provide local residents with numerous opportunities to participate in the enhancement of June Lake through job creation, greater business opportunities, increased public and private facilities, and expanded recreational activities.

- *2010 AREA PLAN GOAL: Expand and strengthen June Lake's tourist-oriented economy by stimulating the development of year-round recreational facilities and attracting and retaining a diversity of businesses, while protecting June Lake's scenic and natural resource values;*

  The Project will significantly enhance the local tourist-based economy. The addition of numerous short-term residential lodging units should stimulate Transient Occupancy Taxes, complement existing commercial uses, increase sales to local businesses, increase skier population at JMSA, and improve the year-round appeal of the June Lake Area as a tourist destination. The Project diversifies the local commercial mix through additional commercial uses. At the same time, the Project maintains and expands access to June Lake's natural resources through trails, access easements, and dedicated open space.

- *2010 AREA PLAN GOAL: Provide a level of community-oriented recreational facilities and programs that meets the needs of June Lake's population;*

  The Project includes a comprehensive trail network accessible to the general public. The Project maintains public access to USFS lands at multiple trailheads, as well as to the Gull Lake boat launch and picnic ground.

4.0 Land Use

This section describes the proposed land uses for the Project, identifies the objectives and policies for those land uses, and establishes the land use standards for development on the site.

4.1 Land Use Objectives

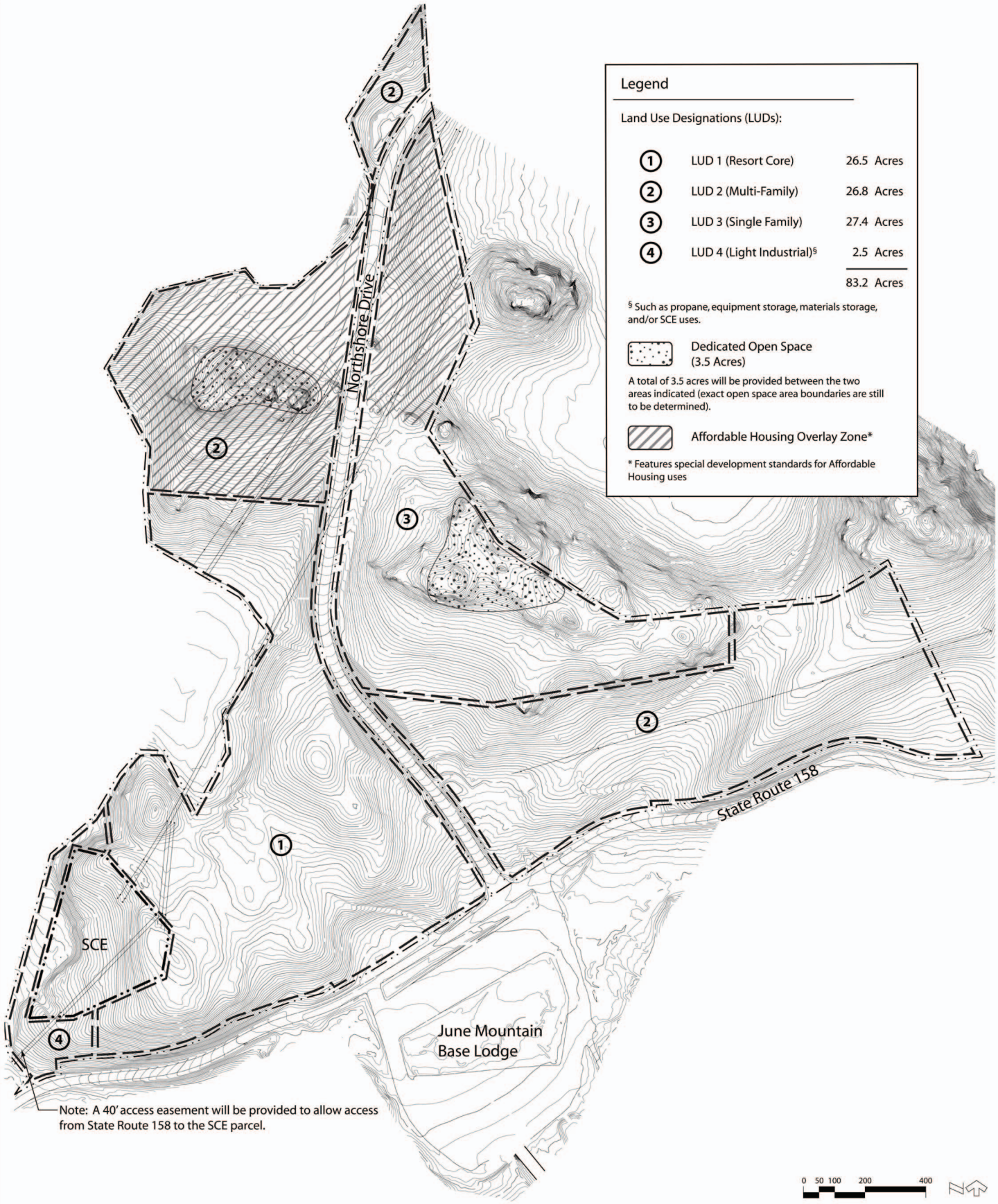
The land use objectives for The Project are:

- To enhance June Lake as a destination resort community though a greater transient base, additional visitor amenities, and select resort-oriented commercial uses.
- To provide a high-quality recreational experience to guests and residents.
- To encourage development of affordable housing in the community and to provide housing for employees on site.
- To build with sensitivity to views, aesthetics, and the natural character of the site.
- To create a quality resort designed and operated in a manner which reduces environmental impacts.
- To build upon June Lake's unique sense of place and mountain character.

4.2 Land Use Policies

The following policies will be established to carry out the land use objectives:

- The Project shall respond to changing market conditions.
- The Project shall provide additional transient occupancy options located near JMSA.
- Land uses and building types shall be arranged for improved efficiency and reduced environmental impacts.
- Primary areas of ridgeline and rock outcrops shall be preserved as open space.
- The Project shall provide a network of trails that connects to the proposed future June Lake trails network and reduces the need for vehicular circulation.
- The Project shall maintain routes for public access to surrounding public lands.


Legend
Land Use Designations (LUDs):
1 LUD 1 (Resort Core) 26.5 Acres
2 LUD 2 (Multi-Family) 26.8 Acres
3 LUD 3 (Single Family) 27.4 Acres
4 LUD 4 (Light Industrial)§ 2.5 Acres
83.2 Acres
§ Such as propane, equipment storage, materials storage, and/or SCE uses.
Dedicated Open Space (3.5 Acres)
A total of 3.5 acres will be provided between the two areas indicated (exact open space area boundaries are still to be determined).
Affordable Housing Overlay Zone*
* Features special development standards for Affordable Housing uses
Northshore Drive
State Route 158
SCE
June Mountain Base Lodge
Note: A 40' access easement will be provided to allow access from State Route 158 to the SCE parcel.
0 50 100 200 400

4.3 Proposed Land Use Designations

The Project proposes to divide the Project Site into four Land Use Designations ("LUDs"), plus an Affordable Housing Overlay Zone ("AHOZ"). Each LUD has its own unique focus and intent (see *Figure 4.3: Land Use Designations* for more detailed information on the location of the LUDs).

LUDs shall conform substantially to the areas shown on *Figure 4.3: Land Use Designations;* however, minor modification of land use areas shall be permitted with Mono County planning staff review and approval

LUD 1 (Resort Core):
The Resort Core is proposed to be the most densely developed zone within the Project. Permitted uses include transient uses, residential uses and commercial uses. Special height zones have been established to allow for a concentration of density in this zone. The LUD 1 land use standards are presented in *Section 4.5.1* of this document.

LUD 2 (Multi-Family):
LUD 2 allows for the development of multi-family units at a smaller scale than LUD 1. These multi-family residences have been located in close proximity to the Resort Core and will also have convenient access to surrounding USFS lands, open space, and trails. LUD 2 land use standards are presented in *Section 4.5.2* of this document.

LUD 3 (Single Family):
LUD 3 allows for the development of single family lots and residential units, including secondary units. These lots will have access to the multi-use trail system and the scenic views above Gull Lake. These home sites have been located to minimize impacts on the natural topography to protect ridgeline views from Gull Lake. LUD 3 land use standards are presented in *Section 4.5.3* of this document.

LUD 4 (Light Industrial):
LUD 4 is intended to for ancillary resort uses. Proposed uses include storage of propane and snow removal or construction equipment. The permitted uses also create flexibility needed in the event a potential future land swap for a portion of the SCE Parcel. A 40-foot access easement from State Route 158 to the SCE Parcel shall be provided within LUD 4. The exact location of this easement will be determined based upon the SCE Parcel development plan. LUD 4 land use standards are presented in *Section 4.5.4* of this document.

AHOZ (Affordable Housing Overlay Zone)
LUD 1, LUD 2, and LUD 3 also contain areas subject to the AHOZ (for the location of the AHOZ in relation to each LUD, see *Figure 4.3: Land Use Designations*). The AHOZ establishes a special set of land use standards specific to affordable housing uses (see *Section 4.5.5*). These special land use standards provide greater flexibility in the form and location of the affordable housing uses under the Project. Affordable Housing is designated as a permitted use throughout the AHOZ. Where the AHOZ does not set a special land use standard, the regular land use standards of the LUD for all housing shall apply. Affordable housing uses located outside the AHOZ shall conform to the regular land use standards of the LUD in which they are located.

4.4 Density

The Project proposes a maximum allowable density of 832 dwelling units ("DU") on the 83.2 acre Project Site. This is consistent with current land use standards, as the *June Lake 2010 Area Plan (1991)* allows for a gross density of 10 units per acre.

The Rodeo Grounds project proposes density by LUD. *Table 4.4: Proposed Density by Land Use Designation,* indicates the proposed number of DUs for each of the LUDs.

Table 4.4: Proposed Density by Land Use Designation

LAND USE DESIGNATION (LUD)	ACRES	PROPOSED RESIDENTIAL DU*	PROPOSED AFFORDABLE. HOUSING DU**	PROPOSED DENSITY
LUD 1. Resort Core	26.5	550	TBD	20.8 du/acre
LUD 2. Multi-Family	26.8	186	TBD	6.9 du/acre
LUD 3. Single Family	27.4	96	TBD	3.5 du/acre
LUD 4. Light Industrial	2.5	0	0	-
AHOZ	-	-	TBD	-
TOTAL	**83.2**	**832**	**TBD**	**10 du/acre**

* Up to twenty percent of the total number of DUs permitted per LUD may be transferred to other LUDs, provided that the total number of DUs on the Project Site does not exceed 832 DUs.

** Affordable Housing units shall be provided within any of the three residential LUDs, and shall count toward density. The exact number of affordable units required shall be dependent on the actual build-out of the Project. The Project proposes a minimum of one manager's unit, which may be built in any one of the three residential LUDs (See *Section 6.3.1.4*). Managers' units shall count toward density.

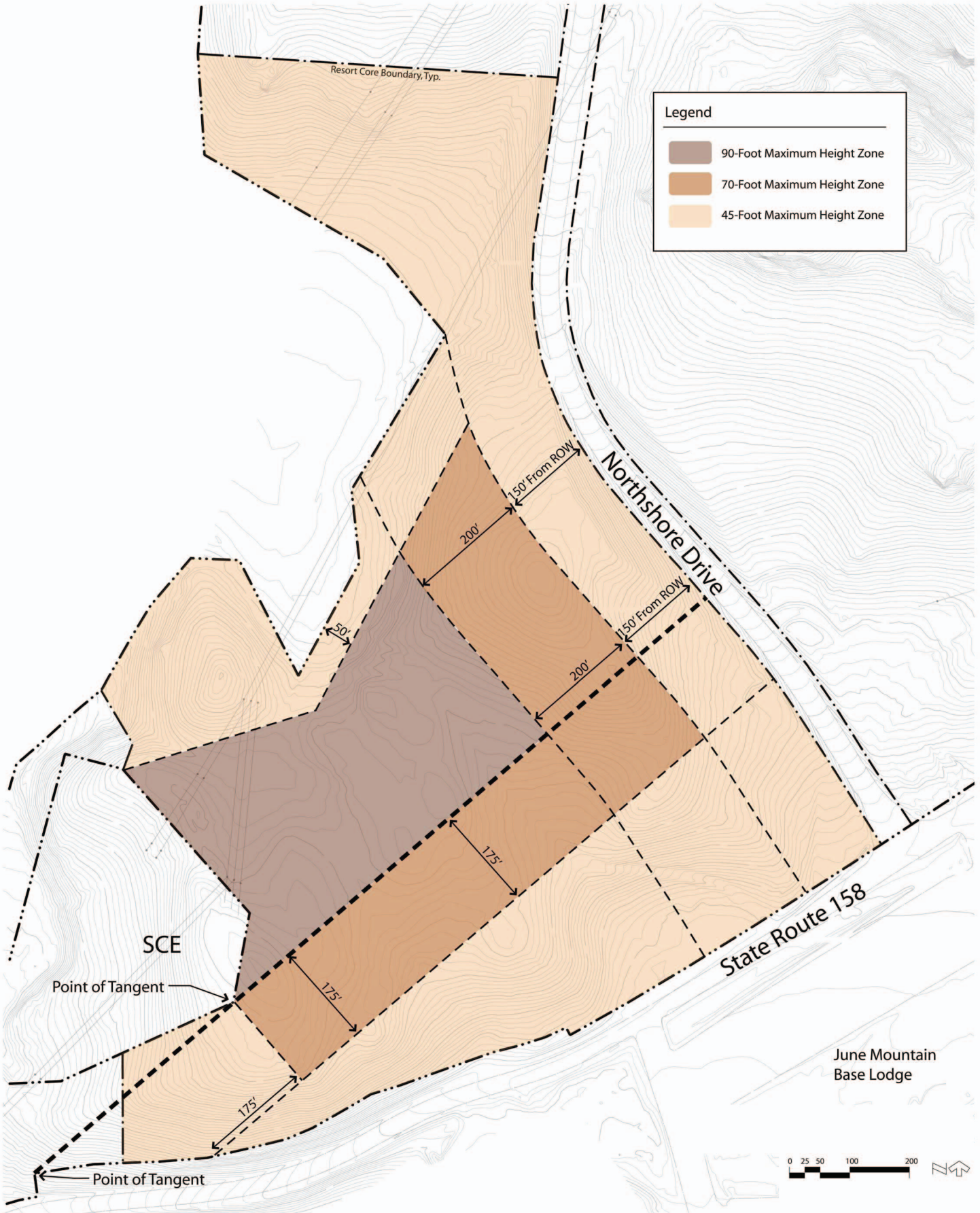
4.5 Land Use Standards

The following section delineates the proposed land use standards for each of the LUDs described in *Section 4.3*.

4.5.1 Proposed Permitted Uses and Development Standards for LUD 1 (Resort Core)

The following are the permitted uses and land use standards proposed for LUD 1 (note: see also the permitted uses land use standards for the AHOZ):

Table 4.5.1.1: Permitted and Conditional Uses for LUD 1	
Permitted Uses	N/A
Uses Permitted Subject to Director Review	N/A
Uses Permitted Subject to Use Permit	• Single family dwelling (mobile homes are not permitted) • Accessory buildings and uses • Transient rentals (rentals for fewer than 30 consecutive days) • Community site (see *Section 3.3*) • Condominiums, cooperatives, townhomes, apartments, fractional-share, timeshare, private residence clubs, and similar uses. • Hotels, condominium hotels, motels, lodges, bed-&-breakfast establishments, cabins and other uses found to be similar by the Commission. • Parking lots and parking structures other than required off-street parking • Construction of an accessory building prior to construction of the main dwelling • Affordable Housing



RODEO GROUNDS PROJECT PROPOSAL PROPOSED RESORT CORE MAXIMUM ALLOWABLE HEIGHTS

June Lake, CA - Mono County

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Figure **4.5.1**

Table 4.5.1.2: Development Standards for LUD 1	
Minimum Lot Area	Within LUD 1, the minimum lot size shall be: • Hotels, condominium hotels, motels, lodges, bed & breakfast establishments, rental cabins and other similar uses – 20,000 sf • Condominiums, cooperatives, townhouses, and similar uses (excluding apartments) – 20,000 sf • All other uses – 10,000 sf • Land uses on lots less than 10,000 square feet shall be limited to single family residences
Minimum Single Family Lot Dimensions	Within LUD 1, the minimum single family lot dimensions shall be: Width – 60 feet Depth – 100 feet
Maximum Lot Coverage	Within LUD 1, the maximum site coverage in any parcel, including all structures and paved or other impervious surfaces shall be 70%.
Minimum Setbacks for Structures	Within LUD 1, the minimum setbacks for all structures shall be: Front: 10 feet Rear: 5 feet Side: 0 feet, or 10 feet when abutting a residential district or on a corner lot
Density	See *Section 4.4*
Building Height	Within LUD 1, the maximum building height permitted shall be established in zones, as indicated in *Figure 4.5.1: Proposed Resort Core Maximum Allowable Heights*. A 70 foot maximum height zone and a 90 foot maximum height zone shall apply. A maximum permitted building height of 45 feet shall apply to all other areas in LUD 1.

4.5.2 Proposed Permitted Uses and Development Standards for LUD 2 (Multi-Family)

The following are the permitted uses and land use standards proposed for LUD 2 (note: see also the permitted uses land use standards for the AHOZ):

Table 4.5.2.1: Permitted and Conditional Uses for LUD 2	
Permitted Uses	• Single family dwelling • Transient rental of all products (fewer than 30 consecutive days) • Accessory buildings and uses • Community site (see Section 3.3) • Condominiums, cooperatives, townhomes, apartments, fractional-share, timeshare, private residence clubs, and similar uses. • Parking lots and parking structures • Affordable Housing
Uses Permitted Subject to Director Review	• Model units
Uses Permitted Subject to Use Permit	• Hotels, motels, bed-&-breakfast establishments

Table 4.5.2.2: Development Standards for LUD 2	
Minimum Lot Area	Within LUD 2, the minimum lot size shall be: Minimum lot size – 7,500 sf Hotels, condo-hotels and motels – 20,000 sf Condominiums, cooperatives, townhomes – 20,000 sf
Minimum Single Family Lot Dimensions	Within LUD 2, the minimum single family lot dimensions shall be: Width – 60 feet Depth – 100 feet
Maximum Lot Coverage	Within LUD 2, the maximum lot coverage in any parcel, including all structures and paved or other impervious surfaces shall be 60%.

Minimum Setbacks for Structures	Within LUD 2, the minimum setbacks for all structures shall be: Front: 10 feet Rear: 10 feet Side: 10 feet For Merged Lots: Where two or more contiguous lots are merged, all interior lot lines shall be eliminated, and yards shall be established from the exterior boundaries of the merged lot.
Density	See *Section 4.4*
Building Height	Within LUD 2, the maximum allowable building height is 45 feet.

4.5.3 Proposed Permitted Uses and Development Standards for LUD 3: Single Family

The following are the permitted uses and land use standards proposed for LUD 3 (note: see also the permitted uses land use standards for the AHOZ):

Table 4.5.3.1: Permitted and Conditional Uses for LUD 3	
Permitted Uses	• Single family dwelling • Accessory buildings and uses • Community site (see *Section 3.3*) • Secondary unit • Transient rentals (rentals for fewer than 30 consecutive days)
Uses Permitted Subject to Director Review	N/A
Uses Permitted Subject to Use Permit	• Single family dwellings on lots larger than 3 acres • Construction of an accessory building prior to construction of the main dwelling • Affordable Housing

Table 4.5.3.2: Development Standards for LUD 3	
Minimum Single Family Lot Area	Within LUD 3, the minimum single family lot size shall be 7,500 sf
Minimum Single Family Lot Dimensions	Within LUD 3, the minimum single family lot dimensions shall be: Width – 60 feet Depth – 100 feet
Maximum Lot Coverage	Within LUD 3, the maximum site coverage in any parcel, including all structures and paved or other impervious surfaces shall be 40%. Single family lots providing a second unit shall be permitted a maximum site coverage, including all structures and paved or other impervious surfaces, of 50%.
Minimum Setbacks for Structures	Within LUD 3, the minimum setbacks for all structures shall be: Front: 10 feet Rear: 10 feet Side: 10 feet Note: Side yard may be reduced in accordance with *Mono County General Plan (2007) Table 4.090, Special Yard requirements*.

Density	See *Section 4.4*
Building Height	Within LUD 3, the maximum allowable building height is 35 feet, with an option to extend to a maximum of 45 feet, provided that the required side and rear yards are increased one foot in width for each foot of height over 35 feet.
Maximum Square Footage of Secondary Units	Within LUD 3, the maximum square footage of secondary units shall be 850 square feet.

4.5.4 Proposed Permitted Uses and Development Standards for LUD 4 (Light Industrial)

LUD 4 is intended for several possible uses: a propane tank farm, snow equipment storage, and/or other auxiliary light industrial uses associated with the Project. It may also contain the "community site", as described in *Section 3.3*. Land under this designation may also be subject to a future land swap with SCE, and subsequently dedicated to utility uses. The following are the permitted uses and land use standards proposed for LUD 4:

Table 4.5.4.1: Permitted and Conditional Uses for LUD 4	
Permitted Uses	• Any proposed change of use when conducted within an existing, conforming, legally developed structure, for uses subject to a Director Review of Use Permit
Uses Permitted Subject to Director Review	• All permitted uses if deemed necessary by the Director • Vehicle repair garages and shops • Public buildings and uses • Light equipment rental and/or storage yards • Storage yards for construction materials and equipment • Temporary buildings and appurtenant structures to allowed use • Storage of recreational vehicles, boats and miscellaneous recreational related equipment • Accessory buildings and uses
Uses Permitted Subject to Use Permit	• Tank farms

Table 4.5.4.2: Development Standards for LUD 4	
Minimum Lot Area	Within LUD 4, the minimum lot size shall be 10,000 sf
Minimum Lot Dimensions	Within LUD 4, minimum permitted lot dimensions shall be: Width – 75 feet Depth – 100 feet
Maximum Lot Coverage	Within LUD 4, maximum permitted site coverage shall be: 80%

Minimum Setbacks for Structures	Uses subject to DR: Front – 20 feet Rear – 5 feet Side – 0 feet Uses subject to UP: Front – 20 feet Rear – 10 feet Side – 10 feet Side and rear yards may be modified by the Director or Commission. Yards when abutting a residential district shall not be less than 20 feet along the property line, Corner lots shall have a side yard of 10 feet along the street frontage.
Density	Residential uses are not permitted
Building Height.	Within LUD 4, maximum permitted building height shall be: 40 feet
Minimum Space between Buildings	Within LUD 4, the minimum space between buildings shall be: 10 feet

4.5.5 Proposed Permitted Uses and Development Standards for Affordable Housing Overlay Zone

The following are the permitted uses and land use standards proposed for the AHOZ (see also the permitted uses and land use standards for LUD 1, LUD 2, and LUD 3. *Note: Affordable housing uses located outside the AHOZ shall conform to the regular land use standards of the LUD. Where the AHOZ does not set a special land use standard, the regular land use standards of the LUD shall apply.*

Table 4.5.5.1: Permitted Uses for the AHOZ	
Permitted Uses	• Affordable housing (may include single family and/or multi-family unit types) • Parking lots or parking structures • Public amenity areas (such as playgrounds)

Table 4.5.5.2: Development Standards for the AHOZ	
Minimum Lot Area	Within the AHOZ, the minimum single family lot size shall be: Single family: 3,500 sf Multi-family: 5,000 sf
Minimum Lot Dimensions	Within the AHOZ, no minimum permitted lot dimensions shall apply.
Maximum Site Coverage	Within the AHOZ, maximum permitted site coverage shall be allowed to increase by up to 10% from the otherwise applicable LUD standard (for example: increase from 60% to 70%)

For parking standards applicable to the AHOZ see *Section 4.6.6*.

