

Town of Mammoth Lakes General Plan 2007





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The General Plan for Mammoth Lakes

This plan establishes standards, guidelines and priorities that define the community now and for the future, a future where Mammoth Lakes is a premier, thriving, sustainable community. The community takes seriously our responsibility as stewards of the environment, protectors of residents' quality of life, and caretakers of visitors' quality of experience. The "Community Vision" for Mammoth Lakes embodies important values and principles that recognize the uniqueness of our natural surroundings and our character as a village in the trees.

COMMUNITY VISION

Surrounded by uniquely spectacular scenery and diverse four-season recreational opportunities, the community of Mammoth Lakes is committed to providing the very highest quality of life for our residents and the highest quality of experience for our visitors.

To achieve this vision, Mammoth Lakes places a high value on:

1. Sustainability and continuity of our unique relationship with the natural environment. As stewards, we support visitation and tourism as appropriate means to educate and share our abundant resources. We are committed to the efficient use of energy and continuing development of renewable resources.
2. Being a great place to live and work. Our strong, diverse yet cohesive, small town community supports families and individuals by providing a stable economy, high quality educational facilities and programs, a broad range of community services and a participatory Town government.
3. Adequate and appropriate housing that residents and workers can afford.
4. Being a premier, year-round resort community based on diverse outdoor recreation, multi-day events and an ambiance that attracts visitors.
5. Protecting the surrounding natural environment and supporting our small town atmosphere by limiting the urbanized area.
6. Exceptional standards for design and development that complement and are appropriate to the Eastern Sierra Nevada mountain setting and our sense of a "village in the trees" with small town charm.
7. Offering a variety of transportation options that emphasize connectivity, convenience and alternatives to use of personal vehicles with a strong pedestrian emphasis.

"Vision without execution is a hallucination" -- Albert Einstein

Planning a Successful Community

The values of the community also encompass making decisions that benefit the community's social, natural and economic capital – the triple bottom line. Decisions that enhance all three aspects of community capital provide the greatest benefit; decisions that improve or conserve two forms of capital without diminishing the third are also ideal. Decisions that only benefit one and decrease the other two forms of capital are undesirable.

Protection of critical environmental areas, open space, sensitive habitats and resources is critical to our community. Well-designed and accessible open spaces are essential to the community because they function to preserve and highlight individual neighborhoods' characteristics and strengths. Recreational public access throughout town and connecting to the surrounding forest is essential. As a place that attracts cultural, artistic and wellness-minded residents and visitors alike, providing a high quality visitor experience through a variety of accommodations and recreation amenities is important.

Mammoth Lakes will be a well-planned cohesive community. Exceptional quality in design will be achieved by identifying and protecting distinct neighborhoods and districts. Resort nodes shall be integrated into our community. Planning tools such as green building design strategies, energy efficiency and principles of smart growth will be used to encourage sustainable development that meets current and future needs.

Residents and visitors are involved and respected. An open, participatory and inclusive Town government is critical for accomplishing the goals, policies and actions outlined in this General Plan.

Components of the General Plan

The General Plan is organized by elements. Each element is introduced with an explanation of the intent of the goals, policies and actions within that element. Elements are divided into sections with each goal as a heading followed by the goal's subsequent policies and actions.

All elements and the goals within each element have equal weight and are not listed in any particular order.

Element – Subject areas that are integral to the unique identity of Mammoth Lakes. The community chose to include optional elements in order to stress important issues. The seven state-mandated elements are referenced at the bottom of Table 1.

Goal – A general statement that describes a desired future condition in the broadest terms. A goal is generally not quantifiable or time-dependent. Goals summarize how conservation, development and future growth should occur by identifying physical, economic and social outcomes that the community wishes to achieve. Goals are expressed as an end, not an action.

Policy – A specific statement that guides decision-making. Policies should be clear and unambiguous.

Action – A procedure, program, or technique that implements policies. Actions carry out goals and policies. Actions are not cited for every goal or policy.

There are nine elements in the General Plan (See Table 1). Although the Housing, Noise, and Parks and Recreation Elements are not being updated at this time and are not included in this General Plan, some additional overlapping statements are included to maintain consistency and aid in completing future updates to the General Plan.



Table 1: General Plan Organization

Element	Required/Optional Elements	Examples of Topics Covered
Economy	<i>Economic Development</i> <i>Tourism & Recreation</i>	Economic development strategy, marketing and promotion, special events
Arts, Culture, Heritage and Natural History	Conservation <i>Public Arts</i>	Performance activities, cultural events, art/cultural/historical programs and outreach
Community Design	Noise <i>Community Character</i>	Development patterns, streetscapes, natural resources, noise, light and glare
Neighborhood and District Character	Land Use <i>Community Character</i>	Characteristics of districts and mountain portals, special study areas
Land Use	Land Use	Growth management, housing, community character
Mobility	Circulation	Traffic, street network, parking, transit service, air service, trail system
Parks, Open Space and Recreation	Open Space, Parks & Recreation	Park and recreation facilities, public access to public lands, trail system
Resource Management and Conservation	Conservation Open Space	Natural and scenic resources, Mammoth Creek, water and air quality, energy efficiency
Public Health and Safety	Safety	Development in hazardous areas, child care, police enforcement, snow hazards, flood, fire, carbon dioxide, emergency preparedness

*Note: California State Law requires every General Plan to include policies for seven elements: Land Use, Circulation, Conservation, Housing, Noise, Open Space and Safety. The required elements are referenced in the center column.

The Appendices to the General Plan include the following:

Action Table (Appendix A) The Action Table is a comprehensive list of the General Plan action items and includes the agencies and entities that will coordinate the actions along with a timetable for completion of the actions.

The Transect Diagram (Appendix B) is a cross section through the community that describes typical natural and manmade context, pattern, and characteristics of the geographic areas in the community. It provides more information about the pattern and form of areas complementing the Community Design, Neighborhood and District Character, Land Use, and Mobility Elements.

Physical Development Concept (Appendix C) Describes ideas and likes and dislikes about community character through text, diagrams and photographs.

Mobility (Appendix D) Describes through text, diagrams and illustrations, the components and network of the circulation system.

Useful Terms for Understanding the General Plan (Appendix E) Provides definitions to various words used in the General Plan.

Community Goals for each Element

ECONOMY

- E.1. Be a premier destination community in order to achieve a sustainable year-round economy.
- E.2. Achieve sustainable tourism by building on the area's natural beauty, recreational, cultural, and historic assets.
- E.3. Achieve a more diversified economy and employment base consistent with community character.

ARTS, CULTURE, HERITAGE AND NATURAL HISTORY

- A.1. Be stewards of Mammoth's unique natural environment.
- A.2. Be a vibrant cultural center by weaving arts and local heritage and the area's unique natural history into everyday life.
- A.3. Encourage public art and cultural expression throughout the community.

COMMUNITY DESIGN

- C.1. Improve and enhance the community's unique character by requiring a high standard of design in all development in Mammoth Lakes.
- C.2. Design the man-made environment to complement, not dominate, the natural environment.
- C.3. Ensure safe and attractive public spaces, including sidewalks, trails, parks and streets.
- C.4. Be stewards of natural and scenic resources essential to community image and character.
- C.5. Eliminate glare to improve public safety. Minimize light pollution to preserve views of stars and the night sky.
- C.6. Enhance community character by minimizing noise.

NEIGHBORHOOD AND DISTRICT CHARACTER

This element expands on Land Use and Community Design goals.

LAND USE

- L.1. Be stewards of the community's small town character and charm, compact form, spectacular natural surroundings and access to public lands by planning for and managing growth.
- L.2. Substantially increase housing supply available to the workforce.
- L.3. Enhance livability by designing neighborhoods and districts for walking through the arrangement of land uses and development intensities.

- L.4. Be the symbolic and physical heart of the Eastern Sierra: the regional economic, administrative, commercial, recreational, educational and cultural center.
- L.5. Provide an overall balance of uses, facilities and services to further the town's role as a destination resort community.
- L.6. Maintain the Urban Growth Boundary to ensure a compact urban form; protect natural and outdoor recreational resources; prevent sprawl.

MOBILITY

- M.1. Develop and implement a townwide way-finding system.
- M.2. Improve regional transportation system.
- M.3. Emphasize feet first, public transportation second, and car last in planning the community transportation system while still meeting Level of Service standards.
- M.4. Encourage feet first by providing a linked year-round recreational and commuter trail system that is safe and comprehensive.
- M.5. Provide a year-round local public transit system that is convenient and efficient.
- M.6. Encourage alternative transportation and improve pedestrian mobility by developing a comprehensive parking management strategy.
- M.7. Maintain and improve safe and efficient movement of people, traffic, and goods in a manner consistent with the feet first initiative.
- M.8. Enhance small town community character through the design of the transportation system.
- M.9. Improve snow and ice management.

PARKS, OPEN SPACE, AND RECREATION

- P.1. Maintain parks and open space within and adjacent to town for outdoor recreation and contemplation.
- P.2. Provide additional parks within town.

- P.3. Create a Master Plan for an integrated trail system that will maintain and enhance convenient public access to public lands from town.
- P.4. Provide and encourage a wide variety of outdoor and indoor recreation readily accessible to residents and visitors of all ages.
- P.5. Link parks and open space with a well-designed year-round network of public corridors and trails within and surrounding Mammoth Lakes.

RESOURCE MANAGEMENT AND CONSERVATION

- R.1. Be stewards of habitat, wildlife, fisheries, forests and vegetation resources of significant biological, ecological, aesthetic and recreational value.
- R.2. Maintain a healthy regional natural ecosystem and provide stewardship for wetlands, wet meadows and riparian areas from development-related impacts.
- R.3. Preserve and enhance the exceptional natural, scenic and recreational value of Mammoth Creek.
- R.4. Conserve and enhance the quality and quantity of Mammoth Lakes' water resources.
- R.5. Minimize erosion and sedimentation.
- R.6. Optimize efficient use of energy.
- R.7. Be a leader in use of green building technology.
- R.8. Increase use of renewable energy resources and encourage conservation of existing sources of energy.
- R.9. Reduce volume of solid waste.
- R.10. Protect health of community residents by assuring that the town of Mammoth Lakes remains in compliance with or improves compliance with air quality standards.
- R.11. Reduce greenhouse gas emissions.

PUBLIC HEALTH AND SAFETY

- S.1. Support high quality health care and child care for Mammoth Lakes' residents and visitors.
- S.2. Keep Mammoth Lakes a safe place to live, work and play.
- S.3. Minimize loss of life, injury, property damage, and natural resource destruction from all public safety hazards.
- S.4. Maintain adequate emergency response capabilities.
- S.5. Support high quality educational services and life-long learning resources within the community.
- S.6. Enhance quality of life by encouraging and supporting high quality facilities and services.

ECONOMY

INTENT

Mammoth Lakes' economy is tourism-based. High altitude outdoor activities are the major economic and employment generator in the community, and the seasonal ebb and flow of visitors causes economic and employment fluctuation. The challenge for Mammoth Lakes is to increase visitor occupancy midweek and shoulder seasons. The strategy is to provide air service, additional amenities and attractive meeting facilities. Once in place, extensive marketing efforts will be provided to achieve this economic goal. The community goals to be realized are: sustainable full employment, better paying full-time economic opportunities, and less weather dependent and more predictable income stream. The core tenets of this Element are increasing regional accessibility, creating more recreational and leisure activities, and diversifying economic development to create a more stable and sustainable economy.

Mammoth Lakes' economic sustainability is dependent upon the mountain resort, expanded employment opportunities, shoulder season and midweek occupancy, air service and many other components of the community. The Economy Element overlaps with the other elements in the General Plan since the success of Mammoth Lakes' economy depends on the success of Mammoth Lakes as a community. Development of domestic and international markets, an improved transit system, increased events and facilities, and an expanded and accessible system of parks, open space, and trails are important for economic sustainability and creating a livable community.

Sustainable Economy

- E.1. **GOAL: Be a premier destination community in order to achieve a sustainable year-round economy.**

Economic Development

- E.1.A. Policy: Establish and implement a clear economic strategy.
 - E.1.A.1. Action: Prepare an Economic Development Strategy, identify economic development priorities, implement programs, and target investments.
 - E.1.A.2. Action: Prepare an economic analysis that identifies opportunities to increase shoulder and midweek visitation and to capture greater local and visitor retail sales.

- E.1.A.3. Action: Track economic indicators for changes that may affect community land resources, tax base including Transient Occupancy Tax (TOT), and employment base.

- E.1.B. Policy: Encourage the development of community-based organizations that support economic development.
- E.1.C. Policy: Increase participation and coordination of local agencies.
- E.1.D. Policy: Encourage restaurants, retail, entertainment, lodging, and services.

Air Service

- E.1.E. Policy: Re-establish year-round scheduled air service and continue charter air service at Mammoth Yosemite Airport.
- E.1.F. Policy: Establish and maintain air service connecting the Mammoth Lakes area with destination visitor markets.
 - E.1.F.1. Action: Actively seek state and federal funding for airport improvements.
 - E.1.F.2. Action: Upgrade the Mammoth Yosemite Airport terminal to allow for regional air service.
 - E.1.F.3. Action: Update the Airport Master Plan.
- E.1.G. Policy: Develop facilities that support commercial and charter air carrier service.
 - E.1.G.1. Action: Work with the Federal Aviation Administration (FAA) to evaluate the development of Mammoth Yosemite Airport and provide commercial and charter air service.
 - E.1.G.2. Action: Provide safe and cost-effective services to general aviation.

Marketing, Promotion and Special Events

- E.1.H. Policy: Develop and implement an aggressive inbound and outbound marketing and sales promotion campaign.
- E.1.I. Policy: Promote public/private efforts to provide ongoing customer service training for hospitality, retail and resort employees.
- E.1.J. Policy: Promote special events year-round with emphasis on producing multi-day events with particular attention to midweek and shoulder seasons.
 - E.1.J.1. Action: Develop a year-round special events program and venue plan.
- E.1.K. Policy: Encourage resort development and transient accommodations to partner in cooperative marketing.
- E.1.L. Policy: Support diverse arts, cultural, and heritage programming, facilities and development of public venues for indoor and outdoor events.

Sustainable Tourism

- E.2. **GOAL: Achieve sustainable tourism by building on the area's natural beauty, recreational, cultural, and historic assets.**
 - E.2.A. Policy: Support a range of outdoor and indoor events, facilities, and services that enhance the community's resort economy.

Diversify Economy

- E.3. **GOAL: Achieve a more diversified economy and employment base consistent with community character.**
 - E.3.A. Policy: Encourage mix of uses in the Main Street, Old Mammoth Road, and Shady Rest District and the North Village District.
 - E.3.B. Policy: Support inclusion of cultural and educational institutions as components of mixed use developments.

- E.3.C. Policy: Support development of major public and private facilities that contribute to destination resort visitation in Mammoth Lakes.

- E.3.D. Policy: Encourage adequate and appropriate commercial services for residents and visitors.

Business and Employment

- E.3.E. Policy: Support establishment and expansion of industries complementary to the community, our environment and economy.
- E.3.F. Policy: Encourage a wider range of employment opportunities within the community.
- E.3.G. Policy: Support establishment of knowledge-based businesses.
- E.3.H. Policy: Encourage expansion of a progressive telecommunication and internet communication infrastructure in the community.
- E.3.I. Policy: Support creation of office space and live/work spaces.
- E.3.J. Policy: Continue to attract a diversified labor force through a mix of housing types and housing affordability.

Education

- E.3.K. Policy: Support expansion of local higher educational and continuing education institutions to meet workforce training needs.
- E.3.L. Policy: Encourage institutions to develop curriculum and training opportunities.
 - E.3.L.1. Action: Support advanced study programs and high-level conferences.

INTENT

This Element establishes a framework to develop a rich and diverse cultural experience that enhances daily life and strengthens the economy. Arts, culture, heritage and natural history are vital components of Mammoth Lakes' character. Mammoth Lakes has a unique culture and history and it is important that arts, culture, heritage and natural history are encouraged throughout the community.

Mammoth Lakes also attracts cultural, artistic and wellness-minded residents and visitors. Through education, programmed activities, special events, and entertainment opportunities, the goals and policies of this Element will be met. As the community and culture matures, so will the desire and need for improved and expanded cultural and art activities, events, and entertainment.

Unique Natural History

A.1. **GOAL: Be stewards of Mammoth's unique natural environment.**

A.1.A. Policy: As stewards of our natural environment recognize that our natural history is the framework for all other human activities whether economic or aesthetic and so must be conserved and protected for future generations.