4.6 Parking Standards

4.6.1 General Parking Standards

A multi-modal transportation network has been planned for the Project to decrease parking demand. The proposed system includes a pedestrian and bike trail network, an easement for overhead transit to JMSA, and provision for a possible shuttle system (See *Figure 5.0: Trail Connections*).

The following are the Parking Standards proposed for each LUD:

4.6.2 LUD 1 (Resort Core) Parking Standards

The Parking Standards for LUD 1 (Resort Core) are presented in *Table 4.6: Rodeo Grounds Resort Core Parking Requirement*. These standards were provided by LSA Associates in a September 18, 2008 report titled *Rodeo Grounds Resort Core Parking Demand Analysis* (see *Appendix II*). The report proposes an appropriate parking requirement for the Resort Core, based on projected parking demand for the proposed land uses and associated opportunities for shared parking efficiencies. Parking may be located under-structure for any building in LUD1 (Resort Core), provided the building conforms to all other applicable development standards.

These requirements vary from the parking requirements for the permitted uses as established in the *Mono County General Plan* (2007); however, they reflect the particular demand projected for the proposed permitted uses and densities in the Resort Core.

Table 4.6: Rodeo Grounds Resort Core Parking Requirements

Land Use Unit Type	*Parking Rate*
Visitor Accommodations:	
Studio	1.0 space/unit
One-Bedroom with Lock-off	1.5 spaces/unit
One Bedroom	1.0 space/unit
Studio Suite with Lock-off	1.5 spaces/unit
Two Bedroom	1.0 space/unit
Commercial (incl. restaurant)	3.5 spaces/thousand square feet
Townhomes (2-units)	3.0 spaces/unit

4.6.3 LUD 2 (Multi-Family) Parking Standards

The following parking standards shall apply to LUD 2 for duplexes, and other multi-family residences:

Minimum parking required shall be:

- 1 space for each studio or 1-bedroom unit
- 2 spaces per 2-bedroom unit, 3-bedroom unit or 4-bedroom unit
- 2 spaces per manager's unit (if any).

Guest parking

- 4-50 units: One space per each 6 units or fraction thereof, but no fewer than 2 spaces.
- 51-150 units: One space per each 8 units or fraction thereof, but no fewer than 8 spaces
- 151+ units: One space per each 10 units or fraction thereof, but no fewer than 18 spaces.

Any portion of required parking may be met with uncovered surface parking

4.6.4 LUD 3 (Single Family) Parking Standards

The following parking standards shall apply to LUD 3 for single family residences:

2 spaces per unit (either covered or uncovered).

4.6.5 LUD 4 (Light Industrial) Parking Standards

The following parking standards shall apply to LUD 4:

Minimum of 2 spaces for every 3 employees on the largest shift, but not less than 1 space for each 1,000 square feet of gross floor area; may be provided off-site within 300 feet when approved by the Planning Commission.

4.6.6 Affordable Housing Overlay Zone Parking Standards

The following parking standards shall apply to affordable housing uses in the AHOZ:

Minimum parking required shall be:

- 1 space for each studio, 1-bedroom unit or 2-bedroom unit
- 2 spaces per 3-bedroom unit or 4-bedroom unit

Guest parking

- 4-50 units: One space per each 6 units or fraction thereof, but no fewer than 2 spaces.
- 51-150 units: One space per each 8 units or fraction thereof, but no fewer than 8 spaces
- 151+ units: One space per each 10 units or fraction thereof, but no fewer than 18 spaces.

Any portion of required parking may be met with uncovered surface parking

5.0 Circulation

The following section describes the site circulation plan, objectives, policies, and standards to be established for the Project (see *Figure 3.0: Conceptual Land Use and Circulation Plan*, *Figure 5.0: Trail Connections*). Additional information on circulation infrastructure may be found in *Section 7*.

5.1 Site Circulation Objectives

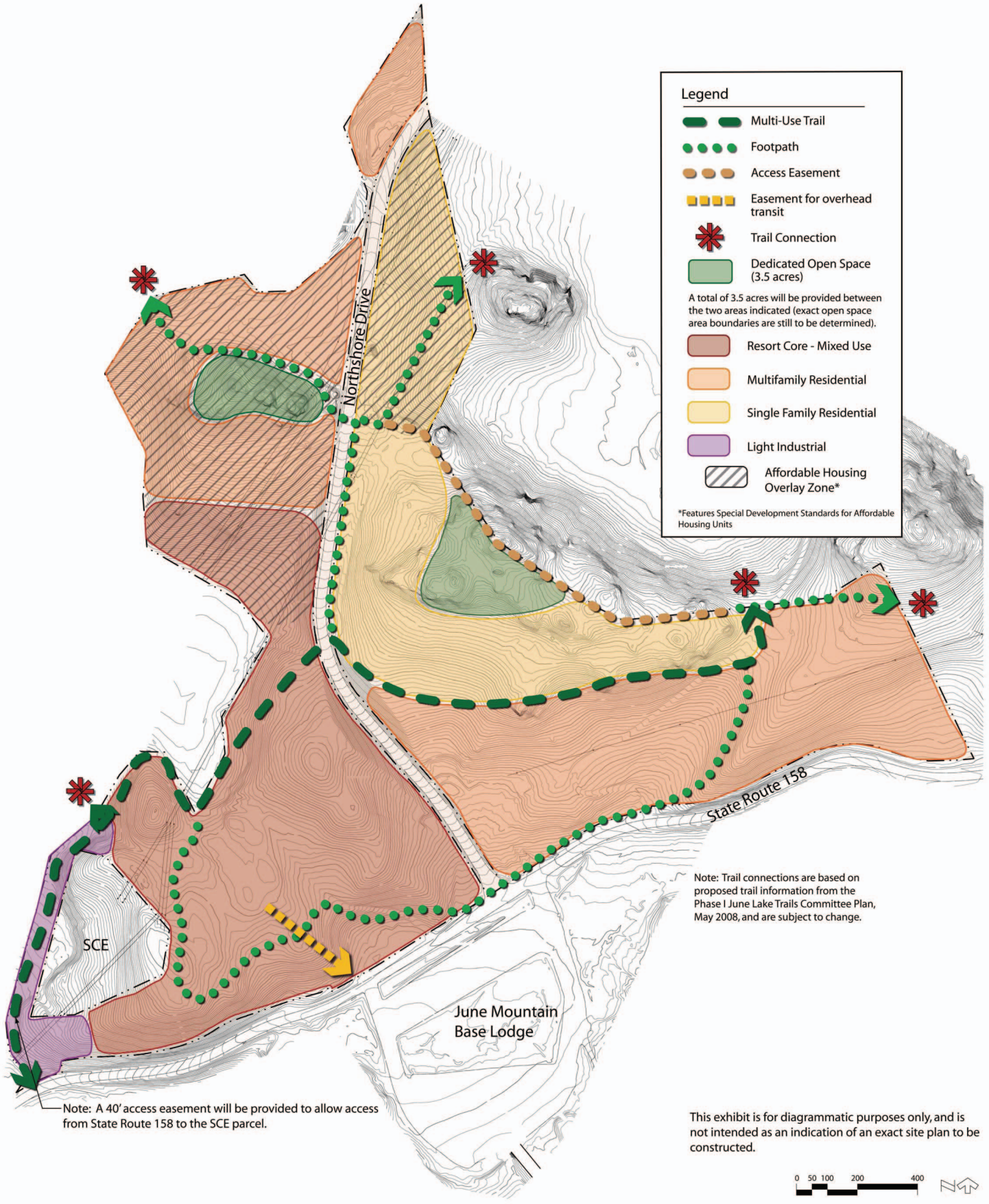
The Project Site circulation objectives are:

- To promote pedestrian access to existing and future trail connections.
- To minimize impacts of vehicular traffic.
- To encourage guests to park their vehicles for the duration of their stay and utilize potential resort shuttles, aerial lifts, and trails.
- To facilitate efficient circulation through a comprehensive wayfinding and signage program.

5.2 Site Circulation Plan Policies

The following policies will be established to carry out the circulation objectives:

- A system of pedestrian trails and walkways shall be developed throughout the Project Site to facilitate pedestrian circulation.
- Trails and foot paths shall be developed and maintained to connect to existing public trails and open spaces.
- Public access to surrounding public lands shall be maintained through dedicated rights-of-way and easements.
- Vehicular travel to JMSA and to June Lake Village will be reduced through a potential shuttle system.
- An easement for overhead transit connection between the Resort Core and JMSA shall be established.
- Proposed access drives, streets, and roadways shall be evaluated prior to permit approval to minimize the potential for unsafe access or traffic congestion.
- Narrower roads shall promote safe vehicle speed and lessen grading impacts.


Legend
Multi-Use Trail
Footpath
Access Easement
Easement for overhead transit
Trail Connection
Dedicated Open Space (3.5 acres)
A total of 3.5 acres will be provided between the two areas indicated (exact open space area boundaries are still to be determined).
Resort Core - Mixed Use
Multifamily Residential
Single Family Residential
Light Industrial
Affordable Housing Overlay Zone*
*Features Special Development Standards for Affordable Housing Units
Northshore Drive
State Route 158
SCE
June Mountain Base Lodge
Note: Trail connections are based on proposed trail information from the Phase I June Lake Trails Committee Plan, May 2008, and are subject to change.
Note: A 40' access easement will be provided to allow access from State Route 158 to the SCE parcel.
This exhibit is for diagrammatic purposes only, and is not intended as an indication of an exact site plan to be constructed.
0 50 100 200 400

5.3 Site Circulation Plan Standards

5.3.1 Auto Circulation

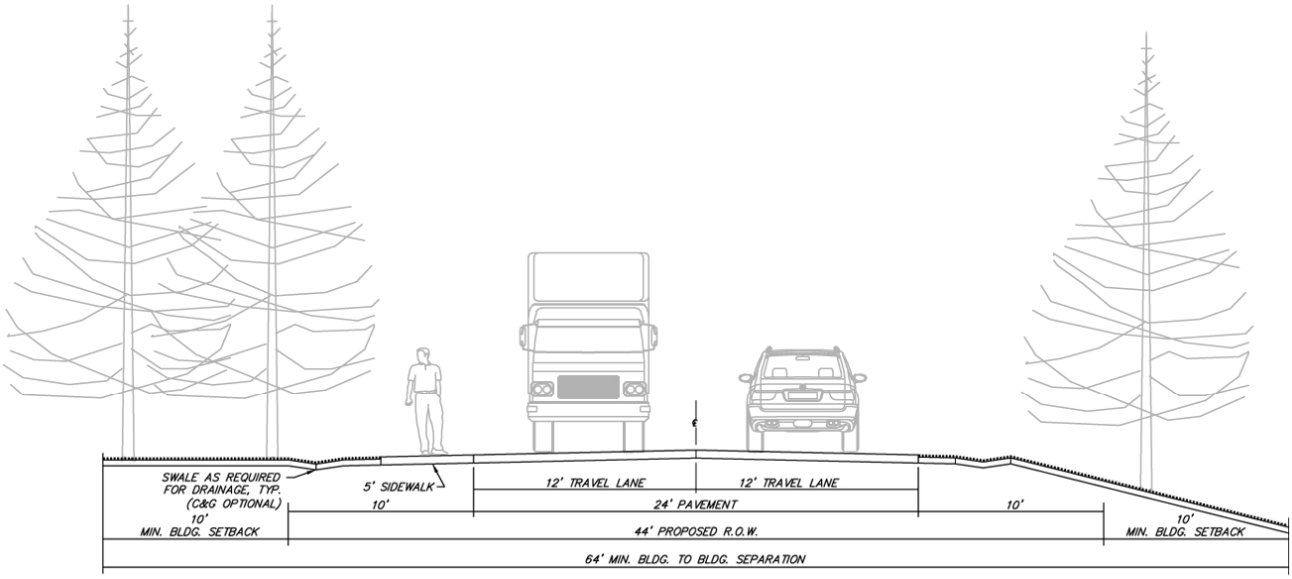
The Project Site is located adjacent to State Route 158 and North Shore Drive, both of which are major vehicular routes within June Lake. A network of proposed private streets through the Project Site will afford visitors easy vehicular travel within and through the Project Site. Project Site access will occur at well-marked ingress-egress points along North Shore Drive. Access to a small parking lot shall be permitted along State Route 158. Visitors will have access to the network of walkways in the Resort Core and the pedestrian trail network and potentially, to an on-site shuttle service.

5.3.2 Proposed Roadway Standards

The following roadway standards and section figures are proposed for the Project. Roadway sections are proposed for different land uses within the Project Site based on anticipated levels of traffic intensity and use. Standards and sections are provided for the Resort Core Loop, Typical Residential Streets, and Private Drives. All of the roadway sections use a 44-foot right-of-way, but the pavement width varies by use.

Roadway Standards - Resort Core Loop

A loop road is proposed to provide access from North Shore Drive to all parking facilities and service areas within LUD 1. The drivable pavement width is proposed to be 24 feet, composed of two 12-foot travel lanes, and centered within a 44-foot right-of-way. In addition to the 10-foot minimum building setbacks on either side of the right-of-way, the 10-foot aprons accommodate an area that can be used for landscaping, snow storage, parking, drop-off, and pedestrian circulation. Refer to *Figure 3.0: Conceptual Land Use and Circulation Plan*.

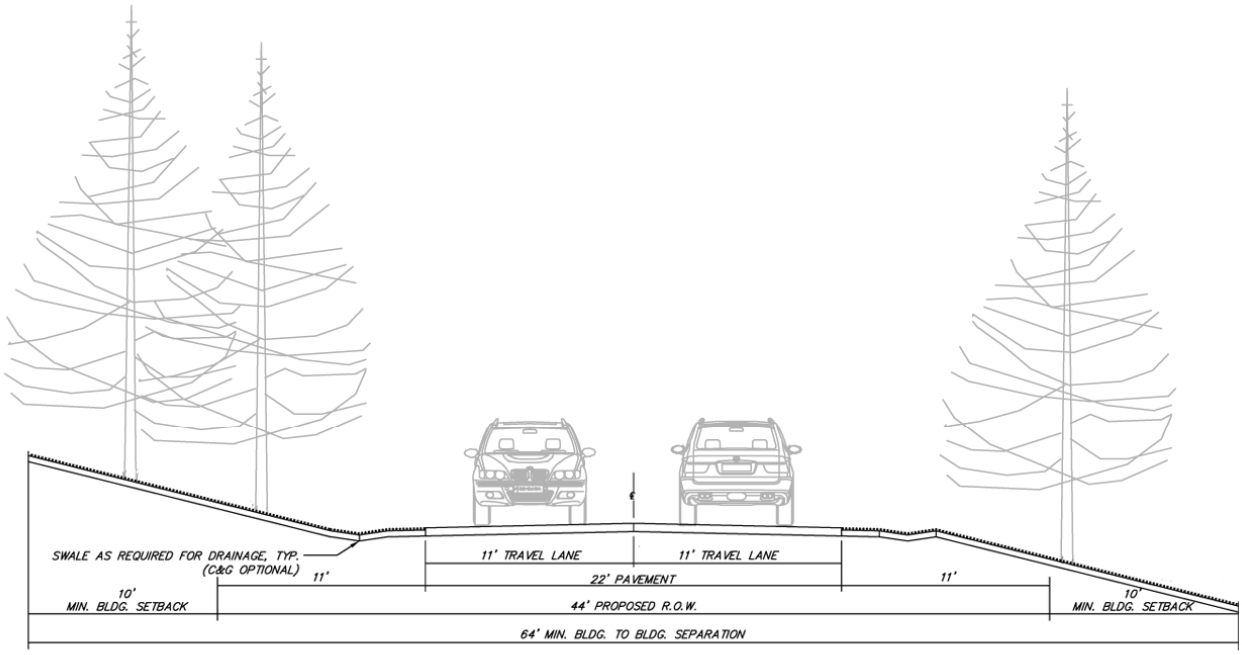


TYPICAL SECTION A
RESORT CORE LOOP

NOTE: PROPOSED SECTION FOR PLANNING PURPOSES ONLY ACTUAL SECTION TO CONFORM TO LOCAL AND STATE ENGINEERING REQUIREMENTS.

Roadway Standards - Residential Street

The Residential Street Section is proposed for use in double loaded single family and multi-family areas outside of the Resort Core. The drivable pavement width is 22 feet centered within a 44-foot right-of-way. The 11-foot apron area within the right-of-way and the additional 10-foot minimum building setbacks area for landscape snow storage, parking, and limited pedestrian circulation. Pedestrian circulation shall be oriented to the trail network, which shall effectively connect uses across the Project Site with the Resort Core and JMSA. Refer to *Figure 3.0: Conceptual Land Use and Circulation Plan*. Additional residential streets are to be determined, pending further development.

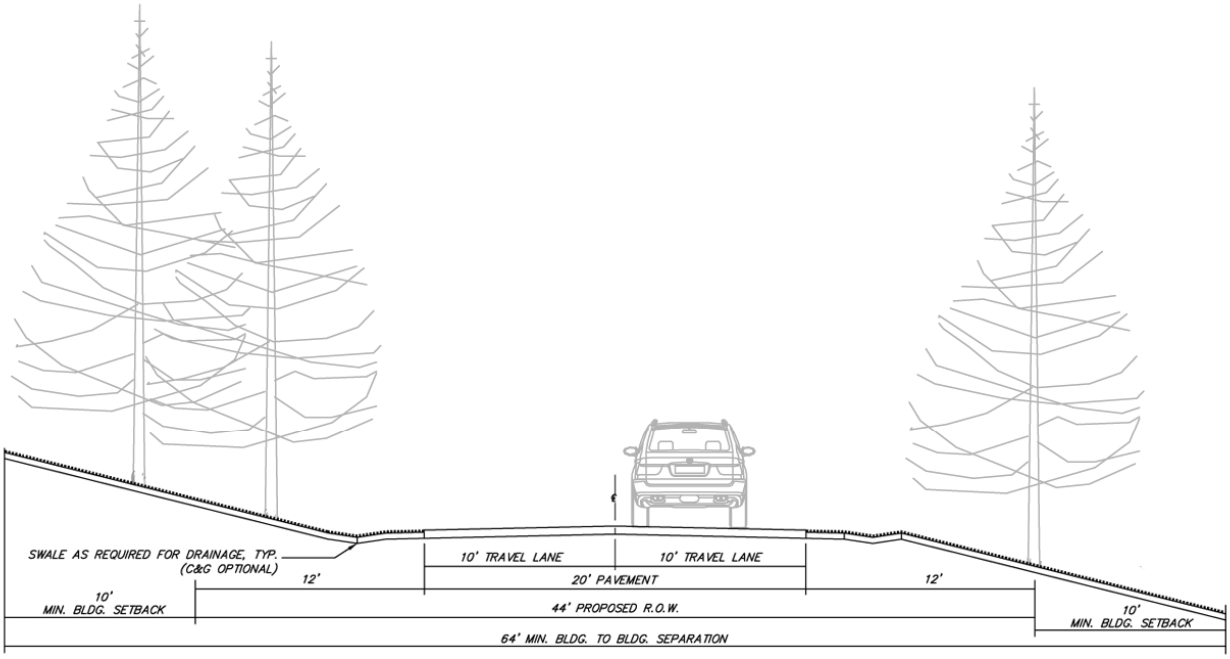


TYPICAL SECTION B
RESIDENTIAL STREET

NOTE: PROPOSED SECTION FOR PLANNING PURPOSES ONLY ACTUAL SECTION TO CONFORM TO LOCAL AND STATE ENGINEERING REQUIREMENTS.

Roadway Standards - Residential Drive

The Residential Drive section is proposed for single loaded residential streets, shared single family drives, and short segments of cul-de-sac streets with limited traffic volume. The drivable pavement width is 20 feet centered within a 44-foot right-of-way. The 12-foot apron areas within the right-of-way and the 10 foot minimum building setback provide an area for landscaping, snow storage, parking and limited pedestrian circulation. Pedestrian circulation shall be oriented to the trail network, which shall effectively connect uses across the Project Site with the Resort Core and JMSA. Refer to *Figure 3.0: Conceptual Land Use and Circulation Plan*. Specific locations are to be determined, pending further development.



TYPICAL SECTION C
PRIVATE DRIVE

NOTE: PROPOSED SECTION FOR PLANNING PURPOSES ONLY ACTUAL SECTION TO CONFORM TO LOCAL AND STATE ENGINEERING REQUIREMENTS.

5.3.3 Shuttle Circulation and System

The Project envisions a shuttle loop connection for guests of the Resort Core to the village of June Lake. The provision of a possible future public and/or private shuttle service shall depend upon demand for this service from resort guests.

On the Project Site, access to shuttle stops/shelters will be conveniently located in anticipation of a shuttle service. The exact nature and location of shuttle stops shall be determined in connection with the use permit application for the Resort Core. Provision of these stops shall be triggered by completion of the development each stop is targeted to serve.

5.3.4 Emergency Vehicular Access

All internal roads within the Project are intended to be used as emergency vehicle access. Additional designated routes for emergency vehicles only may be included as required.

Emergency vehicle access routes will be constructed with a minimum drivable width of 20 feet. Road centerline radii may be as small as 100 feet with approval of a qualified traffic engineer. Appropriately sized hammerheads or turnarounds shall be provided at ends of cul-de-sacs. No on-street parking will be permitted on the Project Site.

5.3.5 Non-Vehicular Circulation

The Project proposes pedestrian circulation through a network of paths and trails connecting key points on the site and providing access to the surrounding public lands. Multi-use trails and footpath trails are proposed throughout the Project Site to augment non-vehicular circulation. Public access to the surrounding Forest Service lands will be maintained through dedicated right-of-ways. An easement shall be preserved for a proposed overhead transit connection from the Resort Core to JMSA. Please see *Figure 5.0: Trail Connections* for more detailed information.

The pedestrian circulation system will be maintained by the Rodeo Grounds maintenance district or property owners association, and will be kept open in winter months to ensure pedestrian access during peak visitor periods.

5.3.6 SCE Parcel Easement

A 40-foot easement for vehicular access from State Route 158 to the SCE Parcel shall be granted. It shall be aligned to meet the existing 75-foot easement along the western boundary of the SCE Parcel.

6.0 Affordable Housing Mitigation Plan

The Project anticipates a need for affordable housing that will be created by the proposed development. Pursuant to Mono County Code Section 15.40.060, the developer proposes an Alternative Housing Mitigation Plan to meet these needs. The following sections describe the method and manner by which the Project shall accomplish this mitigation.

Affordable housing may be located on any portion of the Project Site (except in LUD 4). However, affordable housing is a permitted use, and subject to a special set of alternate development standards when located in the AHOZ.

6.1 Affordable Housing Mitigation Objectives

The objectives for provision of affordable housing under the Project are:

- To adequately and reasonably mitigate the affordable housing demands generated by the Project.
- To provide a year-round neighborhood of livable, high-quality affordable housing on the Project Site.

6.2 Affordable Housing Mitigation Policies

The following policies will be established to carry out the affordable housing mitigation objectives:

- Affordable housing units shall establish a year-round, community environment for residents.
- Affordable housing units shall be constructed with attractive and durable materials and furnishings.
- Affordable housing shall be served by transit services that may be established for the Project.
- Affordable housing units may be located in any portion of the Project Site, except in LUD 4.