A.1.A.1. Action: Encourage community and visitor awareness of our natural environment by supporting educational and recreational programs focused on the natural environment of the flora, fauna and geology of the area.

A.1.A.2. Action: Support coordination with natural history tours and programs offered by other agencies and groups.

A.1.A.3. Action: Provide self guided natural history tours with appropriate interpretive signage in the parks of Mammoth Lakes.

Rich Community Culture

A.2. **GOAL: Be a vibrant cultural center by weaving arts and local heritage and the area's unique natural history into everyday life.**

A.2.A. Policy: Encourage and support a wide variety of visual and performing arts, cultural amenities, events and festivals, and forums for local arts organizations.

A.2.B. Policy: Support arts education in the community.

A.2.B.1. Action: Work with schools to integrate arts, culture, and heritage education into the core curriculum.

A.2.B.2. Action: Encourage continuing educational and training opportunities for residents and visitors.

A.2.C. Policy: Encourage collaboration to access resources among organizations within the arts community.

A.2.C.1. Action: Expand outreach and publicity by:

- Promoting locally produced art and local cultural programs
- Publishing monthly calendars of local art and culture
- Distributing quarterly reports on arts in the community

Expressive of Community

A.3. **GOAL: Encourage public art and cultural expression throughout the community.**

A.3.A. Policy: Support continued development of the historic Hayden Cabin museum site.

A.3.B. Policy: Encourage development of arts, culture, and heritage facilities and venues.

A.3.B.1. Action: Encourage artists' residences connected to galleries.

A.3.B.2. Action: Maintain a strategic public art, cultural, and heritage plan.

A.3.C. Policy: Support local history and heritage education in the community.

A.3.C.1. Action: Support and promote programs and events celebrating local history and diversity.

A.3.D. Policy: Be stewards of the cultural, historical and archeological resources in and adjacent to town.

A.3.E. Policy: Allow the adaptive use of historic buildings.

A.3.E.1. Action: Develop and maintain a cultural resources database of historic and archaeological resources within the Planning Area.

COMMUNITY DESIGN

INTENT

The goals and policies in the Community Design Element describe the relationship between people and the man-made and natural environment. Our community is set within the forest; trees and the natural landscape are prominent and create a sense of scale and set a strong aesthetic. Topography, vegetation, existing buildings and open spaces create the structure and pattern of Mammoth Lakes.

The community will continue to be designed as comfortable, convenient and safe. Workforce housing will emphasize high quality design and livability and be incorporated into all neighborhoods.

Mammoth Lakes will develop as a village in the trees. Development will be planned to visually connect with the natural surroundings by accentuating the existing Jeffrey pine forest and manzanita/sage scrub and meadows. Building heights should be kept within the tree canopy. To maintain a community of cohesive residential neighborhoods in a unique mountain environment, natural beauty, critical environmental areas and open space will be protected.

The community strongly supports the retention of major landscape characteristics and unique natural features such as large trees, Mammoth Mountain, Mammoth Rock, Crystal Crag, the Bluffs, the Sherwin Range, Mammoth Knolls, and Mammoth Crest. Public views of these features will be maintained and enhanced. View areas are shown in Figures 1 and 2.

Community Character

- C.1. **GOAL: Improve and enhance the community's unique character by requiring a high standard of design in all development in Mammoth Lakes.**
- C.2. **GOAL: Design the man-made environment to complement, not dominate, the natural environment.**

Celebrate Public Spaces

- C.2.A. Policy: Create well-designed and significant public spaces in resort/commercial developments to accommodate pedestrians and encourage social interaction and community activity.
- C.2.B. Policy: Maximize opportunities for public spaces that support community interaction, such as outdoor cafe and restaurant patios, performance and arts spaces, and child activity centers through public-private partnerships.

- C.2.C. Policy: Encourage development of distinct districts, each with an appropriate density and a strong center of retail, services or amenities.
- C.2.D. Policy: Preserve and enhance special qualities of districts through focused attention on land use, community design and economic development.
- C.2.E. Policy: Ensure that each district center is an attractive destination that is comfortable and inviting with sunny streets, plazas and sidewalks.
- C.2.F. Policy: Improve visual appearance as well as pedestrian access and activity by requiring infill development patterns. Encourage rehabilitation and reorientation of existing strip commercial development consistent with neighborhood and district character.
- C.2.G. Policy: Ensure that development in commercial areas provides for convenient pedestrian movement between adjoining and adjacent properties.
- C.2.H. Policy: Support transit ridership and pedestrian activity by emphasizing district parking, shared parking, mixed use and other strategies to achieve a more efficient use of land and facilities.
 - C.2.H.1. Action: Evaluate and revise zoning regulations and guidelines to implement these policies.

Celebrate the Spectacular Natural Surroundings

- C.2.I. Policy: Achieve highest quality development that complements the natural surroundings by developing and enforcing design standards and guidelines.
 - C.2.I.1. Action: Review and revise sign and design standards and guidelines.
- C.2.J. Policy: Be stewards in preserving public views of surrounding mountains, ridgelines and knolls.
 - C.2.J.1 Action: Designate and establish development standards for view corridors.
- C.2.K. Policy: On prominent ridgelines and bluffs, substantial additions, modifications, renovation and rehabilitation to existing development shall incorporate measures to minimize visual intrusion.

Careful Site Planning

- C.2.L. Policy: Create a visually interesting and aesthetically pleasing built environment by requiring all development to incorporate the highest quality of architecture and thoughtful site design and planning.
- C.2.M. Policy: Enhance community character by ensuring that all development, regardless of scale or density, maximizes provision of all types of open space, particularly scenic open space.
- C.2.N. Policy: Plan the siting and design of buildings to preserve the maximum amount of open space, trees and natural features to be consistent with themes and district character.
- C.2.O. Policy: Site development adjustments may be considered to preserve significant groups of trees or individual specimens. Replanting with native and compatible non-native trees to mitigate necessary tree removal is required.
 - C.2.O.1. Action: Develop criteria on which these adjustments might be considered.
- C.2.P. Policy: Require mid-block connectors through long blocks as development and redevelopment occurs.
- C.2.Q. Policy: Design development so that public spaces contribute to an overall sense of security and lack of vulnerability to crimes of opportunity.
- C.2.R. Policy: Plan parks for safety and compatibility with adjacent uses through thoughtful design including location of buildings, lighting, parking, emergency access, public transit and pedestrian/bicycle access.
- C.2.S. Policy: Ensure that pedestrian facilities have adequate non-glare lighting, visible signage and markings for pedestrian safety.

Distinctive Architecture

- C.2.T. Policy: Use natural, high quality building materials to reflect Mammoth Lakes' character and mountain setting.

- C.2.U. Policy: Require unique, authentic and diverse design that conveys innovation and creativity and discourages architectural monotony.

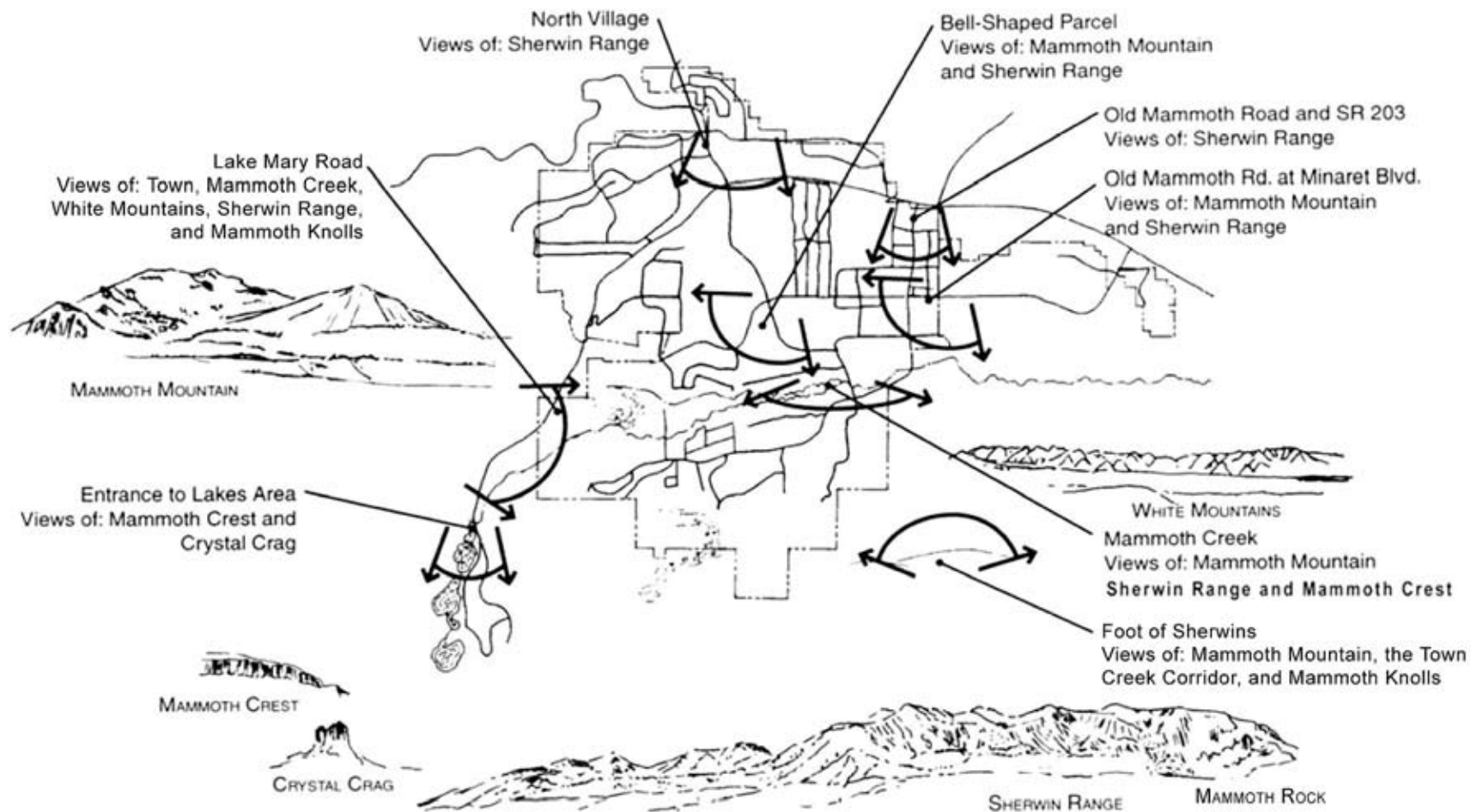
Comfortable Building Height, Mass, and Scale

- C.2.V. Policy: Building height, massing and scale shall complement neighboring land uses and preserve views to the surrounding mountains.
- C.2.W. Policy: Maintain scenic public views and view corridors (shown in Figures 1 and 2) that visually connect community to surroundings.
- C.2.X. Policy: Limit building height to the trees on development sites where material tree coverage exists and use top of forest canopy in general area as height limit if no trees exist on site.

Community Design and Streetscape

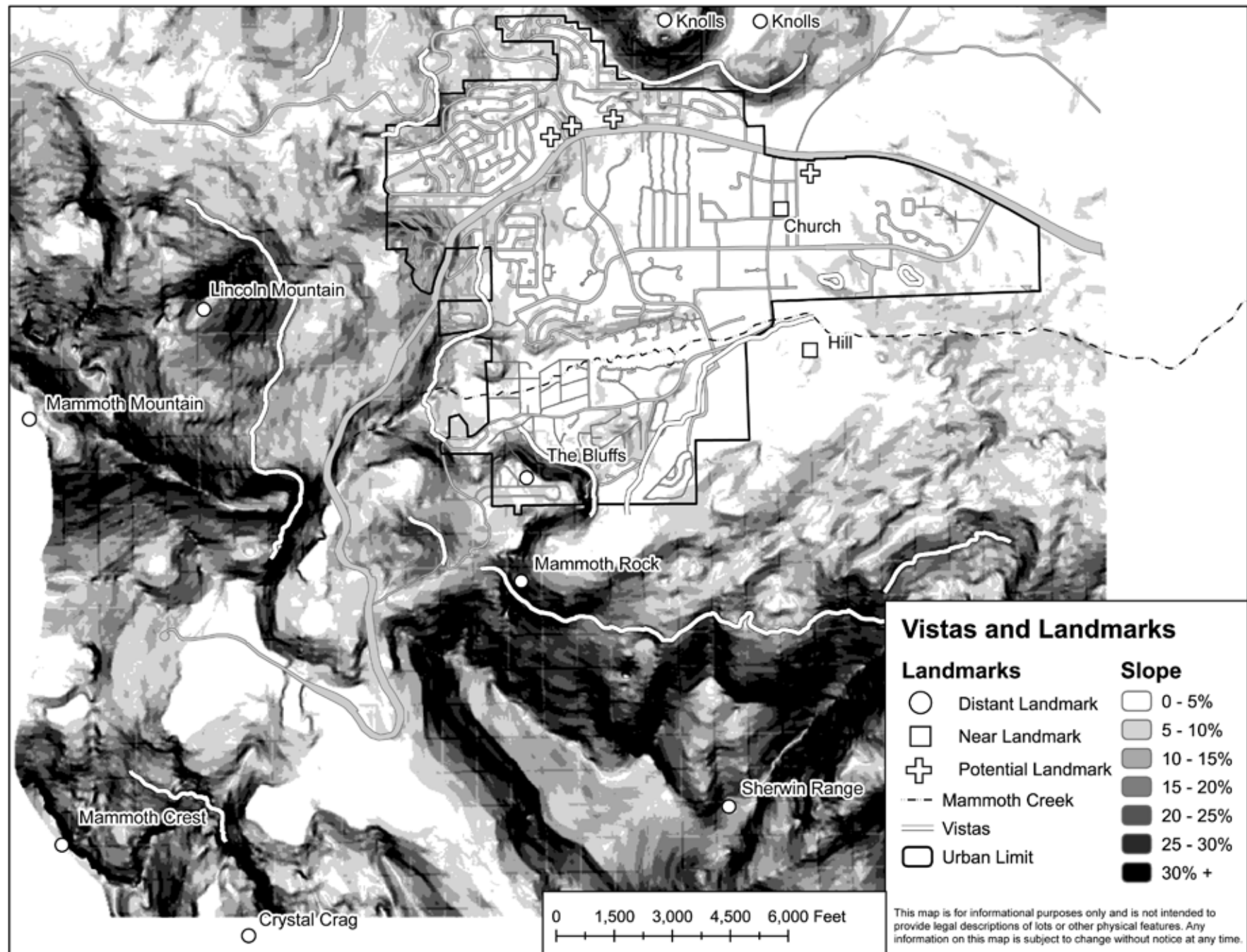
- C.3. **GOAL: Ensure safe and attractive public spaces, including sidewalks, trails, parks and streets.**
 - C.3.A. Policy: Establish entry and district monumentation standards as a means of reinforcing community identity.
 - C.3.A.1. Action: Work with Planning Commission, Tourism and Recreation Commission, and the Public Arts Commission to implement a gateway monumentation plan.
 - C.3.B. Policy: Require distinctive design features at unique sites such as mountain portals, the terminus of a public view and other important public spaces and social gathering places.
 - C.3.C. Policy: Maintain public rights-of-way for use by the public. Full or partial street closures by buildings, utilities, ramps or other facilities may be allowed for public plazas, parks or open space.

Figure 1



Major View Corridors and Vistas

Figure 2



C.3.D. Policy: Development shall provide pedestrian-oriented facilities, outdoor seating, plazas, weather protection, transit waiting areas and other streetscape improvements.

- C.3.D.1. Action: Prepare a streetscape design plan and manual that includes:
- comprehensive design standards for all road, trail, sidewalk and transit facilities
 - lighting
 - signage (way-finding and interpretive)
 - related infrastructure
 - landscaping and street trees

C.3.D.2. Action: Prepare a townwide directional signage and way-finding plan.

C.3.E. Policy: Ensure that landscaping, signage, public art, street enhancements and building design result in a more hospitable and attractive pedestrian environment. Require an even higher level of design quality and detail in commercial mixed use areas.

C.3.F. Policy: Underground utilities within the community.

C.3.F.1. Action: Develop an undergrounding plan for utilities.

Natural Environment

C.4. **GOAL: Be stewards of natural and scenic resources essential to community image and character.**

C.4.A. Policy: Development shall be designed to provide stewardship for significant features and natural resources of the site.