6.3 Affordable Housing Mitigation Standards

The following standards will apply to the mitigation of affordable housing need based on the development of the Project. Except as otherwise specified in this document, affordable housing mitigation shall be in accordance with Chapter 15.40 of the Mono County Code (for a discussion of areas where the standards of this Affordable Housing Plan differ from the requirements of Mono County Code, see Section 6.4, below).

6.3.1 Affordable Housing Mitigation Standards by Use

The following affordable housing mitigation standards apply to each land use proposed under the Project.

6.3.1.1 Condominium-Hotel (Visitor Accommodations) Mitigation

Affordable housing shall be provided to mitigate the impacts of visitor accommodation uses as follows. Unless noted otherwise, these standards are consistent with the requirements of Mono County Code Section 15.40.040.B.1:

- One affordable housing unit shall be provided "for every twenty (20) sleeping areas provided by the project multiplied by the location factor" (per Mono County Code Section 15.40.040.B.1).
- In addition to providing one affordable unit for every 20 sleeping areas, developers shall pay a fractional fee "where each sleeping area is determined to have a fractional value of 1/20 of an affordable unit multiplied by the location factor" (per Mono County Code Section 15.40.040.B.1).

6.3.1.2 Commercial Mitigation

Affordable housing shall be provided to mitigate the impacts of commercial uses as follows. Unless noted otherwise, these standards are consistent with the requirements of Mono County Code Section 15.40.040.B.2:

- One affordable housing unit shall be provided "for every eight thousand (8,000) square feet of commercial space developed multiplied by the location factor" (per Mono County Code Section 15.40.040.B.2).
- In addition to providing one affordable unit for every eight thousand (8,000) square feet of commercial space developed, developers shall pay a fractional fee "where each square foot is determined to have a fractional value of 1/8000 of an affordable unit multiplied by the location factor" (per Mono County Code Section 15.40.040.B.2).

6.3.1.3 Single Family Mitigation

Affordable housing shall be provided to mitigate the impacts of single family residential uses as follows. Unless noted otherwise, these standards are consistent with the requirements of Mono County Code Section 15.40.050.A (for a discussion of any discrepancies between these standards and applicable Mono County Code, see Section 6.4, below).

- One affordable housing unit shall be provided "for every ten (10) single family lots or units created and shall pay a fee in lieu of providing a fractional inclusionary unit where each lot is determined to have a fractional value of 1/10 of an affordable unit multiplied by the location factor" (per Mono County Code Section 15.40.050.A).
- All single family lots shall be permitted to include a secondary unit. Secondary units shall not require affordable housing mitigation.

6.3.1.4 Multi-Family (Condominiums and Planned Developments) Mitigation

Affordable housing shall be provided to mitigate the impacts of multi-family residential uses as follows. Unless noted otherwise, these standards are consistent with the requirements of Mono County Code Section 15.40.050.B.i (for a discussion of any discrepancies between these standards and applicable Mono County Code, see Section 6.4, below). *Note: uses defined as "multi-family" in this Project Proposal are generally intended to follow an ownership model that places them under the regulations for "Condominiums and Planned Developments" (Mono County Code §15.40.050.B.i.), as opposed to those for rental "Multi-Family Units" (Mono County Code §15.40.050.B.ii.).*

- One affordable housing unit shall be provided "for every ten units created and shall pay a fee in lieu of providing a fractional inclusionary unit where each unit is determined to have a fractional value of 1/10 of an affordable unit multiplied by the location factor" (per Mono County Code Section 15.40.050.B.i).
- The developer shall provide one (1) manager's unit to serve the Multi-family uses of the Project.

6.3.2 Timetable for Mitigation

The timetable for mitigation is to be directly tied to the vertical construction of market rate units and a percentage of related sales closings in the Resort Core Phase.

6.3.3 Description of Type and Size of Affordable Units

The type and size of affordable units provided under this plan shall be in accordance with Mono County Code Chapter 15.40, Table Y.

6.3.4 Allocation/Rent or Sales Prices

The developer of the Project may request that Mono County (or its designee) provide tenant or purchaser selection for the affordable units if the developer does not intend to manage the affordable units. The developer may contract with a third-party entity to develop and/or manage any portion or all of the required affordable units.

For rental units, the developer may first offer the units to the employees of the Project. Any unleased units may then be offered to Mono County (or its designee) for tenant selection. All leases and tenant qualification procedures shall be in accordance with applicable Mono County policies and regulations.

For sales units, the initial owner or developer may first offer the units to the employees of the Project. Thereafter, buyer eligibility and selection shall be in accordance with applicable Mono County policies and regulations. Six months after completion, any unsold units may be offered for long-term rental at affordable rates.

6.4 Consistency with Mono County Code

The following sections discuss the rationale for proposing alternate standards under this Affordable Housing Plan from the requirements of Mono County Code Chapter 15.40. All housing mitigation standards under this plan are consistent with Mono County Code Chapter 15.40, with the exception of the following:

6.4.1 Justification for Alternative Single Family Mitigation Standards

The proposed standards for mitigating the impacts of single family residential uses under the Project are consistent with the requirements of Mono County Code Chapter 15.40, with the exception of the requirement that affordable units mitigating single family uses be located in the same subdivision and dispersed throughout the residential development (Mono County Code §15.40.050A), and the requirement to deed restrict 20% of single family lots to provide market-rate secondary units (Mono County Code §15.40.050A.1.d). This Rodeo Grounds Affordable Housing Mitigation Plan instead allows affordable units to be clustered, and does not require deed restriction of 20% of single family lots to provide market-rate secondary units. Instead, it permits secondary units on all single family lots.

Justification for Alternative Standard:
The Mono County Code requirement that affordable units be distributed throughout the development parcels would result in the dispersal of year-round homes throughout seasonally transient neighborhoods. The Rodeo Grounds Affordable Housing Mitigation Plan allows for the affordable units to be clustered together, in order to allow these year-round residents the benefits of a cohesive, active community neighborhood.

The secondary dwelling units currently required by Mono County Code are not required to be deed restricted as affordable housing; therefore, the regulation serves only to guarantee an increase in the quantity of *market rate* housing in the County. In addition, deed restriction of single family lots to require secondary units severely diminishes their marketability, rendering them economically infeasible. Instead, secondary units shall be permitted on all single family lots.

6.4.2 Justification for Alternative Multi-Family (Condominiums and Planned Developments) Mitigation Standards

The proposed standards for mitigating the impacts of single family residential uses under the Project are consistent with the requirements of Mono County Code Chapter 15.40, with the exception of the requirement to provide one manager's unit for every 15 condominium units and pay a fee in lieu of providing a fractional manager's unit (Mono County Code § 15.40.050.B.i.d). This Rodeo Grounds Affordable Housing Mitigation Plan proposes instead that one (1) manager's unit be provided to serve the Project (Section 6.3.1.4, above).

Justification for Alternative Standard:

The requirement for 10 manager's units for 158 town homes units is excessive. The net effect of this requirement is that a developer of townhomes would be required to provide far more mitigation than the developer of condo hotel/visitor accommodation units is required to provide (no manager's units are required for visitor accommodations). Accordingly, it is far more prudent to provide one manager's unit for the roughly 158 townhomes proposed.

In addition, Mono County Code does not require the manager's units to be deed restricted as affordable housing; therefore the current requirement serves only to increase the quantity of *market rate* housing in the County.

7.0 Recreation

The Project will be a destination for those seeking to enjoy Mono County's recreational opportunities, which include skiing, snowboarding, hiking, biking, shopping, and fishing. A proposed system of trails will provide pedestrian access to existing recreational trails. The following section describes the general objectives, policies, and standards for recreation established by the Project. Additional standards required by Mono County or the State of California Uniform Building Code ("UBC") may apply.

7.1 Recreation Objectives

The Project's recreation objectives are:

- To provide guests access to recreational opportunities on-site and throughout the June Lake Area
- To create and maintain a comprehensive and interconnected recreational trail system

7.2 Recreational Policies

The following policies will be established to carry out the recreation objectives:

- The Project shall provide visitors access to JMSA.
- The Project shall encourage shopping and dining in the village of June Lake.
- The Project shall maintain public access to adjoining USFS lands at multiple points across the Project Site.

7.3 Recreational Standards

- Public access to surrounding USFS lands shall be maintained through designated right-of-ways or easements (see *Figure 5.0: Trail Connections*).
- Access from the Resort Core to recreation in June Lake Village shall be established.
- An easement shall be provided for a possible overhead transit connection from the Resort Core to JMSA.
- A comprehensive pedestrian/multi-use trail system shall be incorporated into the site plan to allow connection between on-site uses and the Resort Core, as well as on-site open space areas and off-site to existing USFS trail heads (see *Figure 5.0: Trail Connections*).
- The pedestrian/multi-use trail system shall include a minimum of one east-west multi-use trail across the Project Site and a minimum of one east-west footpath or walkway across the Project Site. Both shall connect at each end to a USFS trail head. In addition, a

minimum of one north-south footpath shall be provided to link the two east-west connections (see *Figure 5.0: Trail Connections*).

- An access easement shall be provided across the ridgeline open space area on the central-eastern side of the site, east of North Shore Drive (see *Figure 5.0: Trail Connections*).

8.0 Conservation and Open Space

The following section describes the general objectives, policies and standards for conservation and open space established by the Project. Additional standards required by Mono County or the UBC ("UBC") may apply.

8.1 Conservation & Open Space Objectives

The Project's objectives for conservation and open space are:

- To develop the Project Site in a manner sensitive to the local environment
- To preserve the natural quality of the Project Site when and where possible
- To conserve energy resources
- To maintain air quality and conserve natural water resources
- To utilize a sustainability matrix to maximize opportunities for conservation

8.2 Conservation & Open Space Policies

The following policies will be established to carry out the conservation and open space objectives:

- The Project shall be designed for reduced impacts to the natural features of the site.
- The Project shall, when applicable, follow the guidelines of the Rodeo Grounds Project Sustainability Matrix (see *Appendix III*).

8.3 Conservation & Open Space Standards

This section identifies standards for development that will implement the conservation and open space policies in the Rodeo Grounds Sustainability Program Matrix (see *Appendix III*):

<u>Land Use and Energy</u>

- Project development shall retain a minimum of 3.5 acres of natural open space areas through site-specific design.
- All development within the Rodeo Grounds Specific Plan area shall obtain a construction permit from the Great Basin Unified Air Pollution Control District ("GBUAPCD") and comply with its requirements prior to commencement of any construction.
- All residential structures shall be designed to comply with State energy conservation standards to reduce the need for fossil fuels and wood burning for heating.

- All development proposing solid fuel burning facilities (wood stoves, pellet stoves, fireplaces) shall be subject to emissions standards and operating requirements established by the County and/or the GBUAPCD.

- The use of alternative energy sources, such as geothermal or solar, will be encouraged.

- The solar orientation of buildings shall be considered in the design.

- No surface disturbance shall be permitted in areas of significant archaeological sites until a suitable mitigation plan prepared by an archaeologist has been fully implemented.

- All large lodge and commercial operations shall be equipped with a designated waste and recycling facilities area equipped for efficient and appropriate disposal.

- With the application for building permit, or use permit, if required, each development shall include a tree replacement plan to be approved during the design review process. The tree replacement plan shall establish criteria for replacement of trees lost through development, emphasizing the use of native species.

Water Resources

- Landscaping shall utilize climate-adapted, drought-resistant species to reduce irrigation water demands.

- Water conservation devices shall be installed in all structures.

- Permanent drainage collection, retention, and infiltration facilities shall be installed for all development. All projects shall be required to retain and/or infiltrate runoff from impervious surfaces in accordance with the County and Lahontan Regional Water Quality Control Board ("RWQCB") requirements.

- A drainage and erosion control plan and a waste discharge permit shall be required for all project development in accordance with the County and RWQCB requirements.

9.0 Noise Abatement

The following section describes the general objectives, policies, and standards for noise abatement established by the Project. Additional standards required by Mono County or the UBC may apply.

9.1 Noise Abatement Objectives

The objectives for noise abatement in the Project are:

- To minimize inappropriate noise levels through the Project to provide a setting conducive to a high quality destination experience.

9.2 Noise Abatement Policies

The following policies will be established to carry out the noise abatement objectives:

- Appropriate noise attenuation features shall be included in the design of all facilities.
- All construction and maintenance equipment shall be properly equipped and operated to minimize noise disturbance.

9.3 Noise Abatement Standards

- Construction equipment shall be operated in accordance with Mono County regulations. Improperly equipped vehicles will not be permitted to operate.
- Construction activities shall be in accordance with Mono County regulations.
- Residential buildings will be constructed to meet the recommended noise level requirements for residential interiors.

10.0 Safety

The following section describes the general objectives, policies, and standards for safety established by the Project. Additional standards required by Mono County or the UBC may apply.

10.1 Safety Objectives

The Project safety objective is:

- To construct and operate the Project in a manner that minimizes potential hazards to human safety or property and promotes sound safety practices.

10.2 Safety Policies

The Project policies that will be used to carry out the safety objective are:

- Suitable access to and circulation through the Project Site for emergency vehicles shall be established.

- All buildings shall be constructed to minimize potential damage from earthquakes per State and local seismic codes.

10.3 Safety Standards

- Reasonable speed limits and adequate lighting shall be approved by Mono County along project roads and parking areas to increase safety.

- Throughout the Project Site, a system of hydrants and storage tanks shall be developed in accordance with June Lake Fire Department ("JLFD") regulations.

- Prior to construction of the Project, construction plans shall be reviewed by the JLFD Chief to determine that the Project implements sufficient fire safety practices.

- All structures shall be designed and constructed in accordance with the UBC.

- A lateral force (seismic) analysis shall be prepared by a licensed structural or civil engineer for all building structures. The analysis must analyze lateral forces under maximum snow load conditions.

11.0 Implementation

The purpose of this section is to identify implementation measures for the Project.

11.1 Public Facilities/Infrastructure

11.1.1 Site Grading & Drainage

All grading work shall be done in accordance with earthwork and grading recommendations included in an approved soils report prepared for the Project. Retaining walls used shall be in conformance with retaining wall recommendations included in an approved soils report prepared for the Project. The design will keep street grade rates at, or under, 10%.

The historic condition of the Project Site includes runoff exiting the site in all directions (north, east, west and south) in generally sheet flow conditions, without distinct swales or ditches. The recommended design will allow the site to continue to maintain this type of runoff after development.

The improvements will be constructed in phases. Retention/detention facilities must be built when improvements are made in their respective tributary areas. Final designs of each of these facilities will be made during the final design of the respective improvements. The standards and requirements in place at the time of these improvements will be followed. When required, pipe sizes for the final facilities will be sized in accordance with Mono County requirements at the time of the improvements.

The improvements within LUD 1 (Resort Core), including hotels, condominiums and some commercial uses will add to the impervious surfaces in this area. This will have an effect on runoff rates and quantities. This increase should be accounted for during the design of the Resort Core. Improvements on the remainder of the Project Site are anticipated to include single family and multi-family uses. The concentration of impervious surfaces in these areas will be less than that for LUD 1 (Resort Core). Detention systems will provided as part of the initial improvements. Requirements should be developed to provide for retention of the runoff from the additional impervious areas created by construction of homes, driveways, and other lot improvements.

All facilities will be designed to eliminate erosion and contaminated runoff to the greatest extent practical. Based on present regulations, the Project will be required to prepare a Notice of Intent (NOI) to discharge and a Storm Water Pollution Prevention Plan (SWPPP). All construction must also be done in full conformance with Army Corps of Engineers, Fish and Game, the Clean Water Act, the State and Regional Water Quality Control Boards, Mono County, and other agency requirements as appropriate.

11.1.2 Site Utilities

The following outlines the plans for establishing site utility infrastructure and service for proposed uses on the Project Site. The construction of utility infrastructure shall occur in stages as necessary to meet the needs of each phase of development (see Section 12.1.3)

11.1.2.1 Water System

The water system will be installed as part of the June Lake Public Utility District (JLPUD) system. It will be constructed in conformance with all JLPUD requirements. The final water system design will be determined during preparation of improvement plans, generally conforming to the following:

Water Source

It is anticipated that water needs for the Project will be met through the JLPUD water supply system and/or one or more on-site wells.

Water Reservoir

A preliminary location for a reservoir site is proposed on the property west of North Shore Drive and in the northern part of the Project Site, as shown on *Appendix I, Figure I.n: Proposed Water Plan*. If this location is used, a pump station will be required. An optional reservoir site could be proposed to the northwest of the property on USFS land. This location could be used if allowed by the USFS. The reservoir will consist of an above-ground tank. This tank will provide the Project with an additional source of water in the event the water lines or well require repair. The Project could, in theory, operate independently of other systems. Since this will be a new tank site, all potential visual impacts must be considered. If the USFS site is used, then an access road must be developed. Also, power, radio controls, phone, and other utilities must be brought to this new site.

Distribution System

The distribution system for the Project will be generally located in streets. Valves will be located to isolate portions of the system and the fire hydrants will be installed at required intervals. Buildings will be served with meters and service lines.

Connection at Leonard Avenue

An additional consideration in the Water system is the potential connection at Leonard Avenue. With the Well and the Project tank, the site will have sufficient looping without the Leonard Avenue connection. However, it may still be beneficial to the JLPUD to make the connection at this point for additional looping within their system.

The final location of Water System Facilities and connections will be determined in coordination with required agencies including JLPUD and Mono County during the design process.

11.1.2.2 Sewer System

The sewage treatment plan has a capacity of 1 million gallons per day. That capacity can serve approximately 10,000 residents. The area now has fewer than 3,000 residents. At build-out, the Project will add accommodation for approximately 2,610 people. This creates a total of 5,610 users, which is still well below the sewage treatment plant capacity. No additional capacity is required so there are no added costs. Facility upgrades or improvements shall be paid out of normal connection and service fees or community-wide special assessments.

Collection System

The sanitary sewer collection system will be located in the streets and along the back lot lines as necessary. The on-site collection system will connect to the existing JLPUD 12" sewer line in Route 158. The system will be underground and typically installed in roadways, so no visual impacts are expected.

The final location of sewer collection facilities and connections will be determined in coordination with required agencies including JLPUD and Mono County during the design process.

Lift Station

A sewer lift station is needed in the northeast portion of the Project Site. The rest of the sewer system can operate under gravity flow.

11.1.2.3 Dry Utilities

Dry utilities for the Project Site, including Verizon telephone, NPG Cable television, and SCE electrical lines will be installed in conformance with each company's, P.U.C.'s and Mono County's requirements. The propane lines are planned to be installed with the dry utilities with considerations as included in the following section.

11.1.2.4 Propane System

At this time the propane system has yet to be determined. There are two optional potential systems:

Individual System

This system would include individual propane tanks installed on each lot or building site. The advantage of this system is a low initial cost. Each homeowner has control over the propane company used. This generates no potential common liability issues. Additionally, no specific property would be needed for tank sites. Common propane lines in the streets would be optional. The disadvantage of this system is the visual impact of propane tanks located at each residence. This leaves no potential for a future common system.

Central System

This system would include a central tank with propane lines installed in the common utility trench to supply all residences and uses. The advantage of this system is that it would simply require one or two tank sites, which could easily be screened. Maintenance of tanks would be limited, given the smaller number of tanks. Access to tank site could be made for simplified tank filling. A common propane line would exist. Disadvantages of this system include potential common tank liability issues, providing and maintaining property for the tank sites, and a costly common propane

line must be installed in the street and maintained. The suppliers of propane could be limited to a single contract.

It should be noted that the exact method of propane distribution, be it central or individual, has not been determined at this time, and is left to the discretion of the Project developer.

11.1.3 Phasing

This section provides guidelines to the expected project phasing. Market factors and design issues determined during the design process will affect various parameters of this phasing. This section does not propose to state a specific time frame for each phase of construction, but to provide guidelines for the sequence that the construction will follow, such that adequate facilities are provided for each of the phases of work.

11.1.3.1 Initial Phase

This phase of construction will provide for initial features prior to the development of any market value properties as follows:

- Identify open areas. Open areas will be marked on plans.
- Provide area for community site.

11.1.3.2 Single Family Phase

This phase of construction will include single family residential lots. It is expected that lots will be developed in groups of approximately 20 to 25 units as follows:

- Install water, sewer and dry utilities as necessary for expected dwelling and ancillary construction. This will include all areas where roads must be constructed, so roads do not need to be disturbed after construction.
- Provide access roads for dwelling construction including Mono County and JLFD requirements. No more than 25 dwelling units will be constructed on any single access road. Once a road is extended to have 2 access points, 26 dwelling units or more may be constructed along the road.
- Construction of single family residence lots will be performed within the guidelines of the approved Specific Plan for this Project.

11.1.3.3 Multi-Family Phase

This phase of construction will include multi-family residential units. It is expected that units will be developed in groups of approximately 20 to 25 units as follows:

- Install water, sewer and dry utilities as necessary for expected dwelling and ancillary construction. This will include all areas where roads must be constructed, so roads do not need to be disturbed after construction.
- Provide access roads for dwelling construction including Mono County and JLFD requirements. No more than 25 dwelling units will be constructed on any single access road. Once more than 25 dwelling units are constructed on an access road, the road will be extended to have 2 access points.

- Construction of multi-family residential units will be performed within the guidelines of the approved Specific Plan for this Project.

11.1.3.4 Resort Core Phase

This phase of construction will include the Resort Core as follows:

- Extend water, sewer and dry utilities as necessary for resort core and ancillary construction. This will include all areas where roads must be constructed, so roads do not need to be disturbed after construction.
- Provide loop access roads for the resort core including county and fire department requirements.
- Construction of resort core will be performed within the guidelines of the approved Specific Plan and one or more use permits.

11.1.3.5 Affordable Housing Phase

This phase of construction will include the Affordable Housing (see *Section 6.0: Affordable Housing Mitigation Plan*). These facilities will be constructed in phases as the requirements grow to the size of viable projects as follows:

- Extend water, sewer and dry utilities as necessary for expected dwelling and ancillary construction. This will include all areas where roads must be constructed, so roads do not need to be disturbed after construction.
- Provide access roads for dwelling construction including county and fire department requirements. No more than 25 dwelling units will be constructed on any single access road. Once more than 25 dwelling units are constructed on an access road, the road will be extended to have 2 access points.
- Construction of the Affordable Housing will be performed within the guidelines of the approved Specific Plan for this project.

11.1.4 Construction Staging

The exact size and nature of construction staging required for the Resort Core shall be determined at the time of use permit application.

11.1.5 Tree Mitigation

Existing trees over 12” in diameter at breast height (DBH), which are removed as a result of grading or construction under the Project shall be replaced on a 1:1 basis (ratio of replacement trees to trees removed).

- Replacement trees shall be at the minimum in a 15 gallon container.
- Replacement trees shall be selected from species that are well-suited to alpine environments and need low watering.
- Replacement trees need not be of the same species as the trees that they replace.

11.2 Project Maintenance

A project maintenance district and/or owners' association, shall be established for the maintenance of public and common facilities within the Project Site. The project maintenance district or owner's association will be funded through a special assessment fee levied on Project property owners.

The maintenance district or association responsibilities may include, but may not be limited to, the following activities throughout the Project Site:

- Street and pedestrian lighting
- Storm drains
- Landscaping
- Pedestrian plazas and walkways
- Snow/ice removal and storage
- Fire hydrants
- Pedestrian amenities and street furniture
- Parking garage
- Security
- Trash removal and recycling

12.0 Administrative Procedures

This Project Proposal in application for a Specific Plan is intended to result in a Rodeo Grounds Specific Plan, to be adopted by the Planning Commission and the Board of Supervisors of Mono County, California.