C.4.A.1. Action: Develop criteria for evaluating lot line adjustments and subdivisions that will protect and preserve environmental resources.

C.4.A.2. Action: Maintain conservation overlays such as the Mammoth Creek Open Space Stream Corridor, Bluffs Special Conservation Planning Area and additional considerations for structures built at or above 8,250 feet elevation.

C.4.B. Policy: To retain the forested character of the town, require use of native and compatible plant species in public and private developments and aggressive replanting with native trees.

C.4.B.1. Action: Maintain a comprehensive landscape plant list of permitted native and compatible species and varieties.

C.4.C. Policy: Retain overall image of a community in a forest by ensuring that native trees are protected wherever possible and remain an important component of the community.

C.4.D. Policy: Retain the forested character of the town by requiring development to pursue aggressive replanting with native trees and other compatible species.

C.4.E. Policy: Limited tree thinning, and upper-story limbing may be permitted where needed to maintain public safety and the health of the forest but not for the enhancement of views.

C.4.E.1. Action: Adopt tree preservation and restoration standards.

Night Sky, Light Pollution, and Glare

C.5. **GOAL: Eliminate glare to improve public safety. Minimize light pollution to preserve views of stars and the night sky.**

- C.5.A. Policy: Require outdoor light fixtures to be shielded and down-directed so as to minimize glare and light trespass.
- C.5.B. Policy: Enforce removal, replacement or retrofit of non-shielded or non-down-directed light fixtures that contribute to glare and light pollution.
- C.5.C. Policy: Improve pedestrian safety by eliminating glare for motorists through use of non-glare roadway lighting. A light fixture's source of illumination shall not be readily visible at a distance. Number of fixtures used shall be adequate to evenly illuminate for pedestrian safety.
 - C.5.C.1. Action: Identify sources of glare and light pollution in the town of Mammoth Lakes, and implement a program to work with property owners to retrofit, redirect, remove, or replace out-of-compliance fixtures.
 - C.5.C.2. Action: Develop community partnerships for educational outreach programs to increase conformance with outdoor lighting requirements.
 - C.5.C.3. Action: Install new roadway lighting, and replace existing lighting with fixtures that eliminate glare without compromising safety.

Quiet Community¹

C.6. **GOAL: Enhance community character by minimizing noise.**

- C.6.A. Policy: Minimize community exposure to noise by ensuring compatible land uses around noise sources.

1. For a full discussion of noise impacts and detailed technical information, please refer to the existing Noise Element.

- C.6.B. Policy: Allow development only if consistent with the Noise Element and the policies of this Element. Measure noise use for establishing compatibility in dBA CNEL and based on worst-case noise levels, either existing or future, with future noise levels to be predicted based on projected 2025 levels.
- C.6.C. Policy: Development of noise-sensitive land uses shall not be permitted in areas where the noise level from existing stationary noise sources exceeds the noise level standards described in the Noise Element.
- C.6.D. Policy: Require development to mitigate exterior noise to "normally acceptable" levels in outdoor areas.
 - C.6.D.1. Action: Assess existing sources of outdoor noise and develop criteria and standards for outdoor noise.
- C.6.E. Policy: Address noise issues through the planning and permitting process.
- C.6.F. Policy: Require mitigation of all significant noise impacts as a condition of project approval.
- C.6.G. Policy: Require preparation of a noise analysis or acoustical study, which is to include recommendations for mitigation, for all proposed projects that may result in potentially significant noise impacts.
 - C.6.G.1. Action: Adopt significance thresholds to be used to assess noise impacts for projects reviewed under the CEQA process, and develop a list of acceptable mitigations that might be applied to mitigate noise impacts to acceptable levels, including specific guidelines for their implementation.
 - C.6.G.2. Action: Adopt criteria and location maps that specify the locations and circumstances under which a noise analysis or acoustical study will need to be prepared for a proposed project. Develop guidelines for conducting such studies.

NEIGHBORHOOD AND DISTRICT CHARACTER



INTENT

To enhance the unique character of Mammoth Lakes, development of individual sites and districts must be carefully planned. Mammoth Lakes may be comprised of approximately twelve districts and four mountain portals which will be further defined as district plans are created. District boundaries are based on the 1987 General Plan Planning Districts and are defined by existing development, patterns of vegetation, topographic features, circulation patterns, and the pattern and relationships of land uses. Master planning of these specific districts provides a basis for future land use decisions incorporating the goals, policies and actions in the Land Use and Community Design Elements as well as the Neighborhood and District Character Element.

Districts

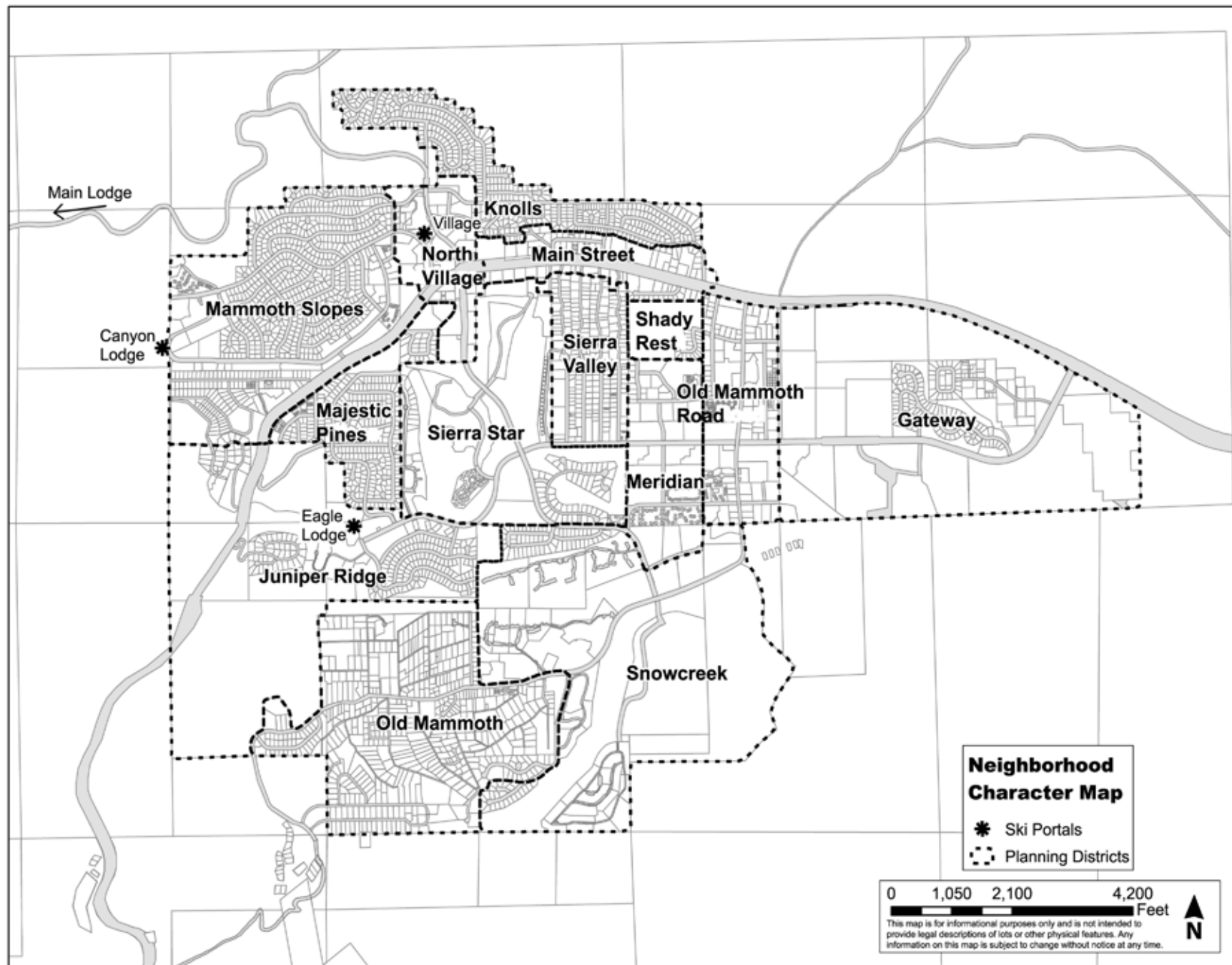
1. Main Street, Old Mammoth Road, and Shady Rest
2. Gateway
3. North Village
4. Sierra Star
5. Snowcreek
6. Juniper Ridge
7. Meridian
8. Knolls
9. Mammoth Slopes
10. Old Mammoth
11. Sierra Valley
12. Majestic Pines

Mountain Portals

- Eagle Lodge
- Canyon Lodge
- Main Lodge
- Village

Districts are a distinctive and important part of the town and add a different complementary element to the community. The community's overall mix and composition of land uses, housing, employment, lodging and amenities should be considered in the planning of each district. While each district should be unique, all districts should provide a sense of place regarding structure, function and a district center.

Figure 3



Community Character

Protection of the character and quality of life of stable residential neighborhoods is paramount. This section summarizes the desired characteristics and roles of the five distinct districts and four mountain portals where the greatest amount of change is expected to occur. These districts and mountain portals are:

1. Main Street, Old Mammoth Road, and Shady Rest
2. Gateway
3. North Village
4. Sierra Star
5. Snowcreek
6. Eagle Lodge / Mountain Portal
7. Canyon Lodge / Mountain Portal
8. Main Lodge / Mountain Portal
9. Village / Mountain Portal

For the successful and sustainable development of the community, each district should provide different recreation and leisure opportunities, uses, facilities and activities. Each district should add to and complement the community's overall resort offerings and be programmed to serve the community as well as increase midweek and shoulder season visitation. Program opportunities include but are not limited to:

- Convention and conference facilities
- Performance and cinema theaters
- Anchor retail and entertainment uses
- An indoor four seasons field house, skating rink, and swimming facility
- Expanded golf and tennis facilities
- In-town state-of-the-art Nordic Ski center facility
- Improved equestrian facilities
- Open space
- Plazas and special events areas
- Arts, culture and heritage facilities
- Public parking facilities
- Market rate workforce housing
- Child and infant care facilities
- Parks and passive recreational space
- Snow play areas

Districts

1. Main Street, Old Mammoth Road, and Shady Rest

The Main Street, Old Mammoth Road, and Shady Rest areas should invite pedestrian activity and provide gathering places and opportunities for interaction in a vibrant mix of retail, commercial, and workforce housing. Development should be attractive with a high level of detail and active storefront uses resulting in a pleasing pedestrian-oriented streetscape. Commercial corridors

should be walkable year-round, vibrant, colorful, and accessible. Uses should be mixed to allow offices, residential housing and visitor accommodations above ground floor retail.

Buildings should have distinctive mountain architecture and varied roof forms with accentuating physical landmarks at intersections, street corners and other appropriate locations. The streetscape should be safe and designed for the pedestrian with the inclusion of street furniture, trees, flowers and planters, interesting sidewalk surfaces and public art.

New development should improve connectivity and circulation with bike and pedestrian paths, sidewalks and roads.

General characteristics:

1. Maintain views of the Sherwin Range, the Knolls and Mammoth Mountain from public spaces
2. Landscaping reinforces Eastern Sierra native pine, fir, aspen, ground cover and wildflowers
3. Landscaping establishes scale and street edge
4. Pedestrian-oriented sidewalk/boardwalk with public art, centrally located parks, plazas, courtyards and pedestrian links that create a sense of exploration
5. Walk-to neighborhood or community parks in all districts
6. Mid-block pedestrian access
7. Occasional small plazas and courts visible from the public way that can be used as public event venues
8. Active day and evening and through all four seasons
9. Retail and services in storefront setting, located next to the sidewalk
10. District animation with retail oriented to the street
11. Higher lot coverage may be acceptable with pockets of effective landscaping and open space
12. Encourage transit-oriented development
13. Strip mall development pattern shifted to a pattern of commercial in front and parking in back
14. Convenient structured parking and small-scale surface parking
15. Shared and pooled parking
16. Alley and side street access for deliveries, service and emergency access and pedestrian connections appropriate to district character

Main Street characteristics:

1. Grand boulevard, most significant entry and exit for the town
2. Primary intersections (Old Mammoth Road, Manzanita Road, Minaret Road) create visual book-ends to neighborhoods
3. Multiple safe pedestrian crossings from north to south side of Main Street

4. Landscaping and commercial mixed use development located so as to frame and enclose the boulevard
5. Incorporate Murphy Gulch as a natural landscape amenity.
6. Reduction or elimination of frontage roads
7. Long major street divided into distinct and unique areas:
 - a. From town entry to Laurel Mountain Road:
 - (1) Landmark entrance architectural design
 - (2) Integrates civic center design with Eastern Sierra forest
 - (3) Inspirational and inviting to the community, a town square
 - (4) Mixed use and shared parking resource
 - (5) Old Mammoth Road entrance
 - (6) Connected and integrated with Shady Rest workforce neighborhood and Sierra Nevada Road
 - b. From Laurel Mountain Road to Manzanita Road/Sierra Blvd:
 - (1) Create a vibrant mix of retail, commercial and workforce housing
 - (2) Neighborhood commercial for central Mammoth neighborhood
 - (3) Outdoor enjoyment
 - (4) Forested and natural
 - c. From Sierra Blvd to Minaret Road and Lake Mary Road:
 - (1) Mountain portal and gateway to the North Village District
 - (2) Lake Mary Road gateway
 - (3) Smooth transition and connectivity from commercial to commercial
 - (4) Mixed use, lodging and residential
 - (5) Heavily forested, greater setbacks and acknowledgement of slopes
 - (6) Lower lot coverage
 - (7) Promenade on both sides
2. Preservation and restoration of unique site features, including wetlands
3. A community-oriented design:
 - a. Neighborhood context and connections:
 - (1) Pedestrian and auto connections to adjoining areas and neighborhoods (e.g. Sierra Valley District, Tavern Road, Main Street and Center Street)
 - (2) Traffic calming and management with adjoining neighborhoods
 - (3) Trail and pedestrian emphasis
 - (4) Transit accessible
 - b. Integrated site planning and architectural design:
 - (1) Accessible wetlands and community park(s) connected to the community
 - (2) Significant tree preservation
 - (3) Unobtrusive, articulated buildings
 - (4) Minimum paving, maximum permeable surface
 - (5) High quality materials
 - (6) Parking
 - (7) Energy efficient design
 - (8) Innovative snow management
4. A future catalyst to surrounding commercial areas
5. Developed in phases:
 - a. High quality of living throughout (no disparity, grouping or phasing by income)
 - b. Reasonable product absorption rate
6. Long-term affordability:
 - a. Durability of materials and design
 - b. Designed for low operating and maintenance costs and energy efficiency
 - c. Transit accessibility
7. Provision of key resident amenities such as:
 - a. Child care
 - b. Active and passive recreation

Old Mammoth Road characteristics:

1. Traditional small-scale mixed use "Main Street" development pattern

Shady Rest characteristics:

1. A livable in-town neighborhood for the workforce:
 - a. Not fractional, not second homes
 - b. Mechanisms to ensure units remain at determined rates in perpetuity
 - c. Variety of unit size and scale

2. Gateway

Located south of State Route 203, east of Old Mammoth Road, the Gateway District should be an attractive and iconic corridor in to and out of town, and should communicate Mammoth Lakes' character. It includes schools, hospital, industrial park, library, parks, trails, open space and the future Civic Center site. The District should provide a safe pedestrian environment, and emphasize linkages between all elements in the Gateway District and the community's residential neighborhoods. Significant public views should be preserved through high-level design standards.

General characteristics:

1. Viewsheds to White Mountains, Sherwin Range, the Knolls and Mammoth Mountain are preserved
2. Campus setting, spacious and comfortable with gathering areas
3. Civic character and a town square
4. Civic, educational, recreational, public uses and athletic fields
5. Broad setbacks and open space between buildings
6. Pedestrian-friendly approach along Sierra Park Road and Meridian Boulevard
7. Pedestrian linkages among all uses
8. Access to surrounding forest lands
9. A sense of arrival to each component within the district
10. Circulation pattern to provide for short-term visits and drop-offs
11. Long-term parking underground
12. Industrial uses screened from public view
13. Shared use of facilities and parking
14. Transit with bus pullouts and shelters

Civic Center

The Civic Center, located within the Gateway District on the southeast corner of State Route 203 and Sierra Park Road, should be attractive, welcoming, accessible, and the symbolic center for the community. The Civic Center should embody the natural setting and spirit of Mammoth Lakes, and be designed as a functioning public space to support special events.