The development standards under a Rodeo Grounds Specific Plan shall regulate all development in the Project Site. In the case of a conflict between a Specific Plan and the *Mono County General Plan (2007)*, the adopted Specific Plan shall prevail. In cases where a Specific Plan is silent on an issue of relevance to the Project, the *Mono County General Plan (2007)* shall take precedence.

Any details or issues not covered by the development guidelines or regulations of a Rodeo Grounds Specific Plan shall be subject to the regulations or standards set forth in applicable sections of the *Mono County General Plan (2007)*, Grading Ordinances, and other adopted ordinances of the County.

12.1 Process for Project Approval

Following adoption of a Rodeo Grounds Specific Plan by the Board of Supervisors, applicants may submit development plans for approval. Development plans shall demonstrate substantial conformance with all objectives and requirements of the Specific Plan. The Use Permit process as required by Mono County shall be followed for uses in LUD1 (Resort Core). The project shall be subject to review by the Design Review Committee and the Planning Commission at a public hearing.

12.2 Process for Projects that do not Conform with the Rodeo Grounds Specific Plan

Once the Rodeo Grounds Specific Plan is adopted, no alternative development standards shall be permitted unless such standards are established through an amendment to the Rodeo Grounds Specific Plan.

Individual projects that would not conform to approved standards or permitted uses established by a Rodeo Grounds Specific Plan could not be approved without an amendment to the Specific Plan and other documents as appropriate; including the Mono County General Plan. Any project proposed which would not be in conformance with the Specific Plan would also be subject to environmental review procedures under CEQA, to address environmental impacts resulting from project development as well as impacts resulting from the accompanying Specific Plan Amendment and any other required regulatory changes. The level of environmental review may range from completion of an Initial Study and resulting Negative Declaration to preparation of a project Environmental Impact Report, which would address project impacts and identify appropriate mitigation measures. Public review would also be required, and would possibly entail a 30-45 day public review period of the EIR, followed by at least one Planning Commission hearing and one County Board of Supervisors hearing.

12.3 Code Consistency

Construction shall comply with all applicable provisions of the UBC and the mechanical, electrical, plumbing, and other codes related thereto as administered by Mono County and other agencies with jurisdiction over the Project Site.

Grading plans submitted for projects within the Project Site shall be based on the County Grading Code, and shall be accompanied by all geological and soils reports required by the Grading Code.

12.4 Severability

If any portion of these regulations is declared by judicial review to be invalid in whole or in part, such decision shall not affect the validity of the remaining portions.

12.5 Development Flexibility

The following shall guide development flexibility within the Project:

- All of the parcels or lots on Tentative Tract Maps may be platted as much as ten percent (10%) above or below the acreage or square footage shown. Such changes would be subject to review and approval by the Mono County Planning Director ("Planning Director").

- Only general boundary alignments and approximate acreage figures are shown on the plans submitted in this Project Proposal. Adjustments to land use boundaries resulting from final road alignments, the siting of infrastructure facilities, and/or technical refinements under the Rodeo Grounds Specific Plan will not require an amendment to the Specific Plan.

- The Planning Director shall review applications, statements and drawings submitted and the results of his own investigation of the property involved and the surrounding area and conditions. In acting on the application, the director may approve applications as submitted or in modified form or may deny applications. Adjustments may be granted subject to such conditions as the Planning Director may prescribe.

Appendix I:

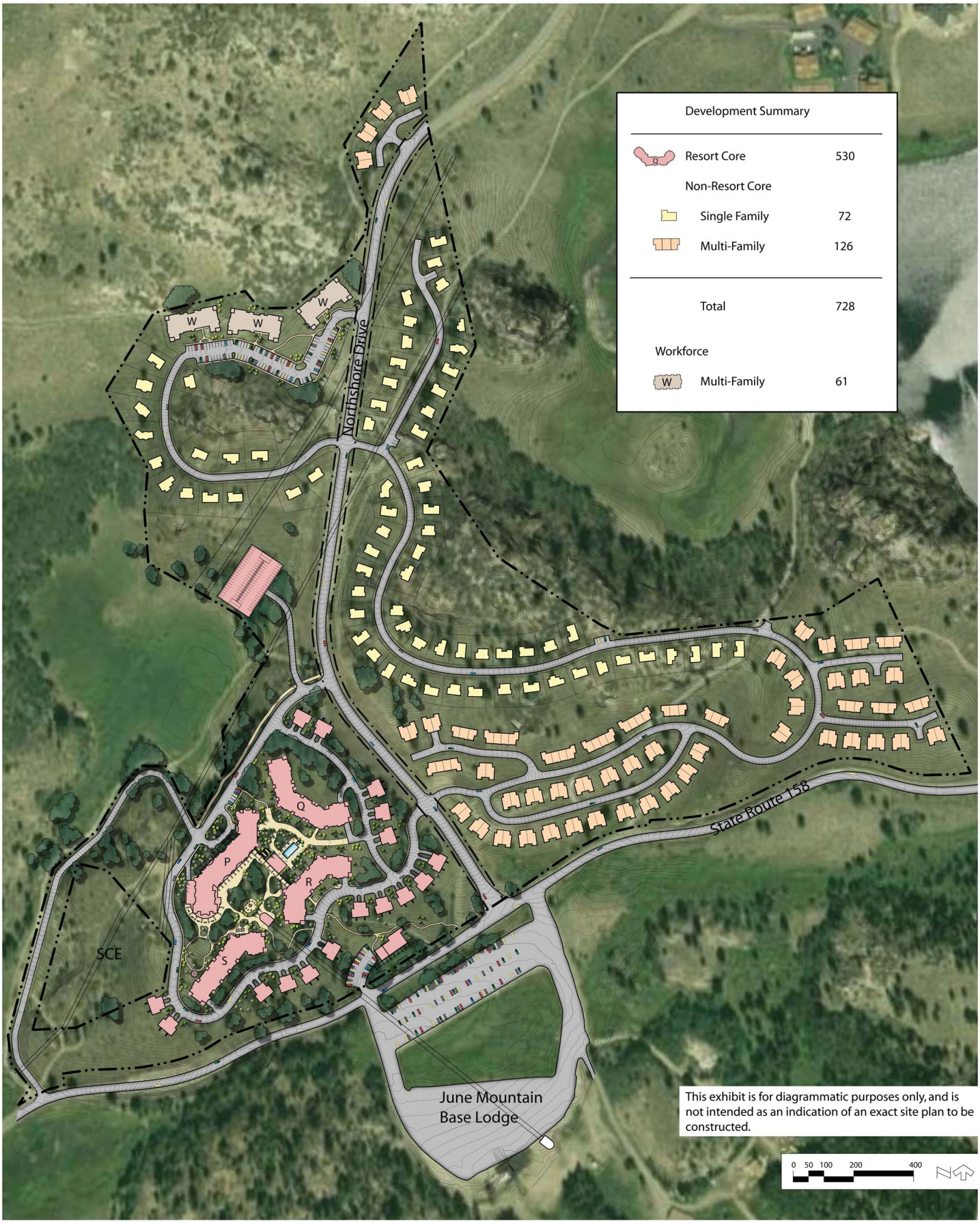
Rodeo Grounds Project Concept - Development Summary

(Unit Breakdown and Square Footages per Current Conceptual Site Plan)

Land Use Designations (LUDs)			Residential (sf)	Conf./ Comm. (sf)	Units	
LUD 1 (Resort Core)						
	Building P	6 Stories	**160,000**		**222**	**units**
	Health Club			**2,000**		
	Retail / General Store			**3,500**		
	Conference			**3,500**		
	Restaurant			**7,500**		
	Building Q	4 Stories	**78,000**		**86**	**units**
	Building R	4 Stories	**78,000**		**97**	**units**
	Building S	4 Stories	**75,500**		**93**	**units**
	Roadhouse Café			**3,600**		
	Roadhouse Commercial			**3,500**		
16	**Townhouses (Duplex)**				**32**	**units**
	Resort Total		**391,500**	**23,600**	**530**	**units**
LUD 2 (Multi-Family)						
					126	**units**
LUD 3 (Single-Family)						
					72	**units**
LUD 4 (Light Industrial)						
					0	**units**
SUBTOTAL UNITS					**728**	**units**
(Workforce Units):**						
	Workforce Total				**61**	**units**
TOTAL UNITS					**789**	**units**

* Unit totals for each LUD are drawn from the Rodeo Grounds Project concept, not the permitted maximum density (see *Appendix I, Figure I.a: Conceptual Master Site Plan*).

** Workforce total is an estimate -the number of workforce housing units required will depend on the actual build out of the Rodeo Grounds Project



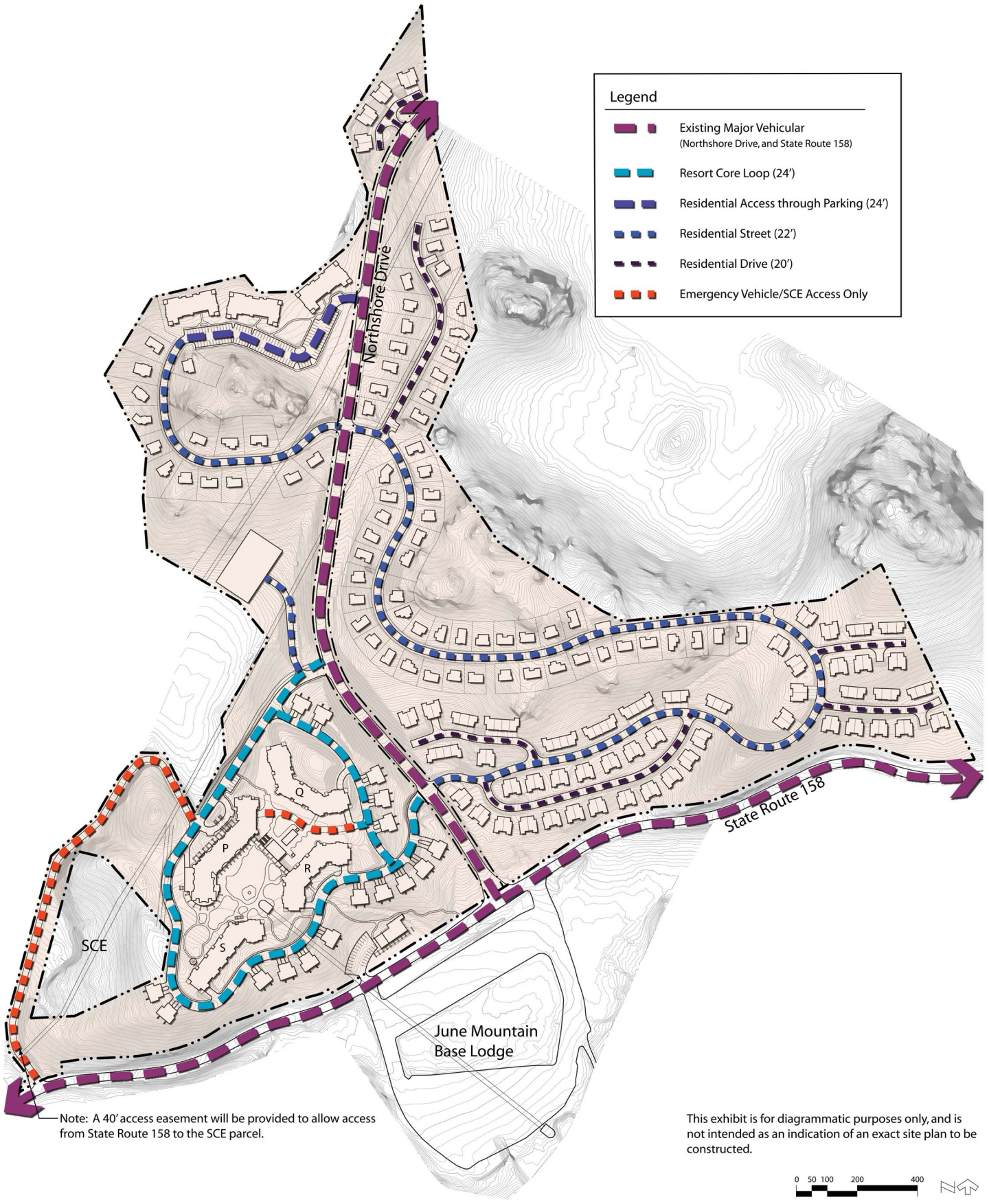
Rodeo Grounds Project proposal

Conceptual Master Site Plan

June Lake, CA - Mono County

June 8, 2009

Figure **1.a**

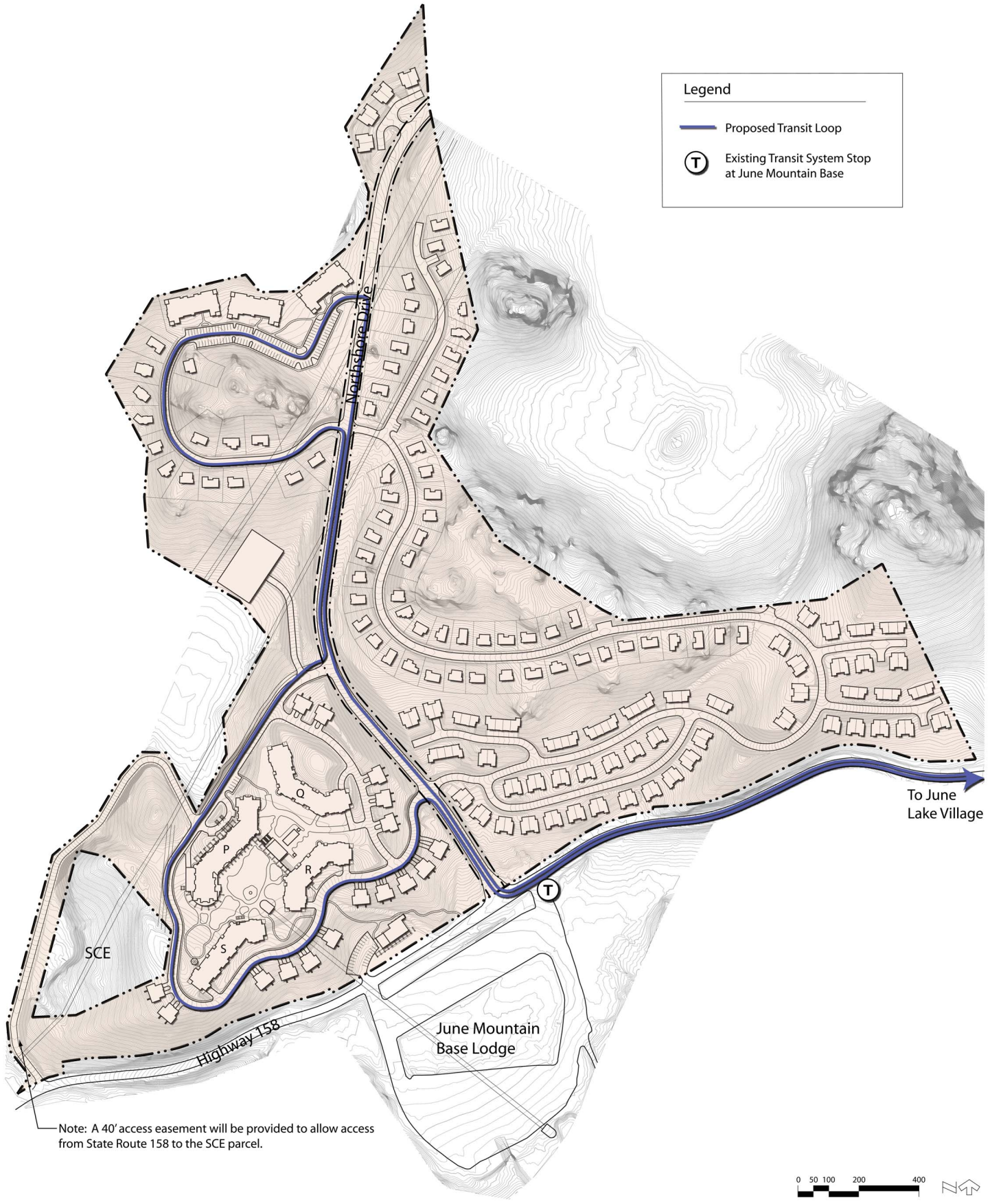


Rodeo Grounds Project proposal — Conceptual Vehicular Circulation Plan

June Lake, CA - Mono County

June 8, 2009

Figure **1.b**



Rodeo Grounds Project proposal

Conceptual Transit Loop

June Lake, CA - Mono County

June 8, 2009

Figure **1.c**

Rodeo Grounds Project proposal

Conceptual Site Plan - Resort Core

June Lake, CA - Mono County

June 8, 2009

Figure **1.d**

Rodeo Grounds Project proposal — Site Coverage Analysis - Resort Core

June Lake, CA - Mono County

June 8, 2009

Figure **1.e**

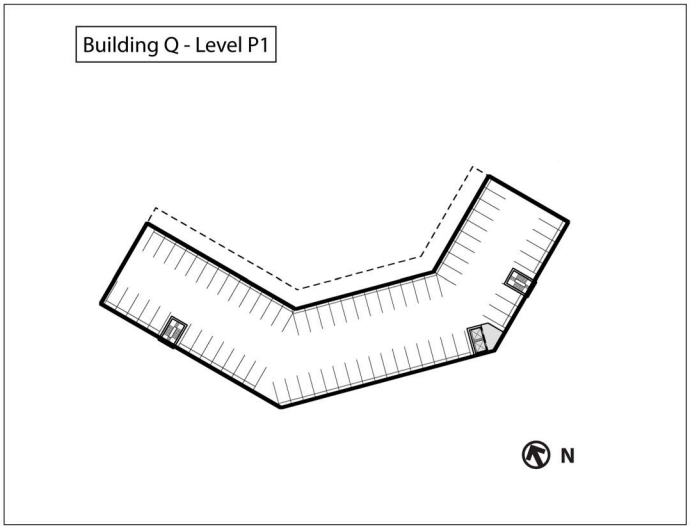
Rodeo Grounds Project proposal — Conceptual Tree Retention Plan - Resort Core

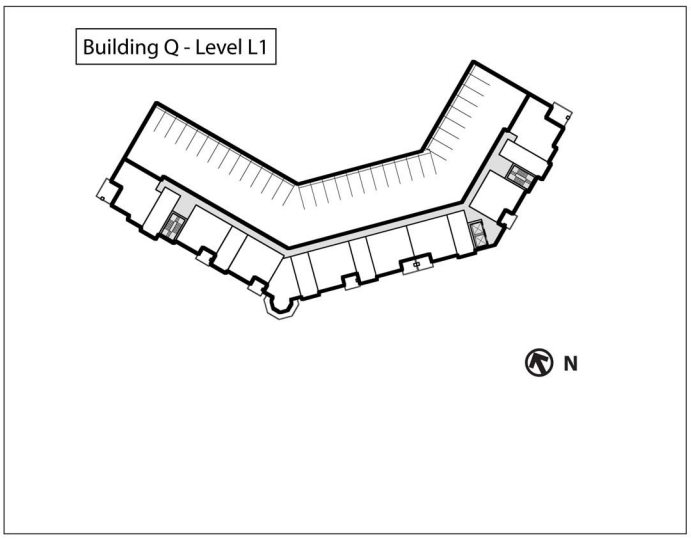
June Lake, CA - Mono County

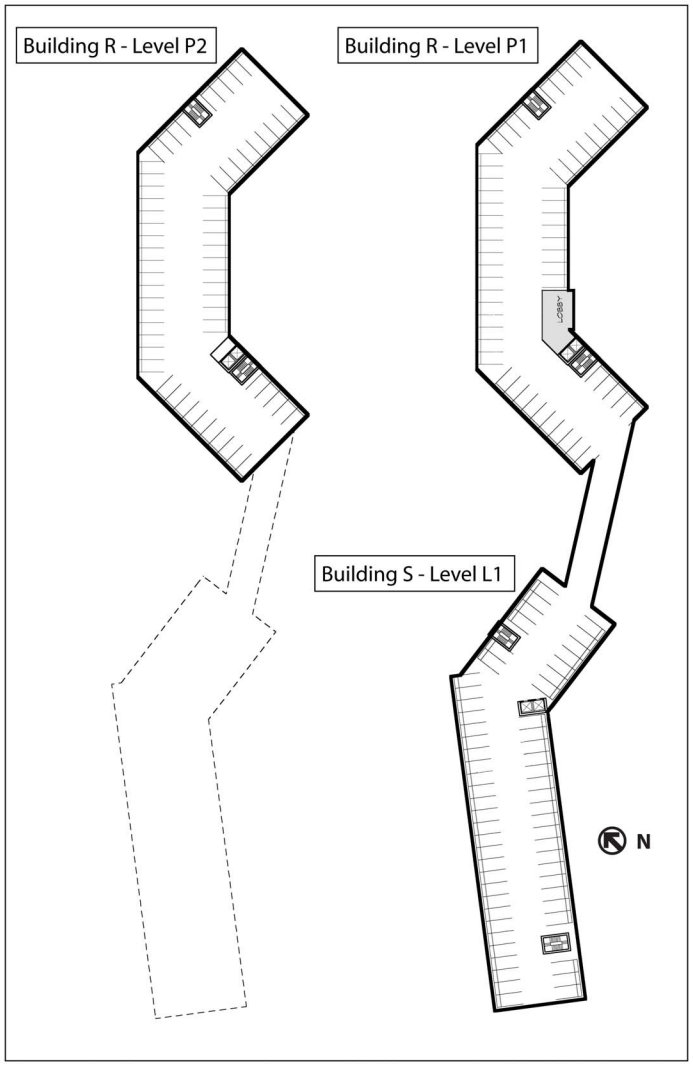
June 8, 2009

Figure **1.f**

Building	Level L1	Level P1	Level P2	Total
Building P	0	0	0	0
Building Q	32	70	0	102
Building R	0	58	61	119
Building S	0	57	0	57
Parking Garage	0	78	78	156
Surface				9
Total Spaces	32	263	139	443







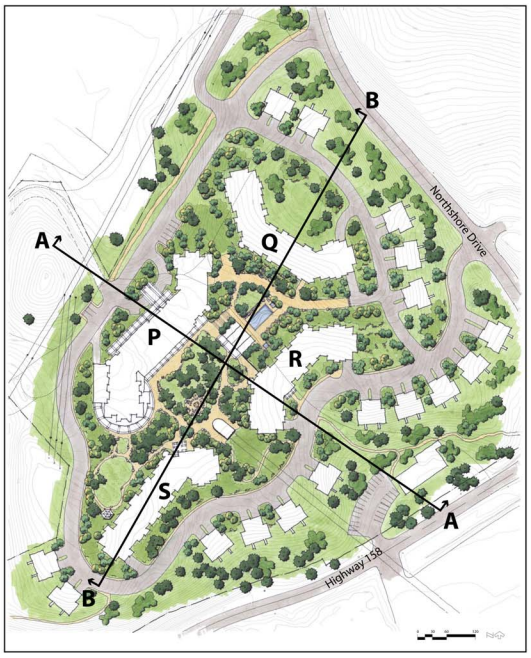
Rodeo Grounds Project proposal Conceptual Parking Plan - Resort Core