The Civic Center should have a cohesive design with building elements and forms in common and appropriate building placement and design. Civic architecture should recognize historic patterns of the town and represent rugged mountain architecture. Buildings should be articulated, elegant and built with design elements that create a sense of permanence and strength. Building design should include a building base designed for pedestrians with a high level of detail and quality materials. Iconic features should be integrated into civic architecture and places.

Civic Center characteristics:

1. Attractive, welcoming and symbolic center for the community
2. Reinforce rugged, natural setting of the town
3. Conveniently accessible to the community and clients:
 - a. Emergency access
 - b. Transit, vehicular, bike and pedestrian access
 - c. On-street and underground parking
 - d. Customer service
4. Serves as important community activity center:
 - a. Strategic parking resource linked to transit

- b. Public event venue
- c. Economic development catalyst to Tavern Road and Sierra Park Road areas
5. Sierra Park Road design as a significant public street/open space
6. Reinforce the importance of:
 - a. Legislative and judicial function of the people
 - b. Public safety and security
 - c. Civic events and functions
 - d. Daily use and enjoyment
 - e. A place of employment

3. North Village

The North Village District, in the northwest portion of town adjacent to Main Street, Lake Mary Road, and Minaret Road, is primarily comprised of more urban development. It includes hotels, restaurants, visitor-oriented and general commercial operations, professional and medical offices, condominiums, single family homes and community facilities. The North Village is an intensely focused entertainment district. It should incorporate active open pedestrian plazas showcasing mountain views with retail, entertainment, and public art including local talent.

North Village characteristics:

1. Viewsheds to Sherwin Range and the Knolls are preserved
2. Landscape that recalls the Eastern Sierra and establishes scale and street edge
3. Create a sense of exploration using pedestrian-oriented sidewalks, plazas and courtyards with pedestrian comforts
4. Easy pedestrian access across main streets
5. Gateway intersection at Minaret Road and Main Street/Lake Mary Road
6. Visitor-oriented entertainment retail district
7. Active day and evening through all four seasons, designed to achieve a 2-3 hour visit
8. Resort and resident activities, amenities and services
9. Animation with retail and significant businesses oriented to the street
10. Retail and services in "storefront" setting located at the sidewalk
11. A variety of resort lodging supported by meeting facilities, outdoor activities and restaurants, arts, culture and entertainment
12. Create year-round non-vehicular links to mountain portals
13. Lake Mary Road connected to the North Village District by trails
14. Shared and pooled parking, convenient structured parking and small-scale street adjacent surface parking
15. Encourage living and working in close proximity to transit-oriented development

4. Sierra Star

The Sierra Star District, a resort area within Mammoth Lakes, contains an 18-hole golf course and a residential component. Sierra Star should diversify its year-round recreational opportunities for the town's residents and visitors, and allow joint use amongst public and private entities. A variety of resort accommodations of differing intensities should be provided as well as a transit hub and parking facilities.

Sierra Star characteristics:

1. Full service four-season resort
2. Landmark destination
3. Special vistas to surrounding mountains
4. Extensive open space and tree preservation
5. Four-season recreation use; e.g. golf course and cross-country skiing, summer focus on open space and outdoor experiences
6. Non-vehicular access options to the Eagle Lodge, North Village District, Main Street and Old Mammoth Road

5. Snowcreek

The Snowcreek District should not act as an exclusive development, but connect to the larger community and provide community access to Snowcreek and to surrounding public lands. Snowcreek should be designed to be a livable neighborhood, including workforce housing, convenience retail, public amenities, and active/passive recreation facilities. Snowcreek should contribute to the town's overall economy, tourism and mix of recreation amenities while preserving the area's unique features.

Snowcreek characteristics:

1. Western range and meadow: spacious setting, broad and wide open with backdrop of Sherwin Range
2. Anchor for and a greater connection to Old Mammoth District
3. Stress stewardship of land and resources
4. Provide access and staging areas to Sherwin Range and "community" uses accessible from Old Mammoth Road
5. A variety of resort lodging supported by restaurants, resort services, neighborhood conveniences, commercial, retail, and outdoor ancillary recreation designed as a traditional small-scale village:
 - a. Active day and evening and through all four seasons
 - b. Dispersed structures, light on the land, vertical emphasis and detailing (not heavy or strong horizontality)
 - c. Landscape that reinforces sage, manzanita and wet meadow

6. Full service four-season resort with visitor/recreation amenities such as:
 - a. Horseback, sleigh and hay wagon rides, golf and tennis
 - b. Clubhouse with food and beverage service
 - c. Special events "town commons"
 - d. Center for arts and culture
7. Integrated with Mammoth Creek Park and Mammoth Creek Corridor, the historical museum site, equestrian center, parking, trails, and snow play, and future possibilities such as a recreation center or amphitheater

Mountain Portals

6. Eagle Lodge/Mountain Portal

Eagle Lodge, located at the base of the western terminus of Meridian Boulevard, should be a mixed use development with condominium/hotel and a mix of recreational-related uses, including food service, rental/demo/repair shop, retail, ski school and day care, ticketing/lobby, administrative space and restrooms. In addition, the lodge should include amenities such as neighborhood commercial, a restaurant, day spa and locker club. Eagle Lodge should continue to provide community open spaces that complement the unique natural setting.

Eagle Lodge characteristics:

1. Landmark location at the base of Mammoth Mountain; celebrate dramatic vista
2. The termination of Meridian Boulevard, a gateway boulevard and scenic east - west drive (views of White Mountains, Sherwin Range, the Knolls, and Mammoth Mountain)
3. Visitor-oriented, active day and night and through all four seasons
4. Neighborhood setting, provides neighborhood convenience retail
5. Landscaping reinforces Eastern Sierra native pine, fir, aspen, ground cover and wildflowers
6. Landscaping establishes scale and street edge
7. Landmark architectural, site and streetscape design
8. Transit use and adequate parking to minimize neighborhood impacts
9. Summer and winter event venue

7. Canyon Lodge/Mountain Portal

Canyon Lodge, located at the western terminus of Canyon Boulevard, is connected to the Village by the Village Gondola. It should be a summer and winter recreation and event venue.

Canyon Lodge characteristics:

1. A primary portal to Mammoth Mountain Ski Area
2. Base lodge supported by surrounding lodging and connected to the Village/Mountain Portal

8. Main Lodge/Mountain Portal

Main Lodge, the main portal for Mammoth Mountain Ski Area, is located outside of the Town's Urban Growth Boundary.

Main Lodge characteristics:

1. An island in the forest
2. An area without differentiation between private and public lands to create continuity of experience
3. A full service winter and summer recreation portal
4. Sufficient lodging to ensure sustainability year-round with supporting services, restaurants and amenities
5. Parking strategy designed to support transit and minimize auto trips to and from the town

9. Village/Mountain Portal

The Village Portal, located within a plaza area in the North Village District, provides gondola access to Canyon Lodge. Use of the Village Gondola is oriented to visitors staying in accommodations within North Village or in other facilities within walking distance of the gondola. Gondola access is also available to those using transit.

Village characteristics:

1. A primary portal to Canyon Lodge
2. Supported by the North Village and surrounding accommodations



Special Study Areas

Special studies will be conducted for certain areas and sites within the community to aid in future planning (see Policy L.1.D.). Focused Special Studies include the Mammoth Creek Corridor and Gateway. Five of the comprehensive plans to be developed in the future, and the major issues that should be evaluated, are:

Mammoth Creek Corridor

Prepare a Focused Special Study for the Mammoth Creek Corridor to:

- Assess the existence and value of biological, scenic and aesthetic site resources
- Identify opportunities for enhancement of and threats to water quality
- Determine areas suitable for preservation and those suitable for development
- Determine locations and limitations for pedestrian and bicycle trails, staging areas, and vehicular access
- Study benefits to the community and implementation mechanisms such as zoning and conservation easements
- Address potential neighborhood conflicts
- Implement a significant community center connecting Old Mammoth Road and Snowcreek; Mammoth Creek Park is designed around the stream and environment to provide:
 - Access to Mammoth Creek
 - Grand views
 - Appropriate active recreation
 - Family recreation
 - A place to hold special events
 - Staging for Forest Service activities
 - Concessions and facilities including parking and restrooms
 - A connection with Forest Service lands and the historic museum site

Gateway

Prepare a Master or Specific Plan for the Gateway to:

- Assess the existence and value of biological, scenic and aesthetic site resources
- Determine areas suitable for preservation and those suitable for development
- Determine locations and limitations for pedestrian and bicycle trails, staging areas, parking and vehicular access
- Determine the range and siting of community-serving educational, cultural and recreational uses
- Determine the extent of student housing and faculty housing
- Assess joint-use partnerships to implement community goals
- Determine the extent of local housing opportunities, if any
- Assess multiple uses, such as civic, hospital, school, recreational vehicle, open space, and industrial

Main Street, Old Mammoth Road, and Shady Rest

Improvement of the function, operations and design of the Main Street/State Route 203 corridor in Mammoth Lakes has long been an objective of the Town. This area, joined with Shady Rest and Old Mammoth Road, presents the opportunity to foster the development of a compact, pedestrian-oriented, mixed use community core.

Extensive community participation will be required, including residents, businesses and property owners, California Department of Transportation ("Caltrans"), other local agencies and districts, and Town appointed and elected officials. The planning effort should:

- Assess the form and function of the overall right-of-way and potential for reducing or eliminating frontage roads
- Determine how to improve overall circulation and pedestrian convenience and safety
- Assess strategically located public parking facilities to serve commercial areas
- Determine how to improve the appearance of State Route 203 and the entrance to town
- Assess the form and character of existing and future development and the creation of mixed use neighborhoods

Sierra Valley Sites

Prepare a Focused Special Study for the Sierra Valley Sites (Sierra Valley District) to:

- Assess infill design and development standards, land use, and density
- Evaluate "feet first" mobility measures
- Assess traffic and determine suitable traffic calming measures
- Identify appropriate locations for neighborhood parks, pocket parks, open space, and connected trails
- Assess safety issues and aesthetics
- Assess the impacts of seasonal residents

Bell-shaped Parcel

Prepare a feasibility study and a Focused Special Study for the Bell-shaped Parcel (see Action L.1.D.3.).

LAND USE

INTENT

The policies of this Element describe and determine how the community will retain its community character and small town atmosphere while enhancing our success as a destination resort. These policies embrace principles such as creating walkable communities, mixed land uses, providing a variety of transportation choices, and taking advantage of compact building design. The planning area is shown in Figure 4.

An overarching principle of the community is to maintain the town's compact urban form, protect natural and outdoor recreation resources, and prevent sprawl. The Town established the Urban Growth Boundary limiting the area available for future development to achieve these principles.

Livability

L.1. **GOAL: Be stewards of the community's small town character and charm, compact form, spectacular natural surroundings and access to public lands by planning for and managing growth.**

L.1.A. Policy: Limit total peak population of permanent and seasonal residents and visitors to 52,000 people.

L.1.A.1. Action: Establish protective zoning standards for special resources and conservation areas.

L.1.A.2. Action: Prepare an Annual Community Indicators Report to monitor pace of growth and to plan for changing conditions. Potential Community Indicators include:

- Environmental indicators
- Average median income
- Unemployment rates
- Visitor lodging occupancy
- Annual visitors
- Downhill skier/snowboarder visits
- Cross-country skier visits
- Building permits
- Real estate sales/average sales price
- Retail vacancy
- Transient Occupancy Tax revenues
- Sales tax revenues
- Population

L.1.A.3. Action: Maintain a geographic information database and mapping system to increase information available to the public on zoning, land use, infrastructure planning, and other pertinent data.

L.1.B. Policy: Require all development to meet community goals for highest quality of design, energy efficiency, open space preservation, and promotion of a livable, sustainable community. Development that does not fulfill these goals shall not be allowed.

L.1.B.1. Action: Revise planning review processes to be more user-friendly to both applicants and residents.

L.1.C. Policy: Give preference to infill development.

L.1.C.1. Action: Develop and adopt infill development standards.

L.1.D. Policy: Conduct district planning and focused studies for special areas and sites within the community to aid in future planning.

L.1.D.1. Action: Conduct district planning (see District Planning). Some initial district planning areas are:

- Main Street, Old Mammoth Road, and Shady Rest
- Juniper Ridge Master Plan
- Sierra Star Master Plan
- Snowcreek Master Plan
- North Village Specific Plan
- Gateway Master Plan

L.1.D.2. Action: Prepare special studies (see Special Study Areas in Neighborhood and District Character Element). Some initial study areas are:

- Mammoth Creek Corridor
- Main Street, Old Mammoth Road, and Shady Rest
- Gateway
- Sierra Valley Sites
- Bell-shaped Parcel

L.1.D.3. Action: Prepare a Focused Special Conservation Easement Study for the Bell Shaped Parcel (Bell) to:

- Study benefits to the community as the Town's "central park" through implementation mechanisms such as zoning and conservation easements.
- Assess the existence and value of biological, scenic and aesthetic site resources.
- Determine areas suitable for preservation and those suitable for development consistent with maximizing recreational opportunities, preserving open space, and protecting sensitive environmental resources.
- Determine the appropriate range of public and private open space, uses and development standards consistent with maximizing recreational opportunities, preserving open space, and protecting sensitive environmental resources.
- Determine locations and limitations for buildings and facilities and transit, pedestrian, bicycle and vehicular access.
- No disposition or development of the Bell may be made which is inconsistent with these Special Study objectives without further amendment to this General Plan to remove this condition.

L.1.D.4. Action: Emphasize pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, environmental sensitivity and energy efficiency. Consider site conditions, solar access, framing of public views, building bulk and scale, average and maximum building height, and architectural features and appurtenances.

Housing

L.2. **GOAL: Substantially increase housing supply available to the workforce.**

L.2.A. Policy: Emphasize workforce housing for essential public service employees, such as firefighters, police, snow removal operators, and teachers.

L.2.B. Policy: Encourage a mix of housing types and forms consistent with design and land use policies.

L.2.C. Policy: Rehabilitate existing housing and build new housing for workforce housing.

L.2.C.1. Action: Develop a workforce housing strategy.

L.2.D. Policy: For housing development projects where all units are deed restricted for workforce housing, a density bonus may be granted in addition to any bonus granted pursuant to the State Density Bonus Law up to a combined bonus of twice the density identified for the designation in which the project is located.

Small Town Character

L.3. **GOAL: Enhance livability by designing neighborhoods and districts for walking through the arrangement of land uses and development intensities.**

L.3.A. Policy: Achieve a diversity of uses and activities and efficient use of land by maintaining a range of development types.

L.3.B. Policy: Develop vital retail centers and streets.

L.3.B.1. Action: Require retail, restaurants and other similar active commercial uses at the ground level along designated streets (Physical Development Concept – Appendix C).

L.3.B.2. Action: Require active street level uses (office, row houses, live/work, hotel lobbies and other services) at ground level along designated streets.

L.3.C. Policy: Encourage development of small neighborhood-serving retail and services dispersed through town.

L.3.D. Policy: Encourage outdoor dining in resort and commercial districts to increase street level animation.

L.3.D.1. Action: Revise the Zoning Code to allow outdoor dining in resort and commercial districts.

- L.3.E. Policy: Require a minimum amount of development in the Main Street, Old Mammoth Road, and Shady Rest Districts to ensure supplies of housing for employees and to reduce automobile trips.
- L.3.F. Policy: Ensure appropriate community benefits are provided through district planning and development projects.
- L.3.F.1. Action: Study the experiences of other communities in finding fair and equitable standards and formulas for gaining community benefits.
- L.3.F.2. Action: Develop formula-based methods and standards for community benefits applicable to projects of a certain size.
- L.3.F.3. Action: Develop and maintain a list of uses, facilities, infrastructure, programs and services for use as community benefits.
- L.3.F.4. Action: Develop size, space and program characteristics and criteria for uses and facilities deemed as community benefits.
- L.3.G. Policy: Do not allow the transfer of unused density from built parcels.
- L.3.H. Policy: Density may be clustered or transferred within clearly articulated district, master, and specific plans to enhance General Plan goals and policies. Development rights may also be transferred between districts when that transfer furthers protection of identified environmentally sensitive areas.
- L.3.H.1. Action: Prepare a transfer of development rights ordinance describing the methods and findings for approving such density transfers.
- L.5.A. Policy: Encourage and support a range of visitor accommodations that include a variety of services and amenities.
- L.5.B. Policy: Locate visitor lodging in appropriate areas.
- L.5.C. Policy: Ensure there are an adequate number of units available for nightly rental.
- L.5.D. Policy: Encourage rehabilitation and renovation of existing visitor accommodations.
- L.5.D.1. Action: Develop outreach and educational programs to inform owners of the benefits of upgrading their units.
- L.5.E. Policy: Development shall complement and diversify the range of resort community activities and amenities.
- L.5.F. Policy: Require all multi-family, resort, and specific plan development to include activities, amenities and services to support long-term visitation.
- L.5.F.1. Action: Adopt and/or revise zoning standards to ensure that development provides adequate levels of services and on-site activities and usable amenities.
- L.5.G. Policy: In the C-1 and C-2 Designations, density may be increased to no more than twice the density for hotel, motel, and similar transient lodging projects that specifically enhance the tourism, community, and environmental objectives of the Town. This enhancement must be through the provision of amenities, services, and/or environmental benefits above and beyond those required to meet the incremental demands of the project. These amenities, services, and environmental benefits include, but are not limited to those listed under "Community Character" on page 24 of this General Plan. Any such increase shall further the Community Vision, shall be consistent with the discussion of "Build-out" on page 37 of this General Plan, shall be consistent with approved District Plans, and shall be subject to such rules, processes, and findings as may be adopted by the Town Council in its sole discretion.

Accommodations and Community Amenities

- L.4. **GOAL: Be the symbolic and physical heart of the Eastern Sierra: the regional economic, administrative, commercial, recreational, educational and cultural center.**
- L.5. **GOAL: Provide an overall balance of uses, facilities and services to further the town's role as a destination resort community.**

Urban Growth Boundary

L.6. **GOAL: Maintain the Urban Growth Boundary to ensure a compact urban form; protect natural and outdoor recreational resources; prevent sprawl.**

- L.6.A. Policy: No residential, commercial, or industrial development is permitted outside the Urban Growth Boundary (UGB) identified in Figure 4.
- L.6.B. Policy: Recreation facilities, other public facilities, and public utility installations may be permitted outside of the UGB when determined to be in the public interest and compatible with other Town goals.
- L.6.C. Policy: The Town shall work collaboratively with Mono County, Inyo National Forest, and the Bureau of Land Management to ensure that land uses occurring adjacent to the Urban Growth Boundary are compatible with Town goals.
- L.6.D. Policy: Support land exchanges for existing special uses that maintain the integrity of the General Plan and promote Town policies when determined to be in the public interest and compatible with other Town goals.
- L.6.E. Policy: National Forest lands that are exchanged into private ownership will be included within the UGB whether or not they are contiguous with the UGB.
- L.6.F. Policy: The Town may consider adjustments to the UGB that do not increase the acres of developable land of Mammoth Lakes, are contiguous to the UGB, and are otherwise in the public interest.
- L.6.G. Policy: Coordinate with agencies undertaking planning or development activities outside of the UGB and within the Town's Planning Area.

District Planning

Some areas of the community have special needs or conditions that would benefit from detailed investigation to address issues such as allowable land use patterns, design standards, zoning codes and other property development standards and protections.

These standards and protections may include detailed regulations, conditions, programs and proposed designations supplemental to the General Plan, including infrastructure requirements, resource conservation, housing for locals, implementation measures, and potential changes in land use to meet future needs.

Land Use Designations

Residential

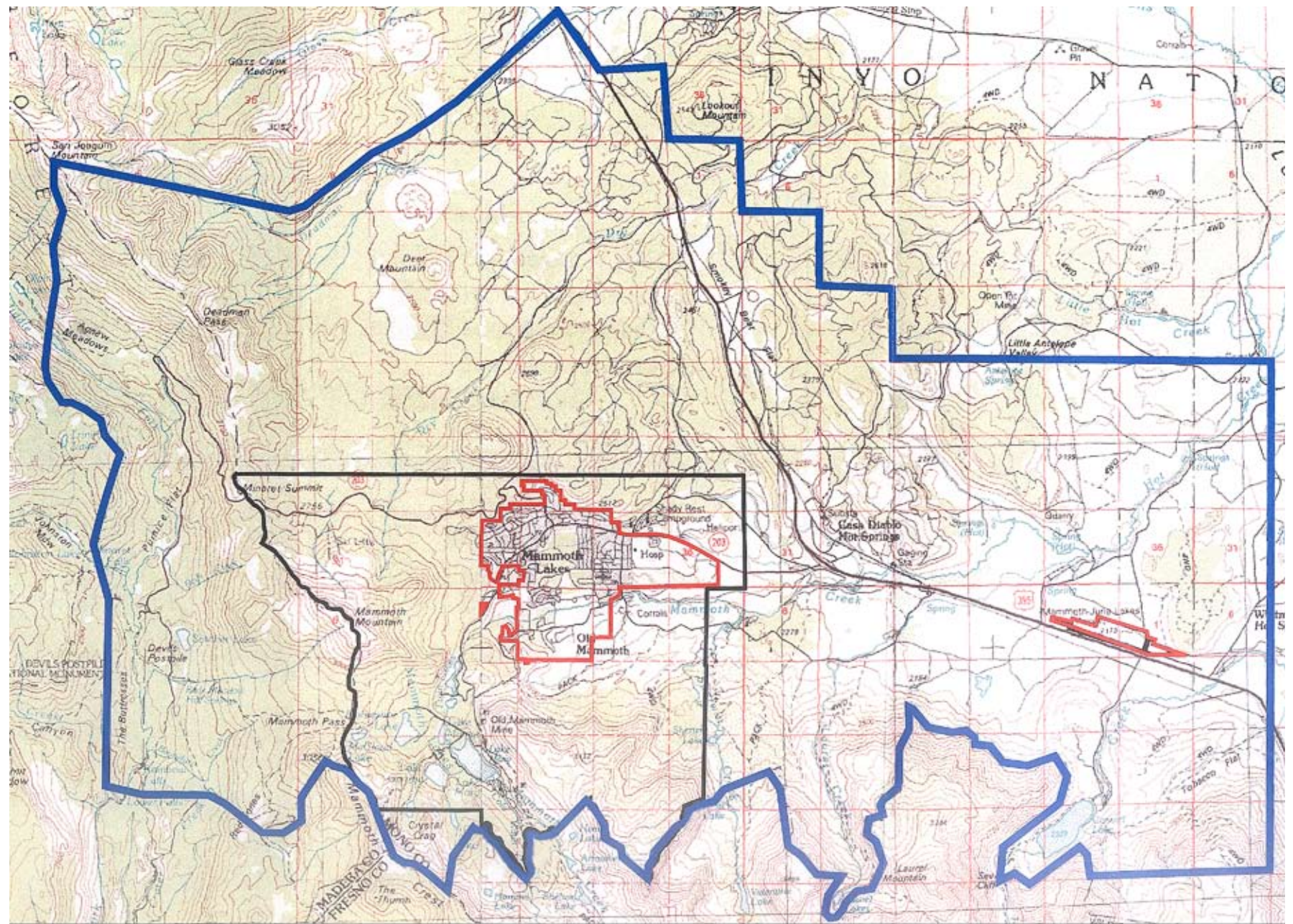
Residential designations are defined by the maximum density allowed. Specific designations regulate height, setbacks, and lot coverage. Other design standards are implemented through the Zoning Code and design guidelines.

Low-Density Residential 1 (LDR-1) This designation allows single-family detached residential development at a maximum density of two (2) dwelling units per gross acre. This density range is typical of residential subdivisions in the Old Mammoth District and is intended to protect their existing densities and character. Lots within this designation are typically larger, have increased setbacks, and lower lot coverage.

Low-Density Residential 2 (LDR-2) This designation allows single-family detached residential development of up to four (4) dwelling units per gross acre. This density range is typical of residential subdivisions in the Mammoth Slopes, Knolls, the Trails, and the Majestic Pines District. This designation protects the low-density character of existing neighborhoods. Development standards are intended to provide for privacy through building separation, usable yards, and limited shading by structures of adjoining parcels.

High-Density Residential 1 (HDR-1) This designation allows residential multi-unit townhouses, condominiums and apartments at a density of six (6) to a maximum of twelve (12) dwelling units per acre. This designation applies to the Sierra Valley District, the Shady Rest Tract, and portions of the Old Mammoth District. The Shady Rest Tract is intended primarily for workforce housing. The HDR-1 designation is intended to preserve existing housing and allow for additional high quality housing opportunities. Development standards ensure compatibility with adjacent properties, building separation, adequate on-site recreation space, and well-designed livable development.

Figure 4



Town of Mammoth Lakes

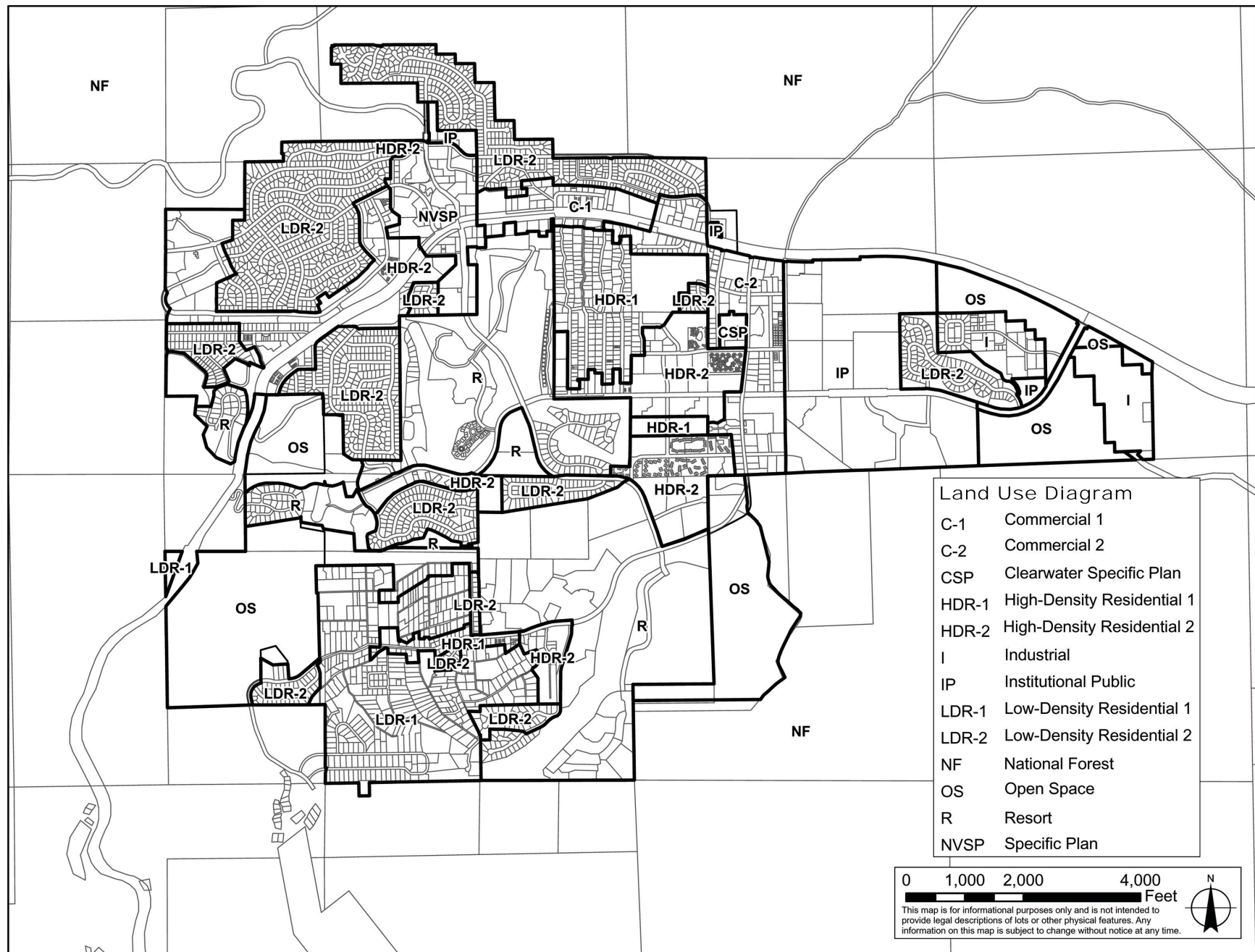
Explanation

- Planning Area
- Municipal Boundary
- Urban Growth Boundary

0 4,000 8,000 Meters

Base Map: Benton Range and
Yosemite Valley 100k Quadrang
Source: Town of Mammoth Lakes
Updated Plan, 2005

Figure 5



High-Density Residential 2 (HDR-2) This designation allows both transient visitor lodging and residential multi-unit style developments including townhouses, apartments, and condominiums. Residential density may range from of six (6) to twelve (12) residential dwelling units per acre and hotel density is permitted up to thirty-six (36) rooms per acre. This designation is found in the Mammoth Slopes and Meridian Districts. HDR-2 includes standards that ensure compatibility with adjacent properties, building separation, adequate on-site recreation space, and well-designed resort visitor development.

Commercial

Commercial designations are established to support desirable existing uses and to encourage desirable uses.

Commercial 1 (C-1) The C-1 designation allows medium-scale, commercial mixed uses. The base density for residential is six (6) to a maximum of twelve (12) residential dwelling units per acre and a maximum of forty (40) hotel rooms per acre. This designation is located along Main Street between the North Village District and Mono Street, and is intended to create a transition zone to the more intensive Commercial 2 and North Village designations. A minimum floor area ratios and amount of commercial uses will be established in the Zoning Code.

Commercial 2 (C-2) This designation allows for the community's medium- and large-scale commercial mixed uses. The base density for residential is six (6) to a maximum of twelve (12) residential dwelling units per acre and a maximum of forty (40) hotel rooms per acre. Intended uses include retail and office space for services as well as visitor lodging and residential uses. A minimum floor area ratio and amount of commercial uses will be established in the Zoning Code.

Resort (R) The Resort designation allows commercial mixed uses including visitor lodging, amenities and services, and workforce housing. Resort developments include recreation, meeting spaces, and commercial services that support the resort atmosphere. The base density is six (6) to a maximum of eight (8) residential dwelling units per acre, and twelve (12) to a maximum of sixteen (16) hotel rooms per acre. This designation is generally applied to large parcels capable of providing a complete resort experience as found in the master plan areas of Sierra Star, Snowcreek, and Juniper Ridge.

Institutional Public (IP) This designation allows institutional uses such as schools, hospitals, governmental offices and facilities, museums, and related uses. Residential uses are not permitted, with the exception of employee and student housing that is accessory to the College. The maximum density for accessory housing is four units per gross acre and subject to the HDR-1 development standards.

North Village Specific Plan (NVSP) This designation is intended to create a visitor-oriented entertainment retail and lodging district anchored by a pedestrian plaza and a gondola connection to Mammoth Mountain Ski Area. Uses include hotels and similar visitor accommodations along with supporting restaurants, retail, and services. Development projects will provide a wide range of amenities and services that enhance the visitor experience. Maximum overall density is 3,020 rooms and 135,000 square feet of commercial. The specific allocation of density, location of uses, and development standards are contained in the Specific Plan.

Industrial (I) This designation allows a limited variety of light manufacturing and service uses that can be contained within wholly enclosed structures. Examples include heavy equipment storage and maintenance, batch plants, automobile repair and service, and similar uses conforming to design, screening, noise and other standards.

Airport (A) This designation allows aviation, fueling, and fixed-base operator services at the Mammoth Yosemite Airport. Supporting transient lodging, retail uses, and a recreational vehicle park may be permitted. The Airport designation is designated for 250 visitor lodging units and approximately 50,000 square feet of commercial development. This designation is not identified in Figure 5 because it is not located within the area shown.

Open Space (OS) The Open Space designation is established to protect the community's public and private open space resources. It is intended to preserve existing parks and encourage future parks, maximize recreation opportunities, preserve open space, and protect sensitive environmental resources. Facilities that support the environmental and recreational objectives of the community are permitted. The OS designation may apply to environmentally sensitive areas such as wetlands, floodplains, and streams. This designation allows parks, athletic fields, golf courses, community gathering spaces and supporting facilities. The OS designation also applies to the Bell Shaped Parcel and patented mining claims located in the Sherwin Range.

National Forest (NF) This designation is applied to lands administered by the Inyo National Forest that are outside the adopted Urban Growth Boundary. National Forest Land is not subject to the land use jurisdiction of the Town of Mammoth Lakes; however, building codes and other specific Town regulations apply on National Forest land within the Town's municipal boundary.