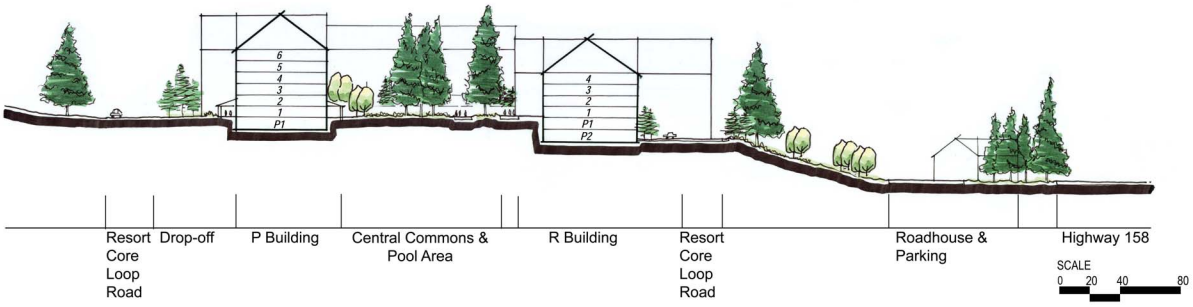
June Lake, CA - Mono County

June 8, 2009

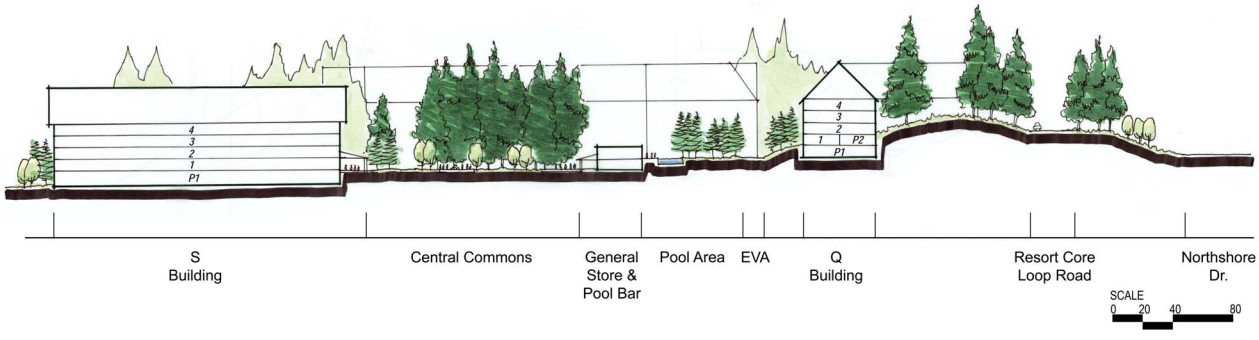
Figure **1.g**

Key Map





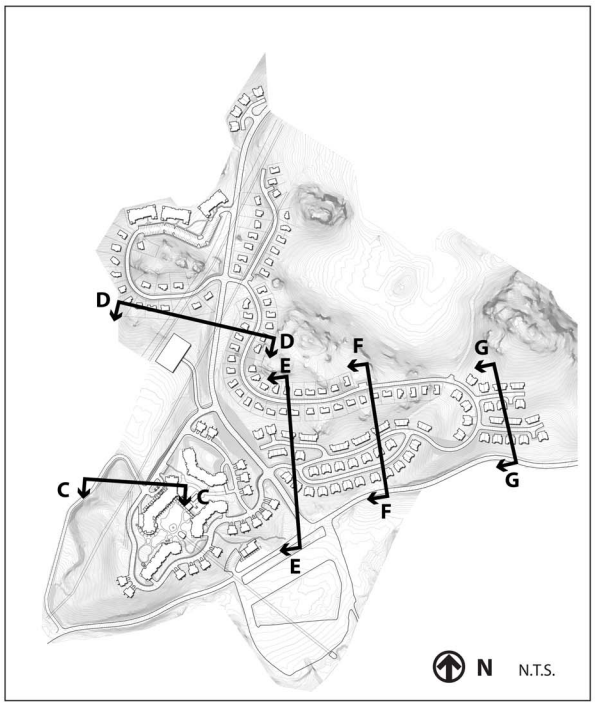
Section A



Section B

Note: These exhibits are for illustrative purposes only, and are not intended as an indication of an exact site plan to be constructed.

Key Map



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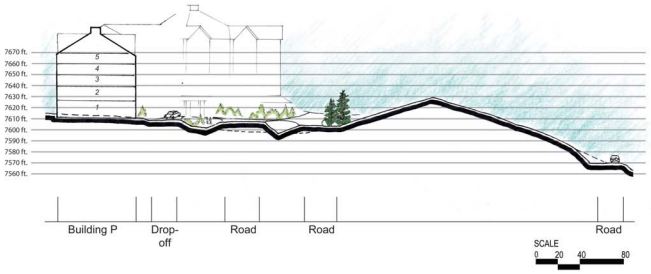
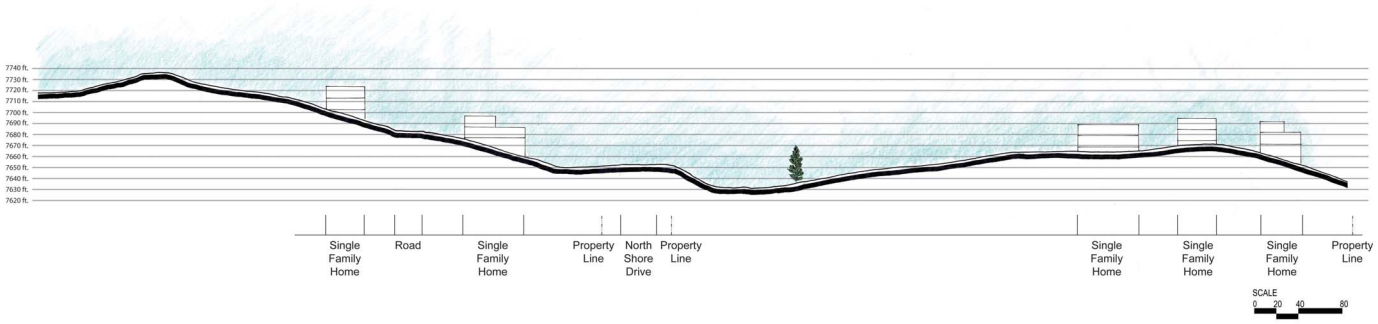
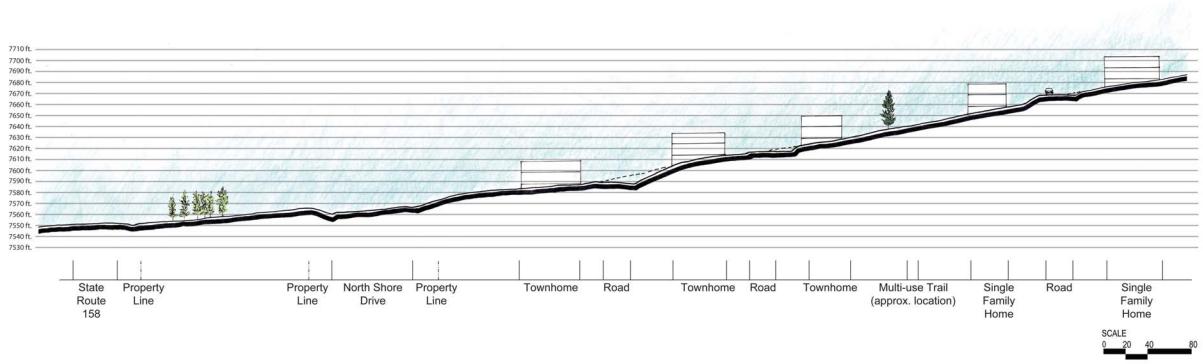


Section C

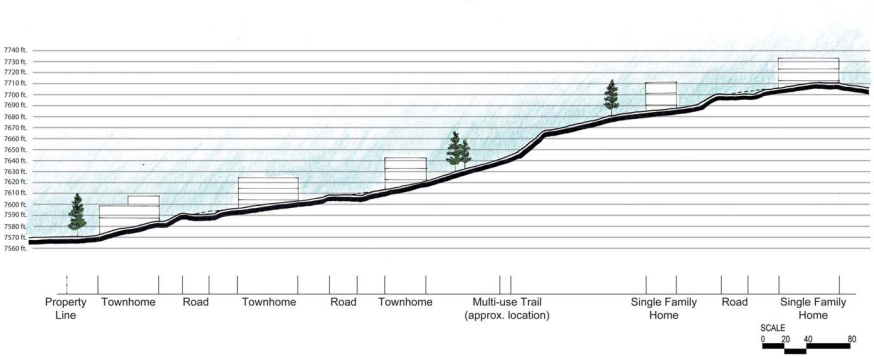


Section D

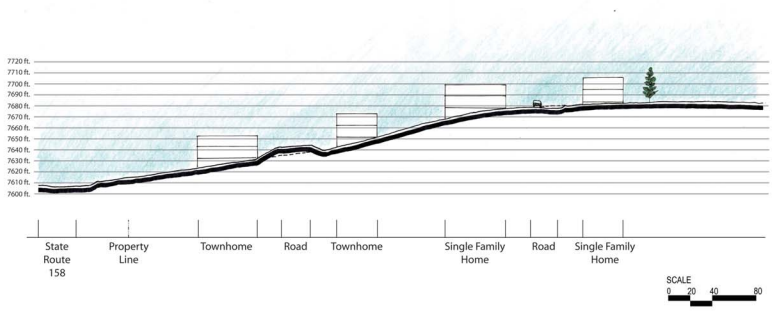
Note: These exhibits are for illustrative purposes only, and are not intended as an indication of an exact site plan to be constructed.



Section E



Section F



Section G

Note: These exhibits are for illustrative purposes only, and are not intended as an indication of an exact site plan to be constructed.

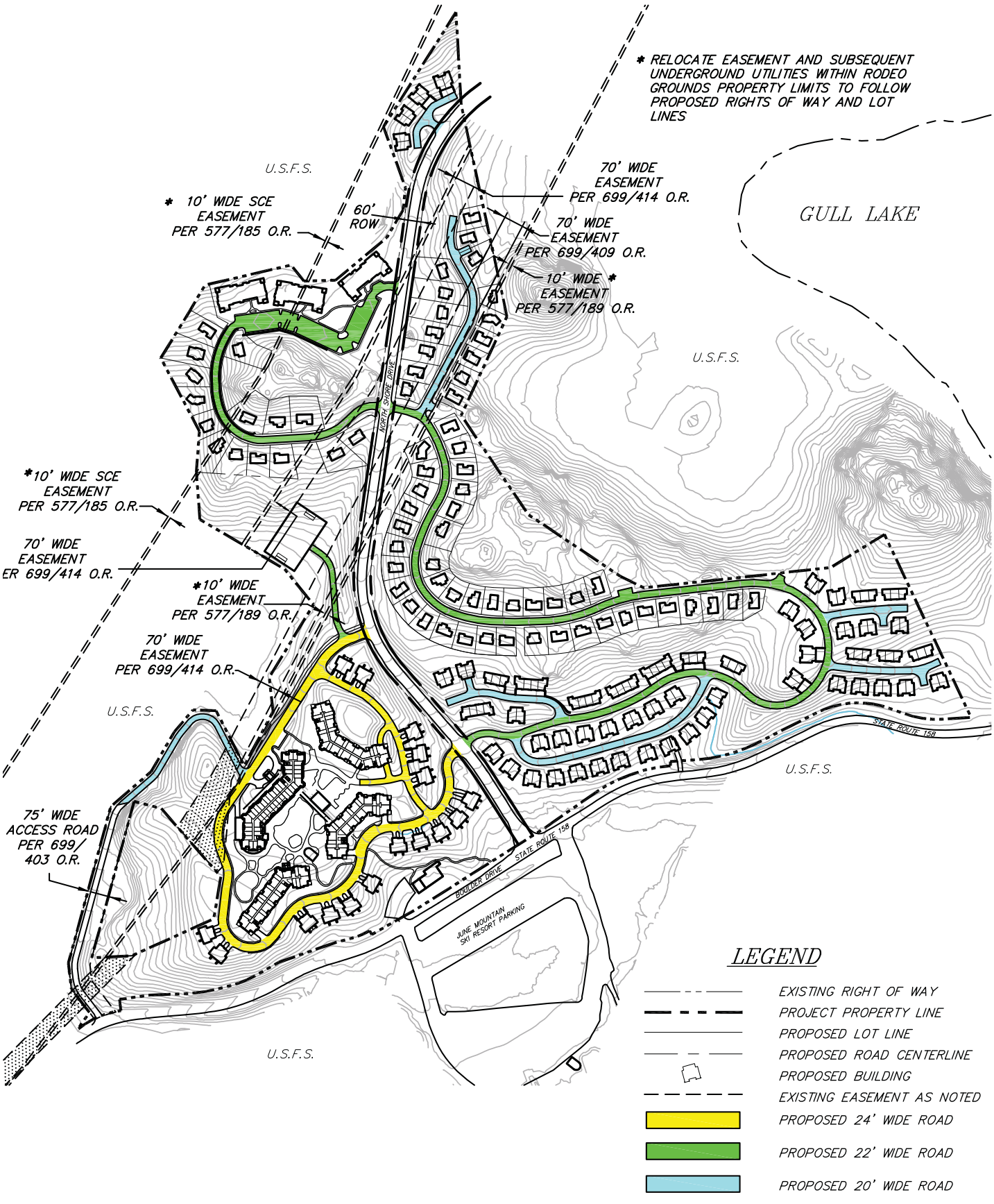

P
Q
R
S
Resort Core Loop
Roadhouse
Highway 158
June Mountain Skier Parking

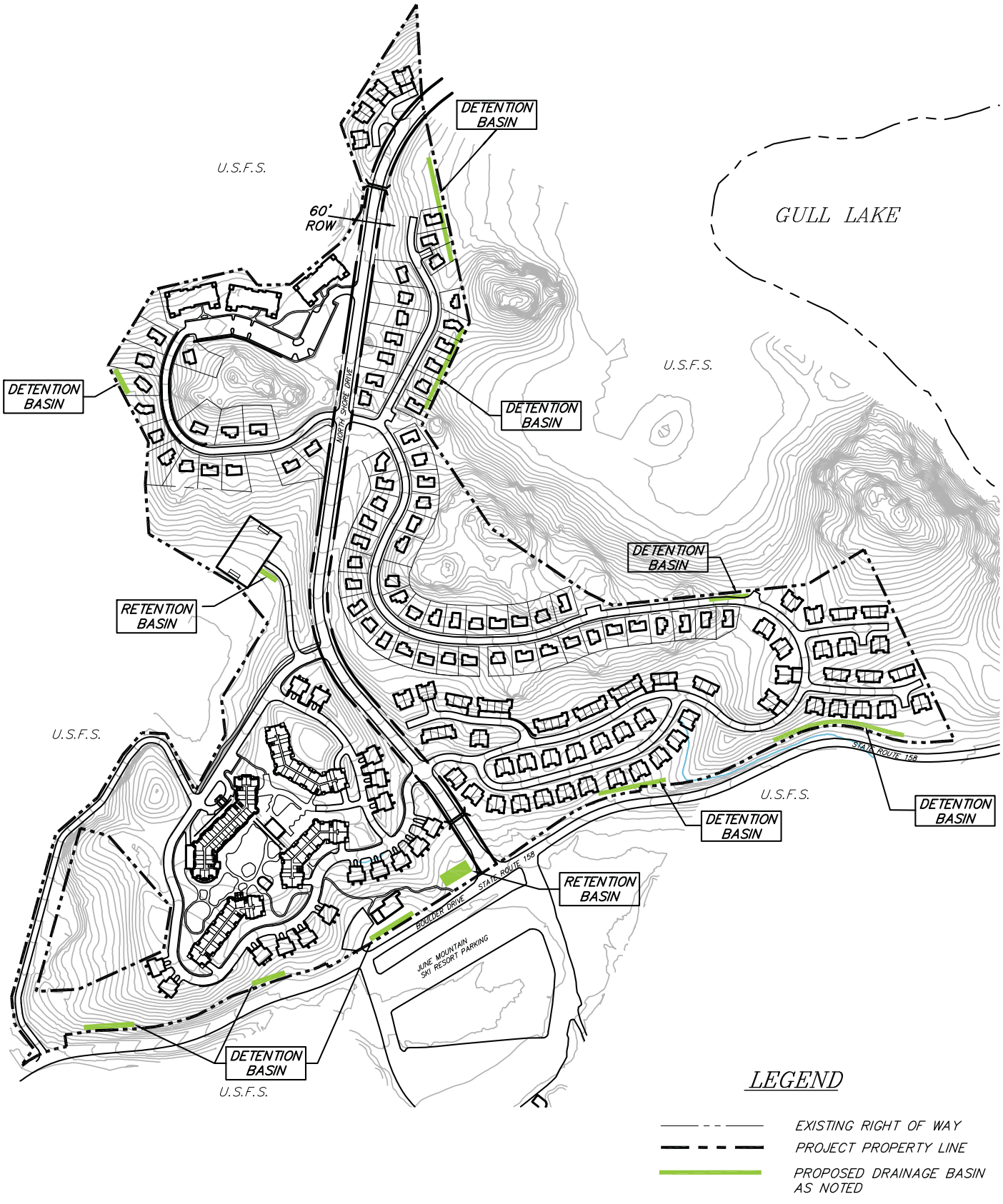
View of Resort Core Looking East

View of Road House Looking West

View of Pool Area and Carson Peak

View from Restaurant Patio towards Events Lawn


* RELOCATE EASEMENT AND SUBSEQUENT UNDERGROUND UTILITIES WITHIN RODEO GROUNDS PROPERTY LIMITS TO FOLLOW PROPOSED RIGHTS OF WAY AND LOT LINES
GULL LAKE
U.S.F.S.
* 10' WIDE SCE EASEMENT PER 577/185 O.R.
60' ROW
70' WIDE EASEMENT PER 699/414 O.R.
70' WIDE EASEMENT PER 699/409 O.R.
10' WIDE * EASEMENT PER 577/189 O.R.
NORTH SHORE DRIVE
*10' WIDE SCE EASEMENT PER 577/185 O.R.
70' WIDE EASEMENT ER 699/414 O.R.
*10' WIDE EASEMENT PER 577/189 O.R.
70' WIDE EASEMENT PER 699/414 O.R.
75' WIDE ACCESS ROAD PER 699/ 403 O.R.
STATE ROUTE 158
BOULDER DRIVE
JUNE MOUNTAIN SKI RESORT PARKING
LEGEND
EXISTING RIGHT OF WAY
PROJECT PROPERTY LINE
PROPOSED LOT LINE
PROPOSED ROAD CENTERLINE
PROPOSED BUILDING
EXISTING EASEMENT AS NOTED
PROPOSED 24' WIDE ROAD
PROPOSED 22' WIDE ROAD
PROPOSED 20' WIDE ROAD