Clearwater Specific Plan (CSP) This designation provides for a pedestrian-oriented, mixed-use district for residents and visitors within the North Old Mammoth Road area. Permitted uses include hotel, condominium-hotel, workforce housing, street front retail along Old Mammoth Road, and a large public plaza intended for use as an event venue. The base density is forty (40) hotel rooms per acre with the potential for up to eighty (80) hotel rooms per acre. Pursuant to General Plan policy L.5.G, significant community benefits are required to be provided. Workforce housing and commercial uses are exempt from density calculations.

Other State Requirements

Affordable Housing To promote affordable housing and to ensure consistency with California Government Code Section 65915, density bonus (applied to the residential component of a project) is available for projects exceeding on-site affordable housing requirements. Bonus density would vary depending on the amount and kind of affordable housing provided, with the maximum density bonus being 35 percent.

Build-out

Determining a reasonable build-out forecast for the 20-year planning period of the General Plan is challenging. Although many different approaches can be used to make projections, any forecast must acknowledge that because of changing demographics, market and economic conditions, numbers will be constantly changing.

The build-out population for the General Plan was established by preparing a recreational trend forecast, a demographic and economic trend forecast and a land use capacity analysis. The recreation trend forecast looked at recreational visitor trends that support factors for growth using a ratio of visitation to project a future population. The demographic and economic trend forecast, based on the University of California at Santa Barbara (UCSB) Economic Forecast Project, did the same relative to economic and population trends. The land use capacity analysis assessed the number of units and population that could be developed through certain land use designations and development assumptions.

The assumptions of the three models support the projection that the total number of residents, visitors and workers on a winter weekend will grow to between 45,000 to 52,000 by the year 2025. Based on these analyses, the General Plan establishes a policy of a total peak population of residents, visitors and employees at 52,000 people. Ultimately, these land use designations could result in a build-out population over 52,000 but less than 60,000 if all land were built to capacity.

The following paragraphs describe how build-out will be limited to 52,000 people.

Maintaining build-out population will be achieved through implementation of the General Plan goals and policies. First: district planning will be conducted to establish project context, program and characteristics. Second: project-related impacts will be evaluated and mitigated to maintain acceptable Levels of Service and population policies through the California Environmental Quality Act (CEQA) or other analysis. Third: project-related market, economic and fiscal impacts will be evaluated as needed. Next, the functional and aesthetic qualities of site and architectural design will be evaluated through the discretionary review process. Because of

superseding development regulations, site conditions, design review and market conditions, not all sites will be able to meet these standards at maximum density and overall density will be reduced.

Designation of a site for a certain use does not necessarily mean that the site will be developed with the designated use and density within the horizon of the General Plan. Similarly, sites that are not anticipated to be developed may actually be used. For the purposes of calculating land use capacity, the following assumptions are used:

- Population is described as People at One Time (PAOT) and includes residents and visitors. PAOT is used as a measurement because of the large visitor population in the town of Mammoth Lakes at any given time
- Peak population is described for approximately the seventh busiest winter day, which is the Town's typical winter Saturday
- Development on individual parcels will be controlled by lot coverage limits, building height restrictions, floor area ratio limits, and implementation of community benefit and performance standards and policies in the various master and specific plans
- The capacity of the ski area will remain constant over the next twenty years
- The number of people engaged in activities other than skiing will increase as the town matures from 25% to between 35% and 45%
- Permanent population will grow at a rate of between 1.4% and 2.4% per year
- Permanent resident units accommodate 2.4 people per unit on average and all other units accommodate 4 people per unit on an average winter Saturday (These household size and occupancy assumptions are based on past utilization and are simply used to calculate potential build-out. They do not constitute policy.)
- Most commercial development will take place in the Resort, North Village, and Commercial 1 and 2 designations. The total amount of commercial development at build-out is anticipated to be 1,265,000 square feet
- Industrial development will be limited primarily to the "Industrial" designation; although, there will be a small amount in other designations. The total amount of industrial development at build-out is anticipated to be approximately 500,000 square feet

MOBILITY

INTENT

This Element describes how the Town achieves a progressive and integrated multi-modal transportation system, one that serves the various needs of residents, employees and visitors. Mammoth Lakes will be connected, accessible, uncongested and safe with emphasis on feet first, public transportation second, and car last (Appendix D describes the Town's circulation system). Overall, mobility will be improved through measures such as:

- Increasing and improving available transportation options
- Providing incentives to change travel mode, time or destination
- Land use planning that reinforces feet first and improves mobility
- Connecting sidewalks and trails to transit, parking facilities, and parks year-round to provide a better experience
- Parking facilities that encourage people to walk, bike or use transit
- Future streets located to create flexibility of movement and provide multiple access routes to improve access for emergency, delivery, service, public and private vehicles
- Traffic calming and control measures
- Upgrade the Mammoth Yosemite Airport terminal to allow for regional air service.

Way-finding

- M.1. **GOAL: Develop and implement a townwide way-finding system.**

Regional Transportation

- M.2. **GOAL: Improve regional transportation system.**

- M.2.A. Policy: Maintain and expand access to recreation areas via coordinated system of shuttle and bus services, scenic routes, trails and highways.
- M.2.B. Policy: Reduce highway traffic congestion and address other planning issues through collaboration with neighboring jurisdictions and regional agencies.
- M.2.C. Policy: Work with Caltrans to coordinate transportation systems during high traffic flow events and weather emergencies. Adjustments include traffic control officers, message signs and temporary barriers.

- M.2.C.1. Action: Review and update the Regional Transportation Plan (RTP). Maintain a list of regionally significant streets and roads for inclusion in the RTP.

- M.2.C.2. Action: Avoid peak periods of congestion by developing design standards for traffic operation and scheduling.

- M.2.D. Policy: Support upgrading of State Route 14 and State U. S. Highway 395.

- M.2.E. Policy: Support federal and state efforts to mitigate impacts of truck traffic and freight hauling on regional highways.

- M.2.F. Policy: Establish convenient and energy efficient access to the Mammoth Yosemite Airport.

- M.2.F.1. Action: Provide transit service, and encourage lodging-provided and other shuttle services, connecting the town with the Mammoth Yosemite Airport. Discourage rental cars at the Airport.

In-Town Transportation

- M.3. **GOAL: Emphasize feet first, public transportation second, and car last in planning the community transportation system while still meeting Level of Service standards.**

- M.3.A. Policy: Maintain a Level of Service D or better on the Peak Design Day at intersections along arterial and collector roads.

- M.3.B. Policy: Reduce automobile trips by promoting and facilitating:
- Walking
 - Bicycling
 - Local and regional transit
 - Innovative parking management
 - Gondolas and trams
 - Employer-based trip reduction programs
 - Alternate work schedules
 - Telecommuting
 - Ride-share programs
 - Cross-country skiing and snowshoeing

M.3.C. Policy: Reduce automobile trips by promoting land use and transportation strategies such as: implementation of compact pedestrian-oriented development; clustered and infill development; mixed uses and neighborhood-serving commercial mixed use centers.

M.3.D. Policy: Encourage visitors to leave vehicles at their lodging by developing pedestrian, bicycle, transit and parking management strategies.

M.3.E. Policy: Require development to implement Transportation Demand Management (TDM) measures.

M.3.E.1. Action: Develop a TDM strategy and implement through programs, guidelines and the Municipal Code.

M.3.F. Policy: Encourage the school district, ski resort and other major public and private traffic generators to develop and implement measures to change travel behavior.

M.3.G. Policy: Construction activities shall be planned, scheduled and conducted to minimize the severity and duration of traffic impediments.

M.3.G.1. Action: Town shall set standards for non-conformance and for schedule delays.

M.3.H. Policy: Commercial developments shall not allow delivery vehicles and unloading activity to impede traffic flow through adequate delivery facilities and/or delivery management plans.

M.3.H.1. Action: Establish delivery area standards to be met as part of the planning approval process.

Walking and Bicycling

M.4. **GOAL: Encourage feet first by providing a linked year-round recreational and commuter trail system that is safe and comprehensive.**

M.4.A. Policy: Improve safety of sidewalks, trails and streets.

M.4.B. Policy: Provide a high quality pedestrian system linked throughout the community with year-round access.

M.4.B.1. Action: Develop and implement a pedestrian improvement plan.

M.4.C. Policy: Design streets, sidewalks and trails to ensure public safety such as:

- adequate dimensions and separation
- glare-free lighting at intersections
- directional and informational signage
- trash receptacles
- benches
- shuttle shelters
- protected roadway crossings
- landscaping
- groomed community trails
- snow removed from sidewalks

M.4.D. Policy: Provide safe travel for pedestrians to schools and parks.

M.4.D.1. Action: Update trail, streetscape and roadway design standards as well as the Circulation, Trail System and General Bikeway Plans to:

- Establish a system of bicycle routes and pedestrian trails for recreation, commuting and shopping that is comprehensive and safe
- Develop a townwide maintenance, grooming and/or snow removal program for sidewalks and trails to provide year-round pedestrian access
- Design and construct streetscapes and roadways to reduce long-term maintenance costs in a harsh climate

M.4.E. Policy: Development shall improve existing conditions to meet Town standards.

M.4.F. Policy: Improve pedestrian safety along State Route 203 by working with Caltrans to incorporate techniques such as sidewalks, roadways and/or shoulder modifications, highway grade changes or rerouting, and pedestrian crossings.

Transit System

M.5. **GOAL: Provide a year-round local public transit system that is convenient and efficient.**

M.5.A. Policy: Expand and increase reliability of transit service to meet the needs of the community and visitors.

M.5.A.1. Action: Develop a transit plan and update regularly.

M.5.B. Policy: Encourage transit use by requiring development and facility improvements to incorporate features such as shelters, safe routes to transit stops, and year-round access.

M.5.C. Policy: Increase availability of transit services by working collaboratively with other agencies and organizations.

M.5.C.1. Action: Explore development of a transit system center and secondary locations to provide:

- a. Convenient transfer between different modes of transport
- b. An attractive place to wait for public transit services
- c. A centralized location for transit information

M.5.C.2. Action: Prepare an annual report assessing transit needs of residents, workforce and visitors and evaluating use of transit services.

Parking

M.6. **GOAL: Encourage alternative transportation and improve pedestrian mobility by developing a comprehensive parking management strategy.**

M.6.A. Policy: Develop efficient and flexible parking strategies to reduce the amount of land devoted to parking.

M.6.B. Policy: Support development of strategically located public parking facilities.

M.6.B.1. Action: Conduct thorough review of public parking needs and develop comprehensive parking strategy including:

- Off-site parking
- Shared parking
- In-lieu fees for parking
- Public parking facilities
- Parking equipment innovations
- Tandem parking
- On-street parking

M.6.B.2. Action: Update the Municipal Code to implement the comprehensive parking strategy.

M.6.B.3. Action: Revise the Municipal Code to include bicycle parking and storage standards.

Streets

M.7. **GOAL: Maintain and improve safe and efficient movement of people, traffic, and goods in a manner consistent with the feet first initiative.**

M.7.A. Policy: Install traffic control and safety operational improvements at intersections on arterial roads as required to meet the above Levels of Service.

M.7.B. Policy: Design and develop a functional hierarchy of arterial, collector, and local streets and rights-of-way including mid-block connectors.

M.7.B.1. Action: Update sidewalk, bikeway and road design and development standards.

M.7.C. Policy: Improve substandard roadways to Town standards.

M.7.D. Policy: Monitor impact of development on local and regional traffic conditions and roadway network to plan for future improvements in the network.

M.7.D.1. Action: Annually review and update the Town's Capital Improvement Program.

M.7.D.2. Action: Secure needed right-of-way for future roadway improvements by updating the Municipal Code and/or Traffic Mitigation Fee program to establish guidelines or requirements for development.

M.7.E. Policy: Require all development to construct improvements and/or pay traffic impact fees to adequately mitigate identified impacts. Mitigation of significant project-related impacts may require improvements beyond those addressed by the current Capital Improvement Program and Town of Mammoth Lakes Air Quality Management Plan and Particulate Emissions Regulations.

M.7.F. Policy: Plan new and/or reroute existing streets and circulation facilities where required by new development or to achieve circulation objectives.

M.7.G. Policy: Identify and protect future public rights-of-way and facilities in development.

M.7.H. Policy: Development shall dedicate, design and construct internal and adjacent streets, sidewalks and trails to Town standards.

Traffic Calming

M.8. **GOAL: Enhance small town community character through the design of the transportation system.**

M.8.A. Policy: Encourage traffic-calming techniques that protect residential neighborhoods and streets, enhance public safety, maintain small town character and enhance resort design objectives.

M.8.A.1. Action: Build and monitor roundabouts as a means of traffic control at intersections.

M.8.A.2. Action: Study smoothing and slowing flow of traffic in commercial areas by reducing through-traffic lanes and converting the area into improved turning lanes, landscaping, bicycle lanes or one-way streets.

M.8.B. Policy: Facilitate implementation of traffic-calming techniques by encouraging development of public-private partnerships and pilot projects.

M.8.C. Policy: Improve pedestrian traffic and roadway circulation affected by snow storage by increasing shoulder width and building sidewalks and trails along State Route 203, Minaret Road, Meridian Boulevard, and Old Mammoth Road.

Snow Management

M.9. **GOAL: Improve snow and ice management.**

M.9.A. Policy: Require snow management methods that minimize environmental damage while optimizing road and pedestrian safety.

M.9.B. Policy: Increase year-round pedestrian access to sidewalks and transit stops.

M.9.C. Policy: Support development of geothermal and solar heating opportunities for snow removal.

M.9.C.1. Action: Encourage development of a townwide economic analysis and plan to identify areas suitable for geothermal and solar snow melt.

PARKS, OPEN SPACE, AND RECREATION

INTENT

More than three out of four Americans participate in active outdoor recreation each year. Americans spend money, create jobs and support local communities when they get outdoors. Simple healthy outdoor activities such as skiing, snowboarding, hiking, biking or camping generate enormous economic power and a far-reaching ripple effect that touches many of the nation's major economic sectors.

Parks, open space and recreation create an attractive quality of life and contribute to public health by encouraging physical activity and an appreciation of nature. We emphasize a wide variety of outdoor winter and summer activities as outlined in the goals and policies of this Element. Parks, open space, and recreational opportunities in Mammoth Lakes are critical to our residents and to the success of our tourism-based economy. Lands within the Urban Growth Boundary (4.5 square miles) must be integrated into the surrounding public lands through policies that promote a system of deeded and guaranteed points of public access to public lands.

A Town Within a Park

P.1. **GOAL: Maintain parks and open space within and adjacent to town for outdoor recreation and contemplation.**

P.2. **GOAL: Provide additional parks within town.**

P.2.A. Policy: Coordinate open space programs and policies with the Inyo National Forest, City of Los Angeles and Mono County.

P.2.B. Policy: Require usable public recreation open space in all master planned developments.

P.2.B.1. Action: Develop a comprehensive and integrated year-round Parks and Recreation Master Plan.

P.2.B.2. Action: Actively seek grant funds for parks, open spaces and recreational activities.

P.2.B.3. Action: Maintain a Master Facility Plan and Development Impact Fee schedule.

P.2.C. Policy: Maximize parks and open space through flexible form-based zoning, development clustering and transfers of development rights within individual districts.

P.2.C.1. Action: Establish zoning districts that allow parks, recreation and ancillary facilities.

P.2.D. Policy: Increase understanding and appreciation of the cultural, natural and historical resources of the region and town through development of programs, facilities and interpretive signage.

P.2.E. Policy: Include interpretive signage in parks, trails and public rights-of-way.

P.2.E.1. Action: Plan, design, and implement an interpretive signage program.

Trail System

P.3. **GOAL: Create a Master Plan for an integrated trail system that will maintain and enhance convenient public access to public lands from town.**

P.3.A. Policy: Ensure public routes for access to public lands are provided in all developments adjacent to National Forest lands.

P.3.B. Policy: Coordinate with multiple organizations, agencies and jurisdictions to plan, steward, interpret, promote and sustain trails, public access and outdoor recreation amenities in the Mammoth Lakes region.

P.3.C. Policy: Identify and acquire points of public access to public lands (from within the Urban Growth Boundary to surrounding public lands) through cooperative arrangements including easements, purchase or other means of title acquisition.

Recreational Opportunities

P.4. **GOAL: Provide and encourage a wide variety of outdoor and indoor recreation readily accessible to residents and visitors of all ages.**

P.4.A. Policy: Expand recreational opportunities by proactively developing partnerships with public agencies and private entities.

P.4.B. Policy: Provide an affordable and wide range of year-round recreational opportunities to foster a healthy community for residents and visitors. Activities include but are not limited to:

- downhill skiing & snowboarding
- cross-country skiing
- back-country skiing & snowboarding
- snowshoeing
- sledding
- dog sledding
- ice skating
- snowmobiling
- sleigh rides
- tennis
- swimming
- soccer
- racquetball
- snow play
- skateboarding
- day & backcountry hiking
- walking
- interpretive trails & signage
- climbing
- touring
- street & mountain biking
- camping
- fishing
- fall-color viewing
- birding
- health & fitness
- off-highway vehicles
- equestrian activities
- BMX

P.4.C. Policy: Ensure balance of use, enjoyment and separation where appropriate between motorized and non-motorized modes of recreation.

P.4.C.1. Action: Specifically address use, needs and operations of motorized and non-motorized recreation users in a year-round comprehensive recreation plan.

Connected Throughout

P.5. **GOAL: Link parks and open space with a well-designed year-round network of public corridors and trails within and surrounding Mammoth Lakes.**

- P.5.A. Policy: Create open space corridors by combining open space on neighboring properties.
- P.5.B. Policy: Design and construct trails as components of a regional and local network for recreation and commuting.
- P.5.C. Policy: Require development to incorporate linked public trail corridors identified in the Mammoth Lakes Trail System Plan into overall project site plan.
- P.5.C.1. Action: Prepare an expanded Master Plan to link trails, parks and open space.
- P.5.D. Policy: Design public and private streets not only as connections to different neighborhood districts but also as an essential element of the open space system. Include parks and plazas, tree-lined open spaces and continuous recreational paths in design.
- P.5.E. Policy: Design parks and open space to be accessible and usable except when set aside for preservation of natural resources, health and safety.
- P.5.F. Policy: Ensure provision of parkland dedications or payment of in-lieu fees through project approvals or development impact fees.
- P.5.G. Policy: Identify, zone and procure land for new and expanded parklands including:
 - pocket parks
 - natural pockets of forest
 - community gardens
 - greenbelts
 - streamside parks
 - street way linear parks
 - active parks
 - open space
 - snow play
 - festival and special events areas
 - passive parks
- P.5.H. Policy: Dedicated parkland suitable for active recreation uses shall have a maximum slope of 10%, be accessible to the community, and be free of significant constraints.

INTENT

This Element establishes and emphasizes our stewardship of the community's natural resources. As stewards, we will wisely manage those resources and be responsible to future generations for their condition. The condition in which we leave our resources will be our legacy.

Mammoth Lakes will be a community where sustainability is emphasized through green building design strategies and energy efficiency. We will be environmentally responsible and economically sustainable. Mammoth Lakes is valued for its majestic setting, the forest and trees, the smell of the pines, wildlife, clean air and water. The goals and policies of this Element address the community of Mammoth Lakes being a leader in managing and conserving these resources.

Habitat Resources

R.1. **GOAL: Be stewards of habitat, wildlife, fisheries, forests and vegetation resources of significant biological, ecological, aesthetic and recreational value.**

R.1.A. Policy: Be stewards of important wildlife and biological habitats within the Town's municipal boundary.

R.1.A.1. Action: Prepare species, habitat and natural community preservation and conservation strategies.

R.1.A.2. Action: Maintain an inventory of all Special Status Wildlife Species and Special Status Plants and Plant Communities within the Planning Area.

R.1.B. Policy: Development shall be stewards of Special Status plant and animal species and natural communities and habitats.

R.1.B.1. Action: Plan development to minimize removal of native vegetation and trees and destruction of wildlife habitat.

R.1.B.2. Action: Reflect the high value the community places on existing mature trees by updating the formula to calculate value in the tree replacement ordinance.

R.1.C. Policy: Prior to development, projects shall identify and mitigate potential impacts to site-specific sensitive habitats, including special status plant, animal species and mature trees.

R.1.D. Policy: Be stewards of primary wildlife habitats through public and/or private management programs. For example, construction of active and passive recreation and development areas away from the habitat.

R.1.E. Policy: Support fishery management activities.

R.1.F. Policy: Support education, interpretive programs and facilities offered by the Department of Fish and Game, Mono County Fisheries Commission, and other appropriate entities.

R.1.G. Policy: Support efforts to regulate in-stream flows and lake levels to maintain fishery and other wildlife habitat.

R.1.H. Policy: Work with MCWD to ensure that groundwater is not over-drafted and does not cause negative environmental impacts to resources such as surface water, springs and native vegetation.

R.1.I. Policy: Encourage the management of forest resources in and adjacent to the town to ensure forest health, minimize insect and pathogen outbreaks and reduce fuel loading.

R.1.J. Policy: Live safely with wildlife within our community.

R.1.J.1. Action: Require that development be wildlife friendly by minimizing possible denning sites and minimizing exterior lighting.

Healthy Ecosystem

R.2. **GOAL: Maintain a healthy regional natural ecosystem and provide stewardship for wetlands, wet meadows and riparian areas from development-related impacts.**

R.2.A. Policy: Trash enclosures, receptacles and food storage areas shall be animal resistant.

R.2.B. Policy: Be stewards of forested areas, wetlands, streams, significant slopes and rock outcroppings. Allow stands of trees to continue to penetrate the community to retain the mountain character of Mammoth Lakes. Minimize tree removal for development to the greatest extent possible.

R.2.C. Policy: Avoid wetland disturbance to greatest extent possible by requiring all feasible project modifications.

R.2.C.1. Action: Monitor status of wetlands and stream corridors to ensure healthy habitats.

R.2.D. Policy: Mapped intermittent streams should not be placed in culverts.

R.2.E. Policy: Require open space in the following areas:

- Lands with slopes in excess of 20-25 percent
- Wetland areas
- Stream corridors
- Scenic corridors

Mammoth Creek

R.3. **GOAL: Preserve and enhance the exceptional natural, scenic and recreational value of Mammoth Creek.**

R.3.A. Policy: Prohibit development in the vicinity of Mammoth Creek that does not maintain minimum established setbacks and protect stream-bank vegetation.

R.3.B. Policy: Manage all properties held by the Town of Mammoth Lakes along the Mammoth Creek corridor for open space, habitat preservation and passive recreation.

R.3.C. Policy: Restore degraded areas within and adjacent to Mammoth Creek, in association with contiguous development projects or as off-site mitigation.

R.3.D. Policy: Improve public access to Mammoth Creek through discretionary project review and other available means.

Water Resources

R.4. **GOAL: Conserve and enhance the quality and quantity of Mammoth Lakes' water resources.**

R.4.A. Policy: The Town shall work with MCWD to ensure that land use approvals are phased so that the development of necessary water supply sources is established prior to development approvals.

R.4.B. Policy: Support and encourage water conservation and recycled water use within private and public developments.

R.4.C. Policy: Require drought-tolerant landscaping and water-efficient irrigation practices for all development and Town-maintained landscaped areas, parks and park improvement projects. Development design, including parks, may include limited turf as appropriate to the intended use.

R.4.C.1. Action: Establish water conservation programs including drought-tolerant landscaping and efficient building design requirements by working collaboratively with Lahontan Regional Water Quality Control Board, Mammoth Community Water District and other interested stakeholders.

R.4.D. Policy: Require development to use native and compatible non-native plants, especially drought-resistant species, to greatest extent possible when fulfilling landscaping requirements.

R.4.E. Policy: Limit use of turf over root zones of native trees to avoid or minimize adverse impacts of excessive water to native trees.

R.4.E.1. Action: Review and update the Suggested Plant List in the Town of Mammoth Lakes Design Guidelines.

Erosion and Sedimentation

R.5. **GOAL: Minimize erosion and sedimentation.**

- R.5.A. Policy: Wisely manage natural and historic drainage patterns.
 - R.5.A.1. Action: Identify and map existing and historic drainage patterns.
 - R.5.A.2. Action: Maintain a Drainage Master Plan.
- R.5.B. Policy: Require parking lot storm drainage systems to include facilities to separate oils and silt from storm water where practical and when warranted by the size of the project.
- R.5.C. Policy: Prevent erosion, siltation, and flooding by requiring use of Best Management Practices (BMPs) during and after construction.

Energy Resources

R.6. **GOAL: Optimize efficient use of energy.**

- R.6.A. Policy: Reduce energy demand by promoting energy efficiency in all sectors of the community.
- R.6.B. Policy: Encourage and support reduction of energy demand in existing buildings.
 - R.6.B.1. Action: Educate community on cost savings possible with energy conservation strategies.
 - R.6.B.2. Action: Facilitate energy audits.
 - R.6.B.3. Action: Develop incentives for improvements in energy efficiency.
- R.6.C. Policy: Encourage energy efficiency in new building and retrofit construction, as well as resource conservation and use of recycled materials.
 - R.6.C.1. Action: Develop incentives for improvements in building energy efficiency and resource conservation.
- R.6.D. Policy: Reduce the use of fossil fuels and energy consumption of Town fleet through innovative measures.

Green Technology

R.7. **GOAL: Be a leader in use of green building technology.**

- R.7.A Policy: Use green building practices to greatest extent possible in all construction projects.
 - R.7.A.1. Action: Educate community about green building construction techniques.
 - R.7.A.2. Action: Encourage site design that uses green building techniques.
 - R.7.A.3. Action: Establish incentives for green building practices and LEED (Leadership in Energy and Environmental Design) certified buildings.
- R.7.B. Policy: Encourage development of housing close to work, commercial services, recreation areas and transit routes to reduce fuel consumption.

Energy Conservation

R.8. **GOAL: Increase use of renewable energy resources and encourage conservation of existing sources of energy.**

- R.8.A. Policy: Educate community, both residents and visitors, on economic and environmental benefits of energy efficiency, use of renewable resources and potential cost savings with energy efficient retrofits and remodels.
- R.8.B. Policy: Educate building industry professionals on value of energy efficient building construction and use of renewable resource heating and power systems both in new and retrofit construction.
- R.8.C. Policy: Research and facilitate cost-benefit analysis for energy and resource conservation in new and existing building systems.
- R.8.D. Policy: Encourage use of renewable fuels such as biodiesel.
 - R.8.D.1. Action: Establish a regulatory framework and incentives to facilitate use of renewable fuels.

R.8.E. Policy: Support development of a geothermal heating district for the town including seeking grant-funding sources for geothermal heating projects.

R.8.E.1. Action: Establish regulatory framework to encourage and facilitate use of geothermal heating.

R.8.F. Policy: Encourage building design and orientation for passive solar heating.

R.8.F.1. Action: Develop and implement standards that enable and encourage the application of passive solar in new and existing public and private development.

R.8.G. Policy: Encourage use of decentralized solar electric power production systems.

R.8.G.1. Action: Implement standards that encourage and facilitate application of active solar in new and existing public and private development.

Solid Waste

R.9. **GOAL: Reduce volume of solid waste.**

R.9.A. Policy: Support programs to recycle materials such as paper, cardboard, glass, metal, plastics, motor oil; and programs to compost or chip for mulch tree cuttings, brush, and other vegetation.

R.9.A.1. Action: Develop programs to maximize recycling of waste products generated by the community to prolong useful life of the landfill.

R.9.A.2. Action: Require effective and efficient recycling programs throughout the community.

R.9.A.3. Action: Provide recycling containers throughout the community.

Air Quality

R.10. **GOAL: Protect health of community residents by assuring that the town of Mammoth Lakes remains in compliance with or improves compliance with air quality standards.**

R.10.A. Policy: Support regional air quality improvement efforts.

R.10.B. Policy: Promote land use patterns that reduce number and length of motor vehicle trips, including:

- development of in-town workforce housing
- residential and mixed use development adjacent to commercial centers
- mountain portals and transit corridors
- provision of a mix of support services in employment areas

R.10.C. Policy: Support strategies for development that reduce projected total vehicle miles traveled including, but are not limited to:

- circulation system improvements
- mass transit facilities
- private shuttles
- design and location of facilities to encourage pedestrian circulation

R.10.D. Policy: Mitigate impacts on air quality resulting from development through design, participation in Town air pollution reduction programs, and/or other measures that address compliance with adopted air quality standards.

R.10.E. Policy: The Town of Mammoth Lakes will strive to attain and maintain the National Ambient Air Quality Standard (NAAQS) for PM-10.

R.10.E.1. Action: The Town will continue to support monitoring activities of the Great Basin Air Pollution Control District.

R.10.E.2. Action: The Town will continue to require project level environmental reviews (EIR's and Negative Declarations) to address the incremental increase in PM-10 levels from the project(s).

- R.10.E.3. Action: In the event that the project level reviews show that the Town is likely to exceed the NAAQS, permits will not be issued until mitigation is developed that demonstrate compliance with the NAAQS.
- R.10.F. Policy: The Town of Mammoth Lakes will work with the Great Basin Air Pollution Control District to develop and implement measures and programs with the intent of attaining the state standard for PM-10.
- R.10.F.1. Action: The Town will work with the Great Basin Air Pollution Control District to update the Air Quality Management Plan to reflect revised traffic modeling, increased transit, changed woodstove regulations, and other changes since 1990.
- R.10.G. Policy: Reduce air pollutants during construction through implementation of Best Management Practices (BMPs).
- R.10.H. Policy: Develop an efficient transportation system to reduce CO₂ emissions and air pollutants.
- R.10.I. Policy: Reduce PM-10 emissions resulting from excessive accumulations of cinders and dirt on roadways.
- R.10.I.1. Action: Monitor air quality and street sweeping program to determine if modifications are necessary to reduce PM-10.
- R.10.I.2. Action: Support pilot projects to determine feasibility of utilizing alternative traction control methods.
- R.10.J. Policy: No solid fuel burning appliances will be installed within any multi-unit development.
- R.10.K. Policy: Enhance air quality by implementing Particulate Emissions Regulations ("PER").
- R.10.K.1. Action: Update PER to incorporate any technological advancements that would enhance air quality within the town.
- R.10.K.2. Action: Continue public education on air quality issues in Mammoth Lakes.
- R.10.L. Policy: Mitigation of significant project-related impacts may require improvements beyond those addressed by the current Capital Improvement Program and Town of Mammoth Lakes Air Quality Management Plan and Particulate Emissions Regulations.
- R.11 **GOAL: Reduce greenhouse gas emissions.**
- R.11.A Policy: Support the objectives of the U.S. Mayors Climate Protection Agreement, Assembly Bill 32, and California Executive Order S-03-05 and implement actions to reduce Mammoth Lakes' carbon footprint.

PUBLIC HEALTH AND SAFETY

INTENT

The Public Health and Safety Element will improve our quality of life to encourage people to live and work in Mammoth Lakes. The community will be comfortable and safe. Facilities that are important to a livable community will be supported, provided, and encouraged. Awareness through coordinated public information and education is a priority.

Public Health

S.1. **GOAL: Support high quality health care and child care for Mammoth Lakes' residents and visitors.**

S.1.A. Policy: Encourage an adequate, affordable and diverse supply of infant and child care facilities and services.

S.1.A.1. Action: Work with Mono County Office of Education and other organizations to support and promote child care facilities and services.

S.1.B. Policy: Support adequate hospital, paramedic and other health facilities.

S.1.B.1. Action: Provide emergency operation centers.

S.1.C. Policy: Support school and agency programs on matters of public health.

S.1.D. Policy: Encourage development and expansion of senior services and facilities to serve the senior population.

S.1.E. Policy: Permit day care facilities in residential zones.

S.1.E.1. Action: Amend the Zoning Code to enable state-mandated incentives for child care facilities.

Public Safety

S.2. **GOAL: Keep Mammoth Lakes a safe place to live, work and play.**

S.2.A. Policy: Maintain safe and efficient municipal operations and services.

S.2.A.1. Action: Develop and maintain a Municipal Operation Plan that includes sites for storage and/or disposal of hazardous material, trash, propane, snow, and forestry products.

Police Enforcement

S.2.B. Policy: Ensure effective code enforcement and policing programs.

S.2.C. Policy: Provide public safety facilities at multiple locations to facilitate prompt response times.

S.2.D. Policy: Increase public access to police services.

S.2.D.1. Action: Use foot and bicycle patrols to increase community policing.

S.2.D.2. Action: Promote establishment and/or expansion of neighborhood watch programs for residential areas.

S.2.D.3. Action: Continue enforcement of the California Motor Vehicle Code, local speed controls, and chain controls.

S.2.D.4. Action: Reduce criminal behavior in the community by involving the community and coordinating with other agencies.