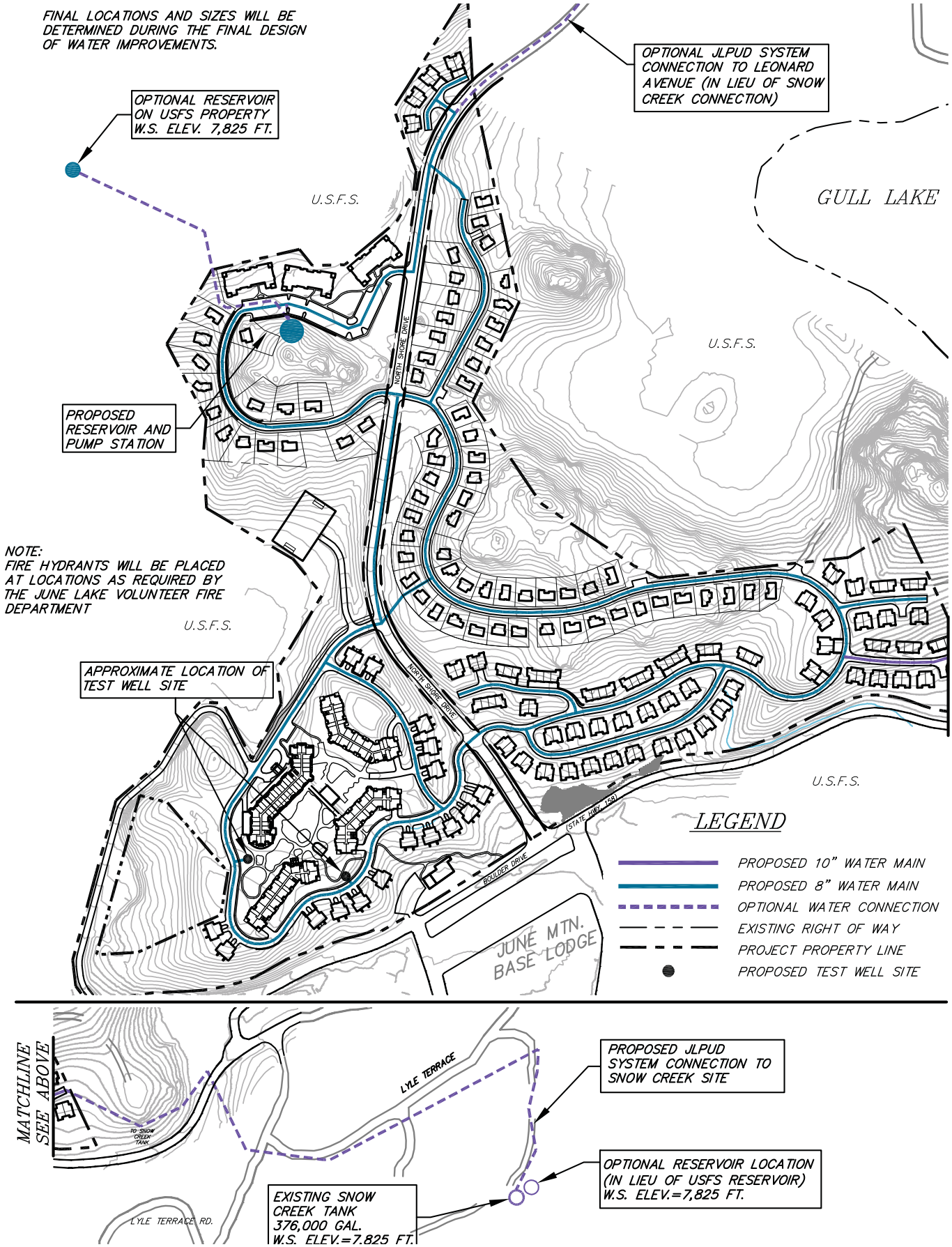
Rodeo Grounds Project proposal

Proposed Drainage Plan

June Lake, CA - Mono County

June 8, 2009

Figure **1.I**

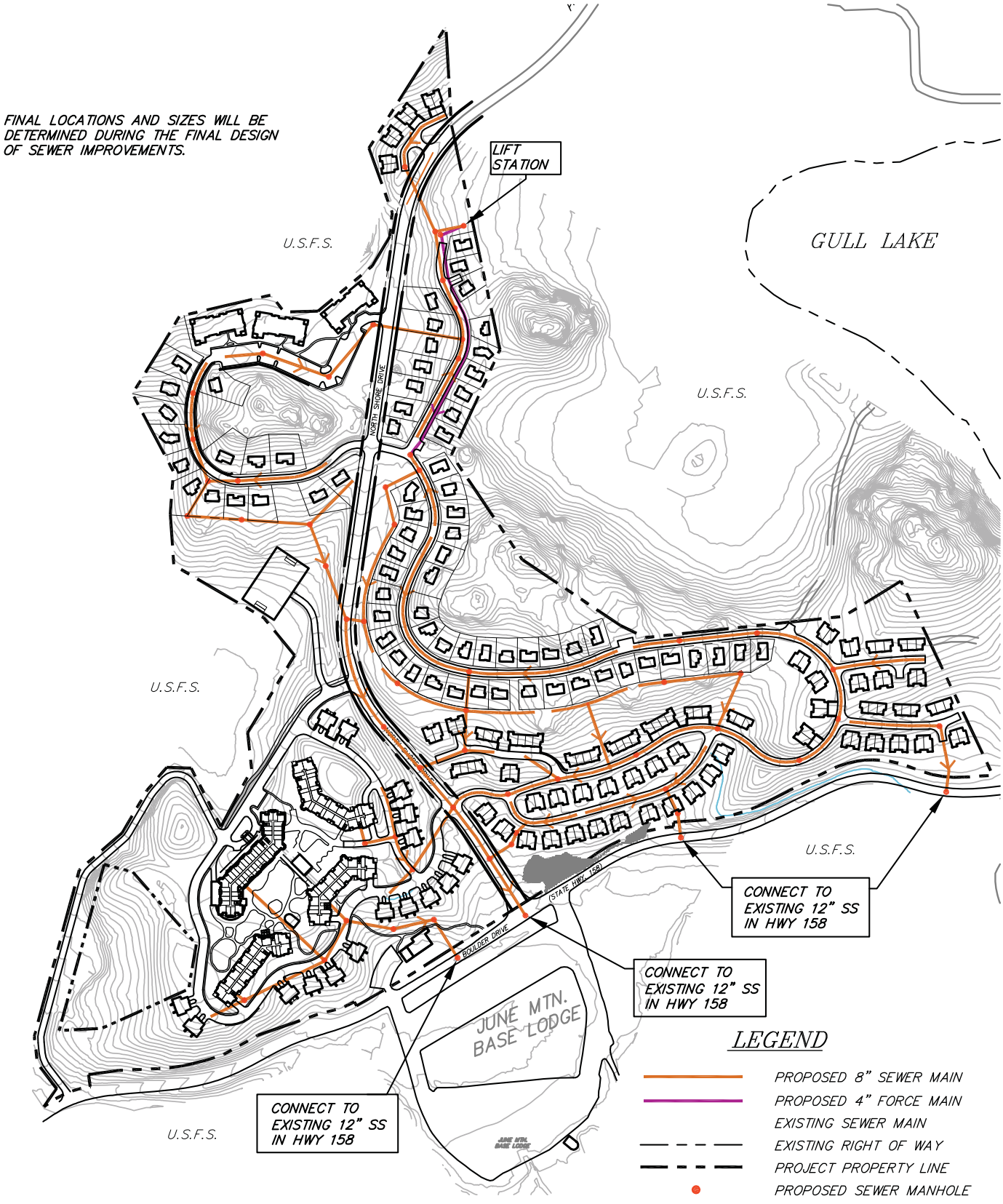


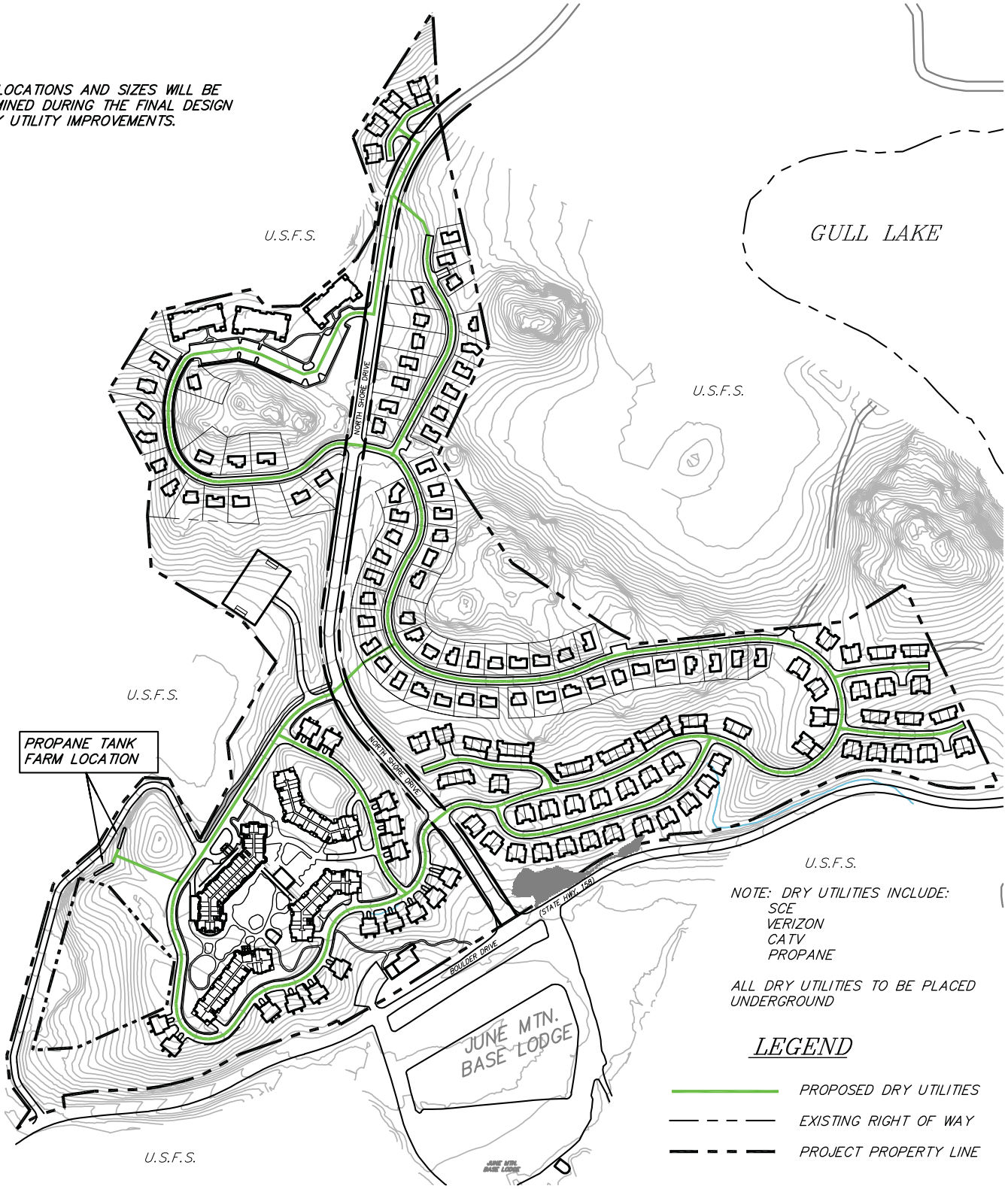
Rodeo Grounds Project proposal — Proposed Water Plan

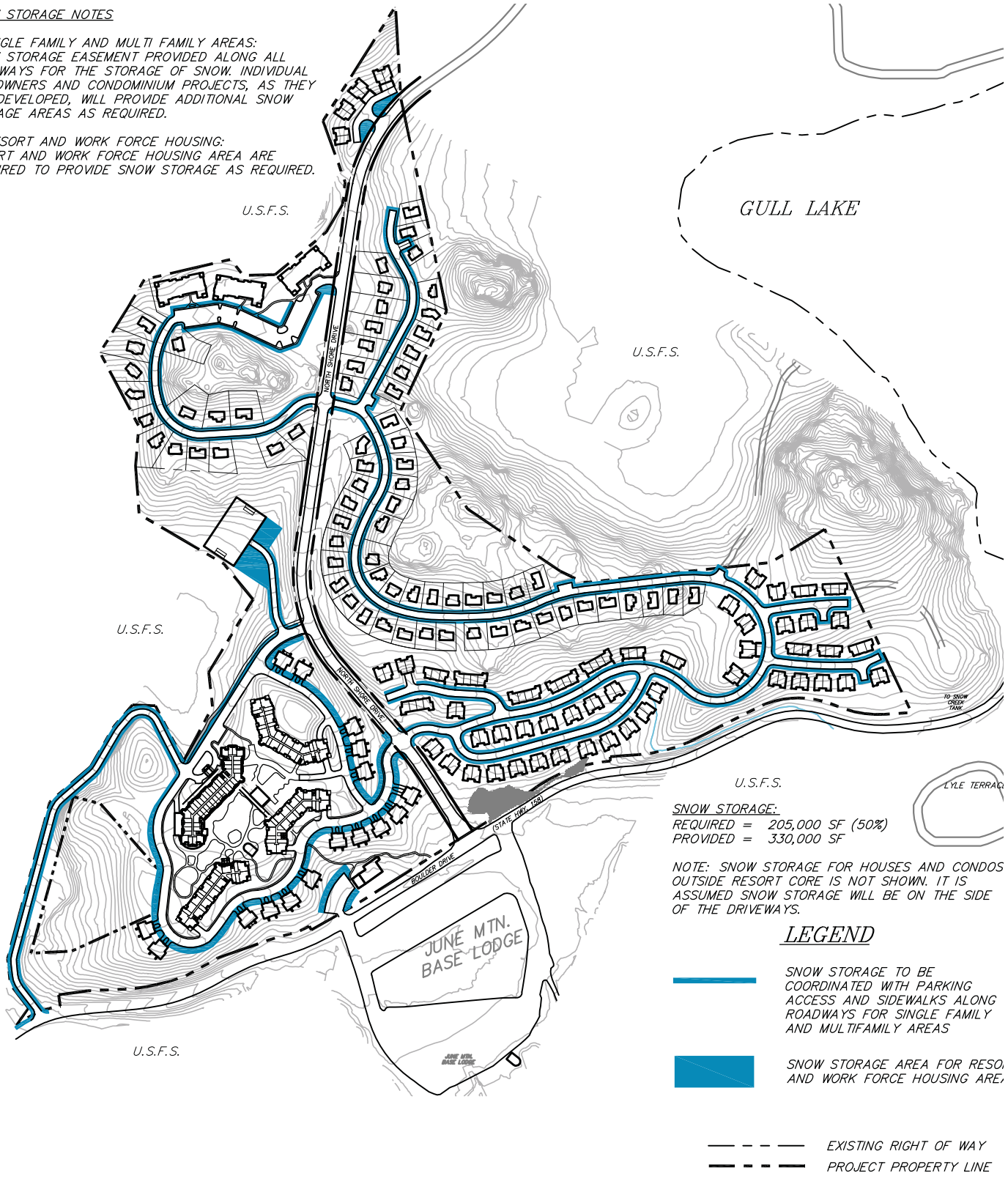
June Lake, CA - Mono County

June 8, 2009

Figure **1.m**


FINAL LOCATIONS AND SIZES WILL BE DETERMINED DURING THE FINAL DESIGN OF SEWER IMPROVEMENTS.
LIFT STATION
GULL LAKE
U.S.F.S.
U.S.F.S.
U.S.F.S.
U.S.F.S.
U.S.F.S.
NORTH SHORE DRIVE
BOULDER DRIVE
STATE HWY 158
JUNE MTN. BASE LODGE
CONNECT TO EXISTING 12" SS IN HWY 158
CONNECT TO EXISTING 12" SS IN HWY 158
CONNECT TO EXISTING 12" SS IN HWY 158
LEGEND
PROPOSED 8" SEWER MAIN
PROPOSED 4" FORCE MAIN
EXISTING SEWER MAIN
EXISTING RIGHT OF WAY
PROJECT PROPERTY LINE
PROPOSED SEWER MANHOLE


FINAL LOCATIONS AND SIZES WILL BE DETERMINED DURING THE FINAL DESIGN OF DRY UTILITY IMPROVEMENTS.
U.S.F.S.
GULL LAKE
U.S.F.S.
NORTH SHORE DRIVE
U.S.F.S.
PROPANE TANK FARM LOCATION
NORTH SHORE DRIVE
U.S.F.S.
STATE HWY. 158
BOULDER DRIVE
JUNE MTN. BASE LODGE
U.S.F.S.
NOTE: DRY UTILITIES INCLUDE:
SCE
VERIZON
CATV
PROPANE
ALL DRY UTILITIES TO BE PLACED UNDERGROUND
LEGEND
PROPOSED DRY UTILITIES
EXISTING RIGHT OF WAY
PROJECT PROPERTY LINE


SNOW STORAGE NOTES
1. SINGLE FAMILY AND MULTI FAMILY AREAS: SNOW STORAGE EASEMENT PROVIDED ALONG ALL ROADWAYS FOR THE STORAGE OF SNOW. INDIVIDUAL LOT OWNERS AND CONDOMINIUM PROJECTS, AS THEY ARE DEVELOPED, WILL PROVIDE ADDITIONAL SNOW STORAGE AREAS AS REQUIRED.
2. RESORT AND WORK FORCE HOUSING: RESORT AND WORK FORCE HOUSING AREA ARE REQUIRED TO PROVIDE SNOW STORAGE AS REQUIRED.
GULL LAKE
U.S.F.S.
NORTH SHORE DRIVE
BOULDER DRIVE
(STATE HWY. 158)
JUNE MTN. BASE LODGE
TO SNOW CREEK TANK
LYLE TERRACE
SNOW STORAGE:
REQUIRED = 205,000 SF (50%)
PROVIDED = 330,000 SF
NOTE: SNOW STORAGE FOR HOUSES AND CONDOS OUTSIDE RESORT CORE IS NOT SHOWN. IT IS ASSUMED SNOW STORAGE WILL BE ON THE SIDE OF THE DRIVEWAYS.
LEGEND
SNOW STORAGE TO BE COORDINATED WITH PARKING ACCESS AND SIDEWALKS ALONG ROADWAYS FOR SINGLE FAMILY AND MULTIFAMILY AREAS
SNOW STORAGE AREA FOR RESO AND WORK FORCE HOUSING ARE
EXISTING RIGHT OF WAY
PROJECT PROPERTY LINE

LSA

LSA ASSOCIATES, INC.
20 EXECUTIVE PARK, SUITE 200
IRVINE, CALIFORNIA 92614

949.553.0666 TEL
949.553.8076 FAX

BERKELEY
CARLSBAD
COLMA
FORT COLLINS
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROCKLIN
SAN LUIS OBISPO

RODEO GROUNDS RESORT CORE
PARKING DEMAND ANALYSIS

SEPTEMBER 18, 2008

INTRODUCTION

The Rodeo Grounds Resort Core project proposes the development of hotel and resort condominium use, along with retail, restaurant, conference center, and residential land uses. The project is located within Mono County at the northwest corner of State Route 158 (SR-158) (June Lake Loop) and Northshore Drive. The Mono County General Plan Land Use Element sets forth parking requirements for land uses within the County. However, the parking requirements do not consider resort or visitor-serving uses as proposed with this project. As a result, application of the County parking requirements to the Resort Core project would not result in a parking requirement that is representative of the actual parking demand of the project. This analysis has been prepared to determine an appropriate parking requirement for the Resort Core Project.

PROJECT DESCRIPTION

The Resort Core project consists of five buildings containing lodging and associated visitor uses, such as retail, restaurant, and conference uses, and 16 two-unit townhomes. Some of the units in the Resort Core can be interconnected to form a larger unit. For example, a studio unit could be combined with a one-bedroom unit. These units will be referred to as "interconnected" units. The conceptual Resort Core site plan is shown in Figure 1 (attached). A description of each building is provided below:

Building P – Hotel

Building P consists of 222 hotel rooms, 164 of which are typical hotel rooms. In addition, there are 29 one-bedroom interconnected units and 29 studio interconnected units. Building P also includes 7,684 square feet of restaurant use, as well as hotel visitor-serving amenities, such as 3,315 square feet of retail, a 1,710-square-foot health club and a 3,510-square-foot conference center.

Building Q – Condominium/Hotel

Building Q consists of 86 condominium/hotel units. Building Q consists of 6 studio units, 33 one-bedroom interconnected units, 33 studio interconnected units, and 14 two-bedroom units. A total of 86 units are provided in Building Q.

Building R – Condominium/Hotel

Building R consists of two one-bedroom units, 42 one-bedroom interconnected units, 42 studio interconnected units, and 11 two-bedroom units. A total of 97 units are provided in Building R.

Building S – Condominium/Hotel

Building S consists of six studio units, 37 one-bedroom interconnected units, 37 studio interconnected units, and 13 two-bedroom units. A total of 93 units are provided in Building S.

Road House

The Road House proposes 8,500 square feet, including 3,500 square feet of community commercial space, 3,600 square feet of restaurant, and 1,400 square feet of toilet/mechanical rooms.

PARKING REQUIREMENT

As discussed previously, the land uses proposed as part of the Resort Core are unique to the County and are not represented accurately in the Mono County parking requirements. This section will discuss the operation of each proposed land use and identify an appropriate parking rate for each use.

Hotel and condominium/hotel units will be occupied by visitors. Many of the one-bedroom and studio units (282) can be interconnected to create one larger rental unit. It is likely that on a typical day, some portion of the interconnected units will be utilized (i.e., two units being rented to one tenant), resulting in a lower parking demand for these units. The County's parking requirement for commercial lodging would, however, require one parking space for each sleeping unit, plus additional spaces for employees and managers. Application of the County's requirement would result in an additional parking space requirement (for a total of two) for interconnected units.

In addition to lodging units, visitor serving retail, health club, and conference use is also proposed. It is anticipated that these uses would be predominately utilized by occupants of the hotel and Condominium/Hotel units. As a result, it would not be necessary to provide stand-alone parking for these uses at the same rate as a typical restaurant, conference center, or health club. The retail space, conference center, and health club are intended to be visitor-serving amenities; therefore, no additional parking would be required.

The Mono County Parking Space Requirements do not specifically apply to the visitor-serving uses proposed in the Rodeo Grounds Resort Core, and therefore other parking rates were identified for use in determining the parking requirements. The Town of Mammoth Lakes adopted the North Village Specific Plan in December 2000. This project includes parking rates for visitor-serving uses. The North Village project is similar in type to the Rodeo Grounds Resort Core, as both uses are proximate to a ski area, provide a gondola, and include lodging, restaurant, and visitor-serving retail uses. Application of the North Village parking rates to the Resort Core project would be appropriate, as interaction between land uses is assumed in the North Village parking rates. The North Village parking rates also include a unique requirement for interconnected units, basically providing an extra half space for every interconnected unit. This provides the potential of half the interconnected units being utilized separately at any given time.

Parking requirements for the townhome units were taken from the Mono County General Plan Parking Space Requirements (Table 6.010). The recommended parking rates from the North Village Specific Plan and the Mono County General Plan are shown in Table A.

Table A: Recommended Parking Rates for Visitor-Serving Land Uses

Land Use	Parking Rate
Studio/One Bedroom Unit[1]	1.0 space/unit
Studio/One-Bedroom interconnected Unit[1]	0.75 spaces/unit
Two-Bedroom Unit[1]	1.0 space/unit
Townhomes	3.0 spaces/unit
Restaurant	3.5 spaces/TSF, excluding toilet rooms and mechanical rooms

[1] Includes parking for employees and guests.
TSF = Thousand Square Feet

It should be noted that three check-in spaces would also be recommended for lodging. The three check-in spaces are provided in front of the hotel and Building R.

Table B (attached) shows the parking requirement for the Resort Core visitor-serving land uses, using the recommended parking rates shown in Table A. As shown in the Table, 579 parking spaces would be required for the Resort Core project. Parking for Building P would be provided by valet parking and vehicles would be parked in a remote structure. An additional 14 surface parking spaces would be provided in front of the restaurant. At the discretion of the County, alternate parking systems that include stacked and tandem parking could be used in the parking structure to meet the parking requirements.

Parking for buildings Q, R, and S would be provided in structures located below each building. Valet parking is not proposed for Buildings Q, R, and S. Parking for the Road House would be provided in a surface parking lot adjacent to the Road House. It should also be noted that during the winter skiing season, it is expected that many patrons of the Road House would be pedestrians from either the June Mountain parking area or residents of the Resort Core. Parking for each townhome unit will be provided by one garage space and two driveway spaces, for a total of three spaces per unit.

Table C shows the parking requirement and parking provided for each building.

Table C: Parking Required and Parking Provided

Building	Spaces Required	Spaces Provided
Building P	235	235
Buildings Q, R, and S	222	222
Townhomes	96	96
Road House	26	26
Total	579	579

As shown in Table C, the parking provided in the Resort Core would match the parking required. It should also be noted that the parking program provides for 100 percent occupancy of all units. This is a condition that may occur only a few times per year, if at all (i.e., opening day, Christmas, winter holidays).

Prepared by

Les Card

Les Card, P.E.
Principal

Attachment: Table B

Table B: Rodeo Grounds Resort Core Parking Requirement

Building P - Hotel			
Land Use/Unit Type	*Units*	*Parking Rate*	*Parking Required*
A - Studio	164	1.0 space/unit	164
B - One-Bedroom Suite/Interconnect	29	0.75 space/unit	22
B - Studio Suite/Interconnect	29	0.75 space/unit	22
Restaurant	7.684 TSF	3.5 spaces/TSF	27
Total Building P			***235***
Building Q - Condominium/Hotel			
Land Use/Unit Type	*Units*	*Parking Rate*	*Parking Required*
A - Studio	6	1.0 space/unit	6
B - One-Bedroom with Interconnect	33	0.75 space/unit	25
B - Studio with Interconnect	33	0.75 space/unit	25
C - Two Bedroom	14	1.0 space/unit	14
Total Building Q	***86***		***70***
Building R - Condominium/Hotel			
Land Use/Unit Type	*Units*	*Parking Rate*	*Parking Required*
B - One Bedroom	2	1.0 space/unit	2
B - One-Bedroom with Interconnect	42	0.75 space/unit	32
B - Studio with Interconnect	42	0.75 space/unit	32
C - Two Bedroom	11	1.0 space/unit	11
Total Building R	***97***		***77***
Building S - Condominium/Hotel			
Land Use/Unit Type	*Units*	*Parking Rate*	*Parking Required*
A - Studio	6	1.0 space/unit	6
B - One-Bedroom with Interconnect	37	0.75 space/unit	28
B - Studio with Interconnect	37	0.75 space/unit	28
C - Two Bedroom	13	1.0 space/unit	13
Total Building S	***93***		***75***
Road House			
Land Use/Unit Type	*Amount*	*Parking Rate*	*Parking Required*
Commercial	3.500 TSF	3.5 spaces/TSF	13
Restaurant	3.600 TSF	3.5 spaces/TSF	13
Total Road House			***26***
Townhomes			
Land Use/Unit Type	*Units*	*Parking Rate*	*Parking Required*
Townhomes (2-units)	32	3.0 spaces/unit	96
Total Townhomes			***96***
Total Parking Required			**579**

Parking Rates from North Village Specific Plan, Table 6: Parking Schedule for North Village, December, 2000 and Mono County General Plan Land Use Element, October 2007.

TSF = Thousand Square Feet

LSA

FIGURE 1

N

0 125 250

FEET

SOURCE: Perkins Design Associates

June Lake Rodeo Grounds Traffic

Conceptual Resort Core Site Plan

I:\INT030A\G\Site Plan.cdr (9/17/08)

Appendix III: Rodeo Grounds Sustainability Matrix

Note:

The following Sustainability Matrix features a range of criteria for further consideration and review in the design and development process. All of the items included on this sustainability matrix that do not conflict with applicable regulations or requirements shall be considered for incorporation into the Rodeo Grounds Project.

This sustainability matrix is not intended to be a conclusive list of all the factors related to development. Rather, it is intended to function as a guide.

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
A	**WATER**				
A1	**Stormwater Management/Water Quality**				
A1.1	**Best management practices**		Overall: Design a sediment and erosion control plan specific to the entire project to conform to the 2003 EPA Construction General Permit or local erosion and sedimentation control standards and codes, whichever is more stringent.	Y	Architects, Engineers, contractors
A1.1.1	Use Vegetative filter strips / Bioswales	Slows rate and destructiveness of stormwater, allows water to infiltrate into ground, removes pollutants, reduced maintenance costs in hardscaped drainageways, reduces area water usage, can be used for snow storage	Use in drainageways, use in parking to slow water flow	Y	Architects, Engineers
A1.1.2	Reduce / eliminate curb and gutter	Increased groundwater infiltration, reduced material use. Reduced material cost, increased aesthetics	Provide flat structural curbing around perimeter in place of raised curb to eliminate cracking, Use limited curb and gutter in areas that require water flow redirection, use natural objects like boulders or other to delineate edge of paving	Y	Architects, Engineers
A1.1.3	Detach roadways from waterways to allow for landscape buffers	Will reduce pollutants and water flow rate entering waterways. Provide easier maintenance, increased aesthetics	Design in Landscape plan	Y	Architects, Engineers
A1.1.4	Flatten slope channels to allow infiltration	Slow water flow to allow for sediment deposition. Reduce piping and increase open channel flow. Flat slopes, with drop structures will increase groundwater recharge	Areas can have appearance of dry creekbeds	Y	Architects, Engineers
A1.1.5	Drop structures to reduce slope	Slow water flow to allow for sediment deposition. Increased available land area for other amenities	Design to look like natural water/waterfall features	Y	Architects, Engineers

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
A1.2	Sediment reduction/ponds	Reduce sediment in drainage ways, sewer systems and water ways, reduced nitrogen and phosphorus concentrations	Design into surface water amenities	Y	Architects, Engineers
A1.2.1	Retain 24-hour, 2 year storm event for water quality standard	Reduce sediment and nutrient loading in drainageways and river. More effective means for enhancing water quality in local waterways and rivers	Incorporate water quality ponds into open spaces and the start of drainageways	Y	Architects, Engineers
A1.3	Model the drainageways for pre- and post development conditions	Allows for consistent decision-making for new development	Drainage basin master plans are models that can be adjusted as development occurs.	Y	Architects, Engineers
A1.4	Protect stockpiled soil from excavation to prevent turbid runoff	Causes harm to aquatic species, siltation of habitats. Costly cleanup, potential fines by local authorities	Cover soil stockpiles, use some of soil to create a surrounding berm, identify potential uses of excess soil to prevent soil exportation costs	Y	Architects, Engineers, Contractors
A2	**Water Conservation**				
A2.1	Balance supply with demand to reduce environmental degradation	Helps maintain groundwater levels and river flows	Develop water use standards and water rate structure to encourage water conservation	Y	Engineers
A2.2	Low flow fixtures	reduces need and cost for potable water.	Incorporate into plumbing specs	Y	
A2.2.1	Interior - low flow showers and sinks	reduces need and cost for potable water	incorporate into plumbing specs	Y	Architects, Engineers
A2.2.2	Interior - low flow toilets	reduces need and cost for potable water	Incorporate into plumbing specs, waterless urinals, dual flush toilets	Y	Architects, Engineers
A2.3	Reduced irrigation demand	reduces need and cost for potable water	Use drip irrigation and xeriscaping where feasible	Y	
A2.3.1	Plantings based on solar orientation - microclimate	reduces need and cost for potable water	Use appropriate plants for dry south facing and shady/snowy north facing slopes, keep in mind building reflection	Y	Architects, Engineers

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
A2.3.2	Exterior - use native plant materials requiring less irrigation	reduces need maintenance and cost for potable water, reduces invasiveness of exotic species		Y	Architects, Engineers
A2.4	Identify Wetlands from engineering surveys and maintain regulatory setbacks	Maintain ecological balance and diversity	TRIAD will perform updated survey	Y	Engineers
A3	**Water Quality Enhancement**				
A3.1	**Ground water**				
A3.1.1	Option of using deep groundwater for better quality vs. shallow groundwater	Reduced treatment level for potable water	Encourage well water quality testing	Y	Engineers
A3.2	**Surface water**				
A3.2.1	Implement a comprehensive plan that limits the use of fertilizers and pesticides within the project boundaries	Reduces pollution, reduces algae growth and assoc. maint. problems, reduced drinking water contamination	Research environmentally friendly pest reduction techniques	Y	Owner
A4	**Ground Water**				
A4.2	Infiltration systems	increases groundwater level which contributes to more stable water flow	See section A1	Y	Architects, Engineers
A4.3	Bioswales / Vegetative Strips		See section A1	Y	Architects, Engineers
A5	**Aesthetics - Surface Water**				
A5.1	Sediment reduction		See section A1	Y	Architects, Engineers
A5.2	Irrigation storage	Reduces pumping from the river	See section A1	Y	Architects, Engineers
B	**TRANSPORTATION / PEDESTRIAN NETWORK**				
B1	**Improved Modal Split**				

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
B1.2	Separate transportation networks when possible	improved modal split between bicycles / cars / public transportation results in reduced emissions. Less congestion, safe environment, less accidents	Include bicycle lanes and bus drop off lanes	Y	Architects, Engineers
B2	**Public**				
B2.1	Buses / Vans	Reduced greenhouse emissions. Allows easy connections to economic areas of town	Connections to downtown June Lake/ Electric, Hybrid, or biodiesel vehicles	Y	Owner/ town
B2.2	Increase Project's relationship to local centers of population or major businesses	Reduced greenhouse emissions. Increased visitor experience and employee productivity, strengthens connection of project to local area and synergy of parking	Gondola connection over Hwy 158	Y	Owner / town
B3	**Private**				
B3.1	Bicycling	Healthy and non polluting transportation for many trips. Less investment, cheaper road maintenance of bicycle network, compared to car infrastructure	Offer visitors with option to rent /free bicycles for touring the area - require deposit, provide free maps of area	Y	Owner
B3.2	Offer Greentag purchase to visitor at check in to offset private transportation	Potential to offset 100% of carbon emissions from visitors. Improved project image	Enter into agreement with carbon trading company for offerability	Y	Owner
B3.3	Carpooling	Limit traffic in peak hours, less emissions. Less congestion	Priority parking for employees with cars with more than one person, set up coordinator position	Y	Owner
B4	**Parking**				
B4.1	Parking garage or other underground parking	Reduced ecological building footprint, Reduced pollution runoff	Most parking will be underground	Y	Architects, Engineers
B4.2	Preferred carpool spaces	Encourages carpooling which reduces greenhouse emissions. Less private car ownership, and infrastructure requirements	Location in garages to be determined?	Y	Architects, Engineers

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
B4.3	Bicycle Parking / storage	Encourages bicycling which reduces greenhouse emissions. Less private car ownership, and infrastructure requirements		Y	Architects, Engineers
B5	**Trail Network**				
B5.1	Design project trail system to interconnect with Mono County Trails Plan	Provides for greater regional interconnectivity, reduces car use and associated emissions, increases open space accessibility. Increases economic vitality, increases value of lots connected /near to trail system	Received rough plan from Mono County - connection to trails optimized to current plans	Y	Architects, Engineers
B5.2	Design Features / Signage along trail that brings greater awareness to natural surroundings	Social and environmental awareness. Enhances sense of place and visitor experience and loyalty	Design signage that has same characteristic feeling of project	Y	Architects, Engineers
C	**ARCHITECTURE**				
C1	**Energy**				
C1.1	Orientation	Reduced Green house emissions, Decrease in raw materials needed for construction. Reduces energy consumption	Determine proper orientation of building through site analysis, solar studies and program requirements. Siting options of buildings is limited due to density and topography	?	Architects
C1.2	Form	Reduced Greenhouse and pollutant emissions. Decrease in raw materials needed for construction. Reduces energy consumption	Optimize form of building through energy analysis software or other method	Y	Architects, Engineers
C1.3	Envelope	Reduced Greenhouse and pollutant emissions. Decrease in raw materials needed for construction. Reduces energy consumption - up to 50%	Optimize envelope of building through energy analysis software or other method	Y	Architects, Engineers

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
C1.4	Daylighting and Glare Reduction	Reduced Greenhouse and pollutant emissions. Increased employee productivity, Reduces energy consumption	Determine proper glazing specifications by investigating climate, orientation, and solar configurations. Optimize daylighting of building through lighting analysis software or other method. Target that all occupied spaces maintain a 2% daylight factor, reduce depth of building spaces to minimize electrical lighting, incorporate daylighting glazing (above 7ft from finished floor) in large spaces	Y	Architects
C1.4.1	Optimize Paint and coating reflectivity	Increased lighting efficiency which reduces greenhouse emissions. Reduces energy consumption	Select colors (Relectivity > 70%) when appropriate that reflect lighting within interior spaces, specifically paint that resists particulates	Y	Architects, Engineers
C1.4.2	Incorporate Lightshelves into designs	Increased lighting efficiency which reduces greenhouse emissions. Reduces energy consumption	Consult with daylighting expert to design	Y	Architects, Engineers
C1.5	Commissioning	Increased building efficiency that reduces greenhouse emissions. Reduced Construction and Maintenance costs, Reduces time for project completion	Set commissioning schedule early **Very important to successful project!**	Y	Architects, Owner
C1.6	Create high performance thermal envelope	Large reduction in heating costs and associated emissions. Reduced utility bills, reduces HVAC sizing		Y	Architects, Engineers
C1.6.1	Increase facade insulation	Up to 50% reduction of the total pollution and energy associated with heating and cooling buildings. Reduces HVAC sizing.		Y	Architects, Engineers

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
C1.6.2	Increase floor insulation	Up to 50% reduction of the total pollution and energy associated with heating and cooling buildings. Reductions in capital cost of infrastructure of up to 50%, reduces HVAC sizing		Y	Architects, Engineers
C1.6.3	Improve window frames and glazing type	Improved efficiency, reduces pollution and greenhouse emissions. Decrease in utility costs, reduces HVAC sizing	***Recommendation=U < 0.20 for whole window (glazing+frame)***	Y	Architects, Engineers
C1.7	Shading	Reduced cooling load, better summer comfort. Reduce electricity cost, reduce initial cost for cooling equipment, reduces HVAC sizing	Use environmental analysis software to optimize shading design	Y	Architects, Engineers
C1.7.1	Avoid direct sun during summer by overhangs, and louvres	Increased employee productivity, Reduces energy consumption, decreased UV fading	Incorporate proper shading for optimized benefits	Y	Architects, Engineers
C1.8	Passive Solar	Reduction in energy needs associated with heating buildings. Reduced utility costs, reduces HVAC sizing	Design envelope and structure to harness solar energy. Incorporate proper shading for optimized benefits	Y	Architects, Engineers
C1.9	Controls	Increased building efficiency that reduces greenhouse emissions		Y	Architects, Engineers
C1.10	Heat Recovery	Reduced pollution and energy associated with heating buildings. Reduced utility costs, reduces HVAC sizing	Consideration in HVAC design	Y	Architects, Engineers
C1.11	Incorporate Signage and displays that highlight the sustainable features of buildings where appropriate	Social and environmental awareness. Increased marketing and visitor loyalty	Develop boards or other displays in high visibility areas and marketing materials	Y	Architects, Engineers

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
C1.12	Incorporate designated recycling areas in design of resort core buildings	Encourages recycling and allows for proper storage, decreases trash volume and associated costs		Y	Architects, Engineers
C2	**Improved**				
C2.1	Appliances	Up to 50% of the total pollution and energy associated running these appliances and additional savings due to reduced cooling loads.	Specify that all appliances are Energy Star rated	Y	Architects, Engineers
C2.2	Lighting	Up to 15% of the total pollution and energy associated savings due to reduced cooling loads.	Install step dimming systems to maximize use of natural light, Utilize compact flourescent and LED lighting where appropriate, couple efficient lighting with occupancy sensors, keycard switches for visitor hotel rooms, research viability of using fiber optic lighting systems for interior spaces with high use occupancy	Y	Architects, Engineers
C2.2.1	Design commercial lighting to meet or exceed the 2003 International Energy Conservation Code	Stringent lighting energy code will result in substantial energy savings. Reduced lighting energy use results in reduced energy demand - operational cost savings as well as power generational cost savings		Y	Architects, Engineers
C2.2.2	Utilize occupancy sensors	Controls lighting for required uses only, saving significant amounts of electrical energy costs and associated environmental impacts. As part of a greater lighting control strategy, energy cost savings of 30-50%	Identify locally manufactured products and consider large scale procurement for greater savings. *Occupancy sensors can be used in closed offices, conference rooms, restrooms, storage rooms, hallways, and any 'back of house' spaces used infrequently or inconsistently.*	Y	Architects, Engineers
C2.2.3	Utilize induction lamp technology for parking garage lighting	Extremely long lamp life (100,000 hours) Significant savings in relamping costs		Y	Architects, Engineers

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
C2.3	High efficiency HVAC	Reduces energy demand and associated environmental impacts. Increased efficiencies of up to 70%	Design to exceed ASHRAE Standards 90.1 by 10% or better, design system using cylindrical ducts where possible and reduced duct turn radius (will require increased plenum spaces)	Y	Architects, Engineers
C2.4	Reduce Light Pollution	Reduces negative impact of development, Reduces disruption of migratory bird patterns, Reduced glare on driving, enhanced sense of place. Reduces unnecessary lighting and energy costs - especially in parking areas	Meet dark sky requirements by IESNA	Y	Architects, Engineers
C3	**Indoor Air Quality**				
C3.1	Develop and implement a Construction Indoor Air Quality Management Plan	Increased ventilation and reduced contamination.	Follow LEED-NC v.2.2 EQ credit 3 for strategy	Y	Architects, Engineers
C3.2	Meet or exceed ASHRAE 62.1 Requirements	Increased ventilation and increased health benefits.		Y	Architects, Engineers
C3.3	Specify use of low volatile organic compound paints, sealants, and coatings	Increases air quality and reduces exposure to harmful chemicals. Reduces liability, improved employee productivity	Follow LEED-NC v.2.2 EQ credit 4 for strategy	Y	Architects, Engineers
C4	**Building Placement**				
C4.1	Create soil analysis map for building placement	Reduces shrink/swell conditions that reduce building foundation longevity, reduced maintenance costs	Conduct soil analysis early	Y	Engineers
C4.2	Create viewshed analysis map	Enhances sense of place and environmental awareness. Increased aesthetics and rental/hotel/property value		Y	Architects, Engineers
C4.3	Create a slope aspect map for determining placement of buildings	Southern slope exposure will reduce utility bills through passive solar exposure, reduces costly foundations and retaining walls		Y	Architects, Engineers

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
C4.4	Create prevailing wind study that informs building/road placement	Reduces energy demand and associated environmental impacts. Reduced energy and snow removal costs, reduced snow load damage	Create/place structures and vegetation that reduces wind exposure in key areas	?	Architects, Engineers
C4.5	Identify geologic hazards on the project site	Reduce future building maintenance costs	Consult with engineer	?	Engineers
C4.6	Design buildings to shape pedestrian corridors	Creates positive social interaction	Buildings in current plan shape corridors	Y	Architects, Engineers
C4.7	Placement of buildings in relation to bedrock	Increased energy for removal, greenhouse emissions. Decreased excavation costs		Y	Engineers
C5	**Social Considerations**				
C5.1	Affordable Housing integration	Reduces transportation distance and associated greenhouse emissions. Creates a more aesthetic overal master plan, reduces employee turnover and transportation distance for workers		Y	Architects, Engineers
D	**LANDSCAPE**				
D1.1	Identify geologic hazards on the project site	Reduce future landscape maintenance costs	Consult with engineer	?	Engineers
D1.2	Restrict planting where large snowloads are expected unless the plants can accept the load/conditions	Reduced landcape maintenance costs	use integrated design strategy between architects and landcape designers to identify areas	Y	Architects, Engineers
D1.3	Restrict planting on south facing slopes to dryland species	Maintain local ecology. Decrease potable water demand		Y	Architects, Engineers

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
D1.4	Retain as much natural vegetation as possible	Maintain local ecology. Reduced landscaping costs, increased aesthetic quality	When site planning utilize existing tree diagram to place buildings and other structure away from significant healthy trees, calculate how grade changes will affect roots of trees	Y	Architects, Engineers
D1.5	Bring open space into the heart of the project	Increased social interaction	Interconnect with green corridors	Y	Architects, Engineers
D1.6	Avoid stream diversions	Maintain local ecology. Reduce future maintenance costs	Use the natural drainage features of the site to inform the design of human made water features - let these connect the flow of movement through the site	Y	Architects, Engineers
D1.7	Increase dividers and joints into impervious surfaces to handle increased freeze/thaw actions of mountain climate	Reduced maintenance costs		Y	Architects, Engineers
D1.8	Implant boulders into graded slopes to reduce soil creep	Reduced maintenance costs		Y	Architects, Engineers
D1.9	Add large rocks or boulders to drainage ways to reduce water rate and flow	Reduced sediment levels in local waterways. Reduced maintenance costs		Y	Architects, Engineers
D1.10	Keep water runoff volume low by providing multiple water channels instead of larger culverts or concrete drainage ways	Water is directed more locally and is able to be used by vegetation, reduces runoff. Reduces chances of flooding and associated costs		Y	Architects, Engineers

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
D1.11	Replant slopes shortly after distrubance	Reduces soil runoff, increases health of vegeative growing medium. Reduces potable water costs due to improper soil conditions	consider const. spec that limits regraded areas exposed at one time	Y	Architects, Engineers, Construction
D1.12	Exterior - use native plant materials requiring less irrigation	Reduces invasion of non-native species, maintains healthy biotic presence. Reduces potable water costs	Develop native planting list and incorporate in landscape and construction specifications	Y	Architects, Engineers
D1.13	Contact the state's Natural Heritage program to determine if any species on the project site are in peril	Maintain local ecology		Y	Architects, Engineers
D1.14	Green Corridors	Limits natural disruption to local ecology (both flora and fauna), potential synergy with trail plan. Increased land value	Maximize green corridor connections along current natural waterways as much as possible, correlation to trails plan	Y	Architects, Engineers
E2	**Clean Energy**				
E2.1	Use highly efficient appliances	Up to 50% of the total pollution and energy associated running appliances and additional savings due to reduced cooling loads.	Require that all appliances be Energy Star rated	Y	Owner
E3	**Distribution**				
E3.1	Small scale generation	Great savings in pollution and energy use compared to base case of propane/electricity generation and central heating.	Conduct detailed feasibility study for project. Study should: a) evaluate efficiency, cost, and location of cooling and heating units b) account for price of fuel and power displaced c) analyze economic paybacks d) project environmental benefits	?	Owner, Architects, Engineers
F	**CONSTRUCTION / WASTE MANAGEMENT**				
F1	**Solid Waste/Construction Waste Recycling, Reuse and Reduction**				

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
F1.1	Implement a Construction Waste Management Plan (CWMP)	Reduces waste and increases recycling of materials.	Assure compliance with plan, set up log sheets and chain of custody forms to assure proper source delivery	Y	Architects, Engineers, Contractors
F1.2	Separation & Storage	1) Encourages recycling and reuse of materials 2) Makes accounting of items easier. 3) Reduces hauling and disposal fees	1) Obtain containers for individualized source. 2) Develop a method for managing recyclable materials until they are removed from Project site. 3) Use worksheets to report the results and cost savings from recycling on your project 4) Tracking the quantities and cost savings of diverted materials 5) Create and Implement a comprehensive waste management plan (see F.1.1). This will be a strategic plan for achieving objectives in the fields of waste prevention and recovery, and limiting the environmental impact of waste on human and environmental health.	Y	Contractors
F1.3	Reuse	1)Reuse requires fewer resources 2)Saves energy by not producing new products 3)Reduces energy consumption which improves air and water quality 4) Requires less labor 5)Provides resources to charitable organizations	1)Identify material that can be removed and separated without undue damage. 2)Identify material of unique or antique feature that would make it worth saving. 3)Identify material with high resale value 4)Identify material new enough to be reused easily	Y	Contractors

RODEO GROUNDS - SUSTAINABILITY PROGRAM MATRIX

Low Impact Development Strategies

	Strategies	Environmental / Social / Economic Benefits	Action Items/Questions	Applicable	Responsible Party
F1.4	Recycling	1) Conserves resources 2) Prevents emissions of many greenhouse gases and water pollutants. 3) Saves energy. 4) Supplies valuable raw materials to industry. 5) Creates jobs related to salvaging and recycling of construction waste. Positive image/marketing for resort, reduces trash volume and associated landfill tipping fees	1)Clearly label the recycling bins. Post lists with pictures of what is recyclable. 2)Provide trash bins to collect non-recyclable items. Empty bins regularly so the overflow does not end up in the recycling bin. Design bins for recycling that have a unique design intrinsic to resort 3)Consider bins with lids or locating bins in a locked or supervised area to discourage contamination.	Y	Contractors
G	**MAINTENANCE**				
G1.1	Implement a comprehensive plan that limits the use of fertilizers and pesticides within the project boundaries	reduces pollutant runoff and exposure to harmful chemicals. Reduced liability	Research potential use of integrated pest management procedures, research low-toxicity fertilizers and chemicals, Mention this program in marketing materials	Y	Owner
G1.2	Set up comprehensive cleaning/ maintenance products program to reduce materials and toxicity	Reduced pollution and use of harmful chemicals.	Mention this program in marketing materials	Y	Owner
H	**OTHER**				
H1.1	Print marketing materials on recycled paper and with environmentally friendly inks	Reduces use of virgin paper products and use of petrochemicals, reduced off-gassing of marketing materials. Enhances resort image and improves marketability	Make sure the materials clearly show that they are "printed with environmentally friendly materials"	Y	Owner

Appendix IV
Rodeo Grounds Design Guidelines

1. Introduction

1.1. Purpose

The Rodeo Grounds Design Guidelines (hereafter called "Design Guidelines") are intended to establish an overall vision of the design and character for the Rodeo Grounds project. The Design Guidelines provide specific design standards to achieve this objective. The Design Guidelines enable all involved in the design and development review process to utilize a shared set of criteria for the suitability of design proposals for the Rodeo Grounds site. The Design Guidelines are intended to be enforced equally on the master developer, any sub-developers and the owners/builders of individual single family or multi-family residences. These Guidelines outline standards of neighborhood design, architecture and landscape architecture that will promote a unique character and sense of place for the Rodeo Grounds and complement the existing June Lake experience.

1.2. Rodeo Grounds Specific Plan

The Design Guidelines shall apply to all development on the Rodeo Grounds site under the jurisdiction of the Rodeo Grounds Specific Plan.

The Design Guidelines are an integral part of the Rodeo Grounds Specific Plan, which provides the underlying framework and land use standards for the application of these Guidelines. In the case of conflict between these Design Guidelines and applicable land use standards in the Specific Plan, the Specific Plan standards shall govern.

The Applicant reserves the right to modify these Design Guidelines as required to suit future site and market conditions, innovations in technology, changes in materials, or changes in the Mono County Code and/or the Uniform Building Code. Such modification shall be subject to Mono County Planning Department review and approval that shall not be unreasonably withheld.

1.3. Vision, Goals and Objectives

The Rodeo Grounds project is envisioned as a residential resort community, set within the rugged beauty of the Eastern Sierra Nevada and the many recreational opportunities of the June Lake area. The centerpiece of the project is a resort core that includes a concentrated mix of residential and commercial uses. Surrounding the resort core are several residential neighborhoods with a variety of housing types. The neighborhoods are defined by topography, natural features and views. The overall goal of the Rodeo Grounds Design Guidelines is envisioned to bring a consistent quality and sense of unity to the project, while embracing a diverse architectural character consistent with the existing regional setting.

The Rodeo Grounds project seeks to achieve the following design objectives:

- To develop a new community that reflects the heritage and enhances the existing character of June Lake and the Eastern Sierra Nevada.
- To integrate the project within the existing built and natural landscape through reduced site disturbance and sensitivity to off-site visibility.
- To design Rodeo Grounds to be functional, durable, efficient and sustainable.
- To promote enduring design quality and appropriate materials to achieve a distinctive and timeless appeal.

1.4. Design Review Process and Procedures

These Design Guidelines are intended to assist in the implementation of the overall architectural and landscape vision of Rodeo Grounds. They build on the lessons learned through experience in other resorts and considerable input from the June Lake Community. They will provide the Rodeo Grounds Design Review Committee (DRC) and the Mono County Planning Commission with criteria against which individual projects can be measured and reviewed. Project applicants are invited to submit creative and imaginative projects that build on the vision outlined in the Design Guidelines and contribute to the unique character of the Rodeo Grounds. The application of these Design Guidelines is intended to be reasonable, practical, and flexible.

2. General Neighborhood Design Criteria

2.1. Objectives

Under the Rodeo Grounds Specific Plan, the Rodeo Grounds site is organized into a series of neighborhoods, each with its own distinct residential character, outdoor use areas, and recreational opportunities. While each neighborhood may feature distinct characteristics, each shall remain consistent with the overall design character of Rodeo Grounds project. This design character will typically evolve over time as the neighborhoods are developed, much like the existing neighborhoods within the June Lake community. The intent of the June Lake Specific Plan and these Design Guidelines is to link the various neighborhoods together with a network of pedestrian trails that in turn connect to the June Lake Community Trail System.

2.2 Grading and Drainage Concepts

2.2.1 Minimize cut and fill of existing natural terrain

2.2.2 Minimize disruption of existing natural drainage courses

2.2.3 Protect existing trees and vegetation to remain from construction activities when feasible

2.2.4 Utilize buildings and parking structures, garages, etc. as retaining walls to minimize site grading

2.2.5 Step building foundations to conform to site topography

2.3. Neighborhood Entries

2.3.1. Design features shall be employed to distinguish the neighborhood entries, and may include ornamental landscaping, architectural monumentation, and enhanced paving.

2.3.2. Entries to the neighborhoods from public roadways shall be inviting, clearly identified and consistent with the local character. The Resort Core entry shall be preeminent among the neighborhoods reflecting its central importance to the project.

2.4. Street Character

2.4.1. New streets shall form a continuous circulation network, connecting to the existing street network at logical, safe locations.

2.4.2. Looped streets and through streets that form connections are encouraged. Dead-end streets and cul-de-sacs are less desirable.

2.4.3. To the extent possible, streets shall be aligned to follow the natural topography, reducing the potential for grading and site disturbance

2.5. Pedestrian Circulation

2.5.1. Trails and pathways shall effectively connect each neighborhood with one another, site open space areas, and the surrounding USFS lands.

2.5.2. Pathways shall be designed to facilitate efficient snow-removal.

2.5.3. To the extent possible, pathways shall be aligned to the natural topography, reducing the need for grading and site disturbance.

2.5.4. Meandering, organic pathway forms are encouraged.

3. General Architectural Criteria

3.1. Objectives

3.1.1. To utilize high quality, regionally appropriate materials, finishes and details.

3.1.2. To allow for a range of creative architectural design solutions, while maintaining a consistent character within the resort and complimentary to the larger June Lake community.

3.1.3. To protect viewsheds from major public roads and neighboring community areas.

3.1.4. To create visual interest and vitality along the residential streetscapes.

3.2. Massing

3.2.1. General Guidelines

3.2.1.1. The form and mass of individual buildings shall be organized in relationship to the scale of other neighborhood buildings. Buildings shall also be oriented and sited carefully to "fit" within the existing topography and landscape.

3.2.1.2. Building mass will be varied to create variety in the character of the building elevations. Pitched roofs that vary in height with occasional vertical accents, are encouraged.

3.2.1.3. The design of larger buildings shall avoid a large, single-mass appearance. This may be achieved through vertical articulation, stepping the building ends down, and/or breaking the building mass to appear as a collection of smaller building components.

3.2.1.4. Linear aspects of buildings shall be articulated with architectural features, steps in the wall plane and exterior layering of materials. Building surfaces which are monotonous or which, by design, make the buildings appear massive or not scaled are not permitted.

3.2.1.5. Variations in roof massing shall be encouraged. This may be achieved by lowering the eave line in some portions of the buildings or incorporating upper level floors into the roof mass (through dormer forms). Taller accents, and / or towers are encouraged as are architectural features and projections.

3.3. Building Fenestration and Elevations

3.3.1. General Guidelines

3.3.1.1. Window openings may be recessed rather than flush to create shadows and contrast. Building facades may be composed with vertically oriented rectangular windows, recessed openings, sheltered balconies, and exterior trim around at openings.

3.3.1.2. Exterior doorway openings should be recessed to provide weather protection.

3.3.1.3. The shape and detail of all openings shall be appropriate to the form of the building walls within which they are located.

3.3.1.4. Large areas of glass are to be shaded by projecting roof overhangs, balconies or porches, to minimize their visibility and their reflections as seen from off-site. The use of multiple pane windows for large areas of glazing is strongly encouraged.

3.3.1.5. Glass may feature coatings and/or tint to control solar heat gain/loss. The use of Low-E glass is encouraged. A mirrored or opaque appearance is not permitted.

3.3.1.6. Individual window units shall be proportional to the building's size and style.

3.3.1.7. Individual window units may be grouped into composite units of any width provided the resulting window proportions and width are in keeping with the chosen style.

3.3.1.8. Entry doors shall be constructed from non-warping materials and consistent with the building style.

3.3.1.9. Doors and windows shall lend a residential scale to the buildings. The organization of windows shall be ordered, rather than haphazard. The placement of windows shall follow an organization and hierarchy typical of mountain architecture. Doors and entryways are opportunities for special and attractive details that can provide human scaled, tactile and memorable architectural features.

3.3.1.10. The extent of glazed area and the placement of windows and doors should respond to the solar orientation of the building and meet energy efficiency standards and local codes. The use of windows with low "U" factors and insulated frames is encouraged.

3.3.1.11. Differing types of windows are encouraged within buildings. Multi-pane sliding sash or casement windows may be used provided they are in keeping with the scale of the building.

3.3.1.12. Window trim may be raised to create shadow and dimension and may feature special designs at the top casing or sill. Window trim on stone or plaster-coated buildings may be stone, wood, or of the same material as the wall.

3.3.1.13. Bay windows are encouraged as design elements when appropriate to building design, use, and exterior composition.

3.3.1.14. Doors should be recessed within walls to gain scale, weather protection and a sense of entrance/arrival.

3.3.1.15. Moldings, frames, paneling, and hardware used on doors shall add character to the overall building design.

3.3.1.16. Transoms may be repeated above windows as well as doors to add detail and scale to the building, as well as increase interior light levels.

3.3.1.17. Window boxes below window openings are permitted as a means of adding character to a building façade.

3.3.1.18. Window shutters may be used as a decorative element if they appear functional and are appropriately detailed.

3.3.1.19. Common or shared building entrances must be sized to accommodate several people together, be weather protected, conform to ADA requirements, be well lit, and convey a sense of welcoming and friendliness. This can be achieved by the detailing doors and adjacent frames, use of decorative lights to highlight the entrance, and the use of quality hardware.

3.3.1.20. Circular, elliptical, square and arch-top windows may be used as accent windows in a few locations, provided they are consistent with the chosen style.

3.3.1.21. Glass block units on exterior walls require DRC review and approval.

3.4. Roof Form

3.4.1. General Guidelines

3.4.1.1. Roofs shall be composed of simple geometric forms. Gable, shed or other pitched roofs are preferred. Flat roofs may be acceptable if executed in an appropriate manner. Mansard roofs will not be allowed. The use of dormers and other devices to break up large roof expanses is encouraged.

3.4.1.2. Dominant roof pitches are to be 6:12 to 12:12. Flatter slopes will be permitted for specific design effect as approved by the DRC.

3.4.1.3. Flat portions of roofs should have distinctive cornice features.

3.4.1.4. Roof overhangs over 24 inches are subject to DRC review and approval. Larger overhangs are permitted at ground floor level, where the roof extends to shelter pedestrian areas.

3.4.1.5. Roof fascias should be of a scale appropriate to the building. Large fascias make the roof overly-dominant, and can break the overall cohesiveness of the building form.

3.4.1.6. Skylights in the roof plane should be flat or in-line with the roof plane.

3.4.1.7. Roofing materials may include asphaltic shingle, raised seam metal, metal shingles, or built-up materials on flat sections.

3.4.1.8. Roof top equipment should be placed and designed for reduced visibility. All roof top equipment must be painted to blend with roof color and be non-reflective.

3.4.1.9. Roof breaks less than 2 feet high are not permitted without DRC approval.

3.4.1.10. All flashing, sheet metal, vent stacks and pipes shall be painted to match adjacent building surfaces.

3.5. Garage Placement

3.5.1. General Guidelines

3.5.1.1. Where feasible, it is preferred that garage doors shall be set further back from the street than a structure's front door.

3.5.1.2. Garage access at the sides of residential structures or oriented perpendicular to the street is preferable where slopes permit. See 2.5.1.2.

3.5.1.3. For structures on steeply-sloped lots, garages shall be placed and oriented to minimize driveway length and the need for grading.

3.5.1.4. The minimum dimension between adjacent garage door openings shall be 18 inches.

3.5.1.5. Sliding or rolling gates or doors may be used on large residential buildings and service areas with DRC review and approval. The operating mechanisms and c hardware for mechanical gates should be concealed from view.

3.5.1.6. Garage doors when placed in series along a building face should be articulated or stepped to avoid a massive, monotonous effect.

3.6. Building Exterior and Finishes

3.6.1. Materials

3.6.1.1. In general, the consistent use of materials with proven durability and natural qualities suitable for use within a mountain context is required.

3.6.1.2. Vertical or horizontal patterns are acceptable. Surface materials may include rough or re-sawn wood, shingles, round or square cut logs, and composite materials that simulate wood siding.

3.6.1.3. Building materials may include concrete, steel, stuccoed or plaster surfaces if such surfaces are colored to fit the overall building design and are used in a manner appropriate to a mountain setting. Untreated and uncolored concrete or masonry surfaces may only be used if appropriate to the style of the building and approved by the DRC.

3.6.1.4. Use of exterior stone is encouraged.

3.6.1.5. Materials at the base of buildings must be able to resist damage from snow and water.

3.6.1.6. Building materials should contain recycled materials when possible. The use of recycled, salvaged, renewable, local, and low-volatility organic content material is encouraged.

3.6.1.7. Unstained or untreated wood is not permitted; all wood elements must be treated or painted to resist weathering and discoloration.

3.6.2. Finishes and Colors

3.6.2.1. Color exerts a tremendous impact upon the visual character of the community. Even a structure designed with the most authentic proportions and scale, with the greatest attention given to detail, and the highest sensitivity to the land will lose its integrity if an appropriate color scheme is not applied. Continuity between the colors of a structure's architectural style and those of nearby structures and the surrounding natural landscape must be considered.

3.6.2.2. All color schemes and affiliated material shall be approved by the DRC. A color board/materials sample board must be prepared showing exterior finishes.

3.6.2.3. The color of all exterior building surfaces shall reference the natural tones and hues of the soil, rocks and foliage of the site.

3.6.2.4. The hue and brightness of colors used shall be in keeping with the chosen architectural style of a structure.

3.6.2.5. Trim colors shall highlight details, such as cornices, window frames, handrails and entrance doors. Trim colors must be harmonious with the other colors used, and shall also reflect the palette of the surrounding natural environment.

3.6.2.6. Roof colors should be natural tones complementary to the surrounding natural environment. Metal roofing must be non-reflective.

4. General Landscape Criteria

4.1. Objectives

The design of landscape areas at Rodeo Grounds shall preserve, restore and enhance the character of the existing natural environment on the site. Landscaping must also facilitate use and activity by residents and guests as well as provide for safe and comfortable movement within the Rodeo Grounds site and to surrounding areas.

4.2. Concept

The Rodeo Grounds neighborhoods are to be linked by areas of open space. These open space areas shall be improved with trails and walkways for circulation, but shall otherwise maintain a natural and undisturbed character. Around buildings within the Resort Core are areas of more intensive landscaping and paved outdoor use. Walls, hardscaping and plant materials shall be carefully selected to maintain a natural effect. The landscape shall seek to reflect the high mountain surrounding and at the same time complement the design and character of new structures and uses. Plant materials shall be native to the region and generally drought tolerant.

4.3. Site Walls and Fences

4.3.1. Site Walls

4.3.1.1. Walls, embankments, and other retaining structures should feature materials, details and construction techniques that are in keeping with historic or regional forms.

4.3.1.2. Landscape walls should complement and extend the character of adjacent building bases, and the adjacent natural forms.

4.3.1.3. Walls finished with stone are encouraged. The use of artificial stone is permitted if approved by the DRC. Use of artificial stone must be carefully considered in high maintenance areas, such as those areas subject to snow removal operations.

4.3.1.4. Walls may typically have a core of reinforced poured concrete or masonry blocks, but these core materials should be covered with an acceptable finish material.

4.3.1.5. Low walls can be used in pedestrian areas as informal seating; wall widths and materials should be appropriate to allow comfortable sitting.

4.3.1.6. Wall caps must be of a high quality durable material that is consistent and complementary with the wall material and adjacent structures.

4.3.2. Fencing

4.3.2.1. Fencing is an important element in defining spatial areas and edges, screening views of service and storage areas, and for providing privacy and security for outdoor amenity areas. Fencing shall be functional, attractive, and appropriate. Fence height should not exceed 6 feet without review and approval by the DRC.

4.3.2.2. Fencing should be appropriate to its function, the neighborhood, and the regional character. Fences should reflect and extend adjacent building details where appropriate.

4.3.2.3. Fences and walls should not interrupt the continuity of buildings and home sites, nor visually intrude upon their connection to the surrounding landscape. Fences shall not be allowed on property lines in single family areas or if approved by the DRC.

4.3.2.4. The use of ornamental metal or decorative wood fences is appropriate to define edges of small terraces, garden areas, and pool enclosures. Ornamental metal or decorative wood fences shall be in keeping with the architectural style of surrounding structures and in keeping with historic and regional forms.

4.3.2.5. Fences that occur on residential home sites shall be of natural materials such as wood, stone or metal. They should complement the colors and materials of the adjacent residential architecture.

4.4. Site Lighting

4.4.1. Residential Lighting

4.4.1.1. Lighting needs in residential areas vary according to the type and intensity of use. Varying illumination levels should be developed which address the particular needs of outdoor spaces and activities: safety, security, vehicular and pedestrian movement, retailing, signage, etc. Excessive illumination should be avoided and lighting fixtures shall be designed and placed for minimal glare, reflection and light spill.

4.4.1.2. Residential exterior lighting shall be designed and located to minimize light spill onto adjacent homes or properties. The light source shall be shielded and light shall not project above the horizontal plane. Decorative “uplighting” is prohibited on architectural surfaces or landscape elements.

4.4.1.3. Light sources must not be visible from the street or from neighboring homes.

4.4.1.4. Illumination levels to be highest at major roadway intersections, driveway intersections with roads, and adjacent to major building entrances and service areas.

4.4.1.5. Safety illumination shall be provided at entrances, steps, stairs, ramps, etc.

4.4.1.6. The light sources should be white in color.

4.4.2. Street, Roadway and Service Area Lighting

4.4.2.1. Illumination levels should be highest at intersections and along roadways carrying higher traffic volumes.

4.4.2.2. Fixtures shall be of a cutoff or shielded type design to reduce light spill and glare at adjacent buildings and outdoor areas.

4.4.2.3. Fixtures and supporting poles should be selected and placed for minimal visual impact.

4.4.2.4. Illumination levels along roadways should be consistent with local policies and standards for roadway illumination levels. Fixture locations should typically be staggered rather than formally arranged.

4.4.2.5. Fixtures must be located clear of snow storage areas and snow removal operations.

4.4.3. Pedestrian Areas, Walkways, Outdoor Use Areas

4.4.3.1. Lighting fixtures should be typically mounted on poles, building walls, or other appropriate locations. Bollard lighting is permitted along walkways where provisions are made for snow melt or snow removal.

4.4.3.2. Illumination levels should be high enough to facilitate safe pedestrian travel, directional orientation and safety but not so high as to create a bright, overly lit pedestrian environment. Cut-off type fixtures shall be used to prevent glare and light spill.

4.4.3.3. Emphasis should be placed on creating higher illumination levels at building entrances, stairs, ramps, major pedestrian spaces, decision points, etc. General outdoor lighting should not overwhelm other secondary light sources used for signage, etc.

4.4.3.4. Light fixtures should be decorative as well as functional with detail and ornamentation, which complements architectural styles and elements. Low voltage fixtures may be used when appropriate.

4.4.4. Accent, Special Purpose, Decorative Lighting

4.4.4.1. Accent lighting fixtures may be mounted on buildings, poles, or ground locations at heights as required. Uplighting for accent lighting on architectural or

landscape features is prohibited, except on a temporary basis for special events, or as approved by the DRC.

4.4.4.2. Decorative lighting in trees is appropriate for seasonal displays.

4.4.4.3. Illumination of signs, building elements, landscape features, fountains or other significant elements is allowed if executed in an appropriate manner.

4.4.4.4. Fixtures, especially freestanding at ground level or installed in the ground, must be shielded to prevent glare and located in landscaped areas where the fixture is not a hazard to pedestrians.

4.4.4.5. Light sources for signage should be shielded and light levels should not compete with other functional lighting.

4.5. Signage

4.5.1. General Guidelines

4.5.1.1. Signage should reflect the character of Rodeo Grounds with regard to materials, form and use.

4.5.1.2. Signage form and quality should relate directly to its purpose, context and location. All signage must take into account snow accumulation, snow removal and snow storage requirements.

4.5.1.3. Signage should inform and direct, but in a manner and style which creates a memorable impression. As such, signage provides an opportunity to introduce architectural, whimsical, historical and/or sculptural character.

4.5.1.4. Sign materials may vary considerably, but should be consistent with regional character, the local neighborhood, and nearby architectural elements as well as be durable, rugged and easy to maintain.

4.5.1.5. Multi-family residential complexes and cluster home developments are permitted one identity sign up to 10 square feet in size for each street frontage.

4.5.1.6. Signs may be attached to a freestanding site wall or to a wall of the building, mounted flush no higher than the eave line of the principal building. Signs are not permitted on the roof. No signs are allowed in the public right-of-way without approval of Mono County and/or Cal Trans.

4.5.1.7. Regulatory signs should be standardized, yet establish a unique character and identification within Rodeo Grounds through sign shape, graphic style, color and/or material.

4.5.1.8. The quantity of regulatory signs should be limited. They should be sized and located so as to limit visual intrusion.

4.5.1.9. Directional and identification signage shall be used to orient and direct visitors in vehicles, on foot, or on bicycle.

4.5.2. Commercial Signage

4.5.2.1. Monument signs may be employed for large commercial uses, such as hotels. Monument signs shall be integrated within the landscape and feature materials appropriate to the mountain location.

4.5.2.2. Commercial signs are allowed for retail uses. These signs should be positioned along the first floor façade at a level which allows good visibility from vehicular or pedestrian areas.

4.5.2.3. Each retail business is allowed a single projecting sign. Projecting signs should be supported by brackets, which may be decorative as well.

4.5.2.4. Flush mounted signs, when used, should be positioned within architectural features, such as transom panels above doorways, etc.

4.5.2.5. Signs may be located on awnings or canopies when they are part of the building façade.

4.5.2.6. Commercial signs are encouraged that create visual interest and variety.

4.5.2.7. Appropriate sign materials include wood, metal, stone, glass, and acrylic. Sign materials may be painted and finished in a variety of ways.

4.6. Parking

4.6.1. Surface Parking

4.6.1.1. Surface parking areas shall feature significant landscaping to minimize the visual impact of the vehicles and pavement.

4.6.1.2. Permeable parking surfaces are encouraged to allow for ground water infiltration.

4.6.1.3. The quantity and layout of disabled spaces shall conform to ADA parking standards.

4.6.2. Structured and Subterranean Parking

4.6.2.1. Parking facilities shall be safe and user-friendly.

4.6.2.2. Parking structures shall provide sufficient clearance to accommodate passenger vehicles outfitted with rooftop racks and cargo boxes.

4.6.2.3. Parking structure design shall be consistent with the overall building design.

4.6.2.4. Parking facilities shall feature appropriate signage and lighting to enable convenient way finding and ensure the safety of users.

4.6.2.5. The placement of control gates shall be coordinated with overall building and driveway design.

4.6.2.6. Entrances to parking facilities shall be located so as to minimize conflict with pedestrian activity.

4.6.2.7. Understructure parking garages shall have elevators and stairways leading to lobby spaces, building entries or assembly areas at upper levels. Elevator

banks shall be welcoming, convenient and easily located from all areas of the garage.

4.6.2.8. Maximum slope of entry drives shall not exceed 10% unless snow melted or covered by a roof.

4.7. Planting

4.7.1. General Guidelines

4.7.1.1. Where possible, existing trees to remain on site shall be protected and preserved during construction activities.

4.7.1.2. Native trees, shrubs, and perennials should be used where possible for new planting. Plant material selection shall emphasize the use of plant species with low water use requirements as recommended by the Mono County Code.

4.7.1.3. New trees shall be primarily coniferous, but planting shall also feature some mountain-appropriate deciduous tree species.

4.7.1.4. Planting design shall emphasize informal massing. Uniform, geometric planting is discouraged.

4.7.1.5. Tree canopies in pedestrian areas and in outdoor use areas must be high enough to avoid blocking views of building lobbies, signage, entries, etc.

4.7.1.6. Landscaping along roadways shall maintain visibility for drivers and pedestrians, particularly at intersections and around corners and must provide clearance for emergency vehicles.

4.7.1.7. Shrubs that provide a foliage mass with special fall color or wintertime berry effect are encouraged.

4.7.1.8. Lawn should be planted sparingly within outdoor use areas to provide casual activity spaces. Low ground covers are encouraged on slopes too steep to mow. Meadow grasses and low growing native shrubs should be planted to create a natural understory effect below existing trees.

4.7.1.9. Seasonal flowers may be planted in view of high use areas, including plant beds adjacent to building entrances, flower boxes, and pots on balcony rails and at window sills.

4.7.1.10. Artificial plants and artificial lawns are prohibited.

4.7.1.11. Irrigation shall be installed in landscape areas as needed for plant maintenance and health.

4.7.1.12. Drip irrigation shall be used in non-lawn applications where feasible.

4.7.1.13. All disturbed ground surface areas of a site that are not covered by structure, paving, decking, roads, driveways or parking areas must be re-vegetated using native grass seed, wildflowers, or other acceptable ground covers. All disturbed areas and new cut or fill slopes must be stabilized and re-vegetated as soon as possible after disturbance, and by the end of fall at the latest. To promote re-

vegetation, biodegradable erosion control netting or mulch blanket should be used on disturbed slopes steeper than 3:1.