Hazards

- S.3. **GOAL: Minimize loss of life, injury, property damage, and natural resource destruction from all public safety hazards.**

Snow Management

- S.3.A. Policy: Design all structures in Mammoth Lakes to withstand snow loads and to reduce any additional hazards created by snow accumulation.
- S.3.B. Policy: Design buildings so that snow shed, ice shed and snowmelt are not a hazard to people and property.
- S.3.C. Policy: All developments shall provide and maintain adequate on-site snow storage or maintain a Town-approved snow-hauling program.
- S.3.D. Policy: Maintain safe public access and circulation through comprehensive snow removal programs provided by the Town or by private entities.

Avalanche

- S.3.E. Policy: Development shall mitigate potential avalanche hazards.
- S.3.F. Policy: Require an Avalanche Risk Assessment for all development proposed within the Snow Deposition Design Zone.
- S.3.F.1. Action: The Town shall identify limits of avalanche run-out areas and potential avalanche hazard areas.
- S.3.G. Policy: Only open space or low-density seasonal occupancy uses may be permitted in high avalanche hazard zones.
- S.3.G.1. Action: Post warning signs on Town roads subject to avalanche hazards.

Geologic and Seismic

- S.3.H. Policy: Restrict development in areas with steep slopes.

- S.3.I. Policy: Require geotechnical evaluations and implement mitigation measures prior to development in areas of potential geologic or seismic hazards.

S.3.I.1. Action: Minimize soil erosion and slope instability by amending Municipal Code to include advances in construction techniques.

S.3.I.2. Action: Inform residents and businesses regarding earthquake preparedness and response by coordinating with other agencies to promote public education efforts.

Flood

- S.3.J. Policy: Maintain a flood hazard management program.
- S.3.K. Policy: Restrict development in flood areas and near perimeter of natural water bodies.

Fire

- S.3.L. Policy: All construction shall comply with wildland fire-safe standards, including standards established for emergency access, signing and building numbering, private water supply reserves available for fire use, and vegetation modification.
- S.3.M. Policy: Involve local fire department in the development review process.
- S.3.N. Policy: Minimize the incidence of fires by supporting the Mammoth Lakes Fire Protection District's (MLFPD) ability to respond to emergencies.
- S.3.N.1. Action: Assist in establishment and implementation of appropriate funding sources so that the MLFPD is prepared to respond to and mitigate emergencies.
- S.3.N.2. Action: Update Town-specific policies that further protect people and property from the risks of wildland and structural fire hazards.

- S.3.O. Policy: Support provision of adequate water flow throughout the town and provision of adequate water storage to meet peak fire demand during times of peak domestic demands.
- S.3.P. Policy: Maintain mutual aid agreements with other fire and emergency service agencies.
 - S.3.P.1 Action: Coordinate with other agencies to develop a Fire Hazards Response Plan for the urban-wildland interface.
- S.3.Q. Policy: Support creation and maintenance of firebreaks in coordination with Inyo National Forest and other land management agencies.

Hazardous Materials

- S.3.R. Policy: Provide for safe use and disposal of hazardous materials.
 - S.3.R.1. Action: Specify, develop and regulate sites for safe collection of hazardous wastes.
 - S.3.R.2. Action: Educate public about proper use and disposal of hazardous materials and waste through coordination with other public agencies.
 - S.3.R.3. Action: Effectively manage hazardous wastes by coordinating with regional and state agencies.
 - S.3.R.4. Action: Develop and implement a hazardous waste management and minimization program by coordinating with other public agencies and private stakeholders.
- S.3.S. Policy: Require a Hazardous Materials Disclosure form from all development.
- S.3.T. Policy: Maintain and implement the Spill Prevention, Control and Countermeasure Plan for the Mammoth Yosemite Airport.

Carbon Dioxide

- S.3.U. Policy: Support the Inyo National Forest's effort to minimize potential carbon dioxide hazards.
 - S.3.U.1. Action: Collaborate with Inyo National Forest and United States Geological Survey (USGS) in developing public education efforts to inform residents and businesses regarding hazards of CO2 and high hazard areas.

Mineral Resource Management

- S.3.V. Policy: All mineral resource development projects shall meet or exceed applicable environmental regulations through implementation of the Surface Mining and Reclamation Act and Town environmental permitting.
- S.3.W. Policy: If geothermal power generating facilities are developed on National Forest lands west of State Scenic U.S. Highway 395, the Town shall work with the Mono County Local Agency Formation Commission to review the municipal boundary of the Town and shall annex development if appropriate.

Emergency Preparedness

- S.4. **GOAL: Maintain adequate emergency response capabilities.**
 - S.4.A. Policy: Aid emergency vehicle access and emergency evacuation of residents and visitors by providing and maintaining secondary access routes to all portions of the community, consistent with the Mammoth Lakes Fire Protection District (MLFPD) requirements.
 - S.4.B. Policy: Maintain an Emergency Plan.
 - S.4.C. Policy: Cooperate with emergency response agencies to maintain preparedness to respond to all types of emergencies.
 - S.4.C.1. Action: Update and implement emergency response plans.
 - S.4.C.2. Action: Develop and utilize an emergency notification and information system.

Education

S.5. **GOAL: Support high quality educational services and life-long learning resources within the community.**

S.5.A. Policy: Encourage development and enhancement of school sites and other administrative, educational and recreational facilities.

S.5.A.1. Action: Maximize use of educational facilities by creating broader partnerships and adopting joint-use agreements.

S.5.B. Policy: Support expansion of educational opportunities within the community.



Public Facilities and Services

S.6. **GOAL: Enhance quality of life by encouraging and supporting high quality facilities and services.**

S.6.A. Policy: Establish Level of Service standards for facilities, operations and services and resource management.

S.6.A.1. Action: Annually review and update the Town of Mammoth Lakes Master Facilities Plan, Capital Improvement Plan and the Development Impact Fee Schedule.

APPENDIX A: ACTION TABLE

GENERAL PLAN IMPLEMENTATION PROGRAM*

The General Plan Implementation Program (GPIP) is a description of the actions listed in the General Plan by Element. The GPIP table describes the action, the Town department responsible for leading the effort to implement key participating departments or agencies and the general time frame to begin and complete the effort.

Extensive collaboration and direct partnership with the broad array of public and private entities in our region will be required to implement these actions. The major participants are listed below (abbreviations are used within the table).



Abbreviations of Organizations

APCD	-	Great Basin Unified Air Pollution Control District
BLM	-	Bureau of Land Management
Caltrans	-	California Department of Transportation
DSG	-	Development Services Group (CDD, PWD, MCWD, MLFPD)
HCCG	-	Hospital & Civic Center Group Inyo National Forest Mono County Mono County Superior Courts Southern Mono Hospital District Town of Mammoth Lakes
HSEF	-	High Sierra Energy Foundation
IC	-	Inyo County
INF	-	Inyo National Forest
KCCD	-	Kern Community College District
LWQCB	-	Lahontan Regional California Regional Water Quality Control Board
MCWD	-	Mammoth Community Water District
MLFPD	-	Mammoth Lakes Fire Protection District
MLF	-	Mammoth Lakes Foundation
MLH	-	Mammoth Lakes Housing, Inc.
MMSA	-	Mammoth Mountain Ski Area
MLTPA	-	Mammoth Lakes Trails and Public Access Foundation
MUSD	-	Mammoth Unified School District
MC	-	Mono County
MCS	-	Mono County Schools
SCE	-	Southern California Edison
SMHD	-	Southern Mono Hospital District
SNARL	-	Sierra Nevada Aquatic Research Laboratory
VESR	-	UCSB, Valentine Eastern Sierra Reserve
TML	-	Town of Mammoth Lakes
AD	-	Administration Department
ATD	-	Airport and Transportation Department
CDD	-	Community Development Department
FD	-	Finance Department
PS	-	Public Safety
PWD	-	Public Works Department
TRD	-	Tourism and Recreation Department

*Please note there are no actions included within the Neighborhood and District

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
ECONOMY					
E.1.A.1.	Prepare an Economic Development Strategy, identify economic development priorities, implement programs, and target investments.	CDD, TRD, FD	X	X	
E.1.A.2.	Prepare an economic analysis that identifies opportunities to increase shoulder and midweek visitation and to capture greater local and visitor retail sales.	CDD, TRD, FD	X	X	
E.1.A.3.	Track economic indicators for changes that may affect community land resources, tax base, including Transient Occupancy Tax (TOT), and employment base.	CDD, TRD, FD	X	X	
E.1.F.1.	Actively seek state and federal funding for airport improvements.	ATD, AD, CDD	X	X	X
E.1.F.2.	Upgrade the Mammoth Yosemite Airport terminal to allow for regional air service.	ATD, AD, PWD, FD, CDD	X	X	
E.1.F.3	Update the Airport Master Plan.	ATD, AD, PWD, FD, CDD		X	
E.1.G.1.	Work with the Federal Aviation Administration (FAA) to evaluate the development of Mammoth Yosemite Airport and provide commercial and charter air service.	ATD, AD, CDD	X	X	X
E.1.G.2.	Provide safe and cost-effective services to general aviation.	ATD, AD, PWD, FD, CDD	X	X	X
E.1.J.1.	Develop a year-round special events program and venue plan.	TRD, CDD	X	X	X
E.3.L.1.	Support advanced study programs and high-level conferences.	TRD, INF, MMSA	X		

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
ARTS, CULTURE, HERITAGE, AND NATURAL HISTORY					
A.1.A.1.	Encourage community and visitor awareness of our natural environment by supporting educational and recreational programs focused on the natural environment of the flora, fauna and geology of the area.	TML, INF, MUSD, MLTPA, MMSA, VESR	X	X	X
A.1.A.2.	Support coordination with natural history tours and programs offered by other agencies and groups.	TRD	X	X	X
A.1.A.3.	Provide self guided natural history tours with appropriate interpretive signage in the parks of Mammoth Lakes.	TML, INF, MUSD, MLTPA, MMSA, VESR		X	X
A.2.B.1.	Work with schools to integrate arts, culture, and heritage education into the core curriculum.	TRD, MUSD, MCS	X	X	
A.2.B.2.	Encourage continuing educational and training opportunities for residents and visitors.	TRD	X	X	
A.2.C.1.	Expand outreach and publicity by: <ul style="list-style-type: none"> • Promoting locally produced art and local cultural programs • Publishing monthly calendars of local art and culture • Distributing quarterly reports on arts in the community 	TRD	X		
A.3.B.1.	Encourage artists' residences connected to galleries.	CDD, TRD	X	X	X
A.3.B.2.	Maintain a strategic public art, cultural, and heritage plan.	TRD, CDD, FD, INF		X	
A.3.C.1.	Support and promote programs and events celebrating local history and diversity.	TRD	X	X	X
A.3.E.1.	Develop and maintain a cultural resources database of historic and archaeological resources within the Planning Area.	CDD, TRD	X	X	

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
COMMUNITY DESIGN					
C.2.H.1.	Evaluate and revise zoning regulations and guidelines to implement these policies.	CDD, DSG	X	X	
C.2.I.1.	Review and revise sign and design standards and guidelines.	CDD, DSG	X	X	
C.2.J.1.	Designate and establish development standards for view corridors.	CDD, DSG	X	X	
C.2.O.1.	Develop criteria on which these adjustments might be considered.	CDD, DSG	X	X	
C.3.A.1.	Work with Planning Commission, Tourism and Recreation Commission, and the Public Arts Commission to implement a gateway monumentation plan.	CDD, TRD, DSG, Caltrans	X	X	
C.3.D.1.	Prepare a streetscape design plan and manual that includes: <ul style="list-style-type: none"> comprehensive design standards for all road, trail, sidewalk and transit facilities lighting signage (way-finding and interpretive) related infrastructure landscaping and street trees 	CDD, PWD, TRD, Caltrans	X	X	
C.3.D.2.	Prepare a townwide directional signage and way-finding plan.	TRD, CDD, PWD, Caltrans, INF	X	X	
C.3.F.1.	Develop an undergrounding plan for utilities.	PWD, CDD, DSG	X	X	
C.4.A.1.	Develop criteria for evaluating lot line adjustments and subdivisions that will protect and preserve environmental resources.	PWD, CDD, DSG	X	X	

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
C.4.A.2.	Maintain conservation overlays such as the Mammoth Creek Open Space Stream Corridor, Bluffs Special Conservation Planning Area and additional considerations for structures built at or above 8,250 feet elevation.	PWD, CDD, DSG, INF, SNARL	X	X	
C.4.B.1.	Maintain a comprehensive landscape plant list of permitted native and compatible species and varieties.	CDD, DSG	X	X	X
C.4.E.1.	Adopt tree preservation and restoration standards.	CDD, DSG	X	X	
C.5.C.1.	Identify sources of glare and light pollution in the town of Mammoth Lakes, and implement a program to work with property owners to retrofit, redirect, remove, or replace out-of-compliance fixtures.	CDD, DSG, HSEF, SCE	X	X	
C.5.C.2.	Develop community partnerships for educational outreach programs to increase conformance with outdoor lighting requirements.	CDD, HSEF, SCE	X	X	
C.5.C.3.	Install new roadway lighting, and replace existing lighting with fixtures that eliminate glare without compromising safety.	PWD, HSEF, SCE	X	X	
C.6.D.1.	Assess existing sources of outdoor noise and develop criteria and standards for outdoor noise.	CDD, DSG, PWD	X	X	
C.6.G.1.	Adopt significance thresholds to be used to assess noise impacts for projects reviewed under the CEQA process, and develop a list of acceptable mitigations that might be applied to mitigate noise impacts to acceptable levels, including specific guidelines for their implementation.	CDD, DSG, PWD	X	X	
C.6.G.2.	Adopt criteria and location maps that specify the locations and circumstances under which a noise analysis or acoustical study will need to be prepared for a proposed project. Develop guidelines for conducting such studies.	CDD, DSG, PWD	X	X	

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
LAND USE					
L.1.A.1.	Establish protective zoning standards for special resources and conservation areas.	CDD, PWD	X	X	
L.1.A.2.	Prepare an Annual Community Indicators Report to monitor pace of growth and to plan for changing conditions. Potential Community Indicators include: <ul style="list-style-type: none"> • Environmental indicators • Average median income • Unemployment rates • Visitor lodging occupancy • Annual visitors • Downhill skier/snowboarder visits • Cross-country skier visits • Building permits • Real estate sales/average sales price • Retail vacancy • Transient Occupancy Tax revenues • Sales tax revenues • Population 	TML, Community	X	X	X
L.1.A.3.	Maintain a geographic information database and mapping system to increase information available to the public on zoning, land use, infrastructure planning, and other pertinent data.	CDD, PWD	X	X	X
L.1.B.1.	Revise planning review processes to be more user-friendly to both applicants and residents.	CDD, PWD	X		
L.1.C.1.	Develop and adopt infill development standards.	CDD, DSG	X	X	

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
L.1.D.1.	Conduct district planning (see District Planning). Some initial district planning areas are: <ul style="list-style-type: none"> • Main Street, Old Mammoth Road, and Shady Rest • Juniper Ridge Master Plan • Sierra Star Master Plan • Snowcreek Master Plan • North Village Specific Plan • Gateway Master Plan 	CDD, DSG, Caltrans, SNARL	X	X	
L.1.D.2.	Prepare special studies (see Special Study Areas in Neighborhood and District Character Element). Some initial study areas are: <ul style="list-style-type: none"> • Mammoth Creek Corridor • Main Street, Old Mammoth Road, and Shady Rest • Gateway • Sierra Valley Sites • Bell-shaped Parcel 	CDD, DSG, Caltrans, SNARL	X	X	

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
L.1.D.3.	<p>Prepare a Focused Special Conservation Easement Study for the Bell Shaped Parcel (Bell) to:</p> <ul style="list-style-type: none"> • Study benefits to the community as the Town's "central park" through implementation mechanisms such as zoning and conservation easements. • Assess the existence and value of biological, scenic and aesthetic site resources. • Determine areas suitable for preservation and those suitable for development consistent with maximizing recreational opportunities, preserving open space, and protecting sensitive environmental resources. • Determine the appropriate range of public and private open space, uses and development standards consistent with maximizing recreational opportunities, preserving open space, and protecting sensitive environmental resources. • Determine locations and limitations for buildings and facilities and transit, pedestrian, bicycle and vehicular access. • No disposition or development of the Bell may be made which is inconsistent with these Special Study objectives without further amendment to this General Plan to remove this condition. 	TML		X	
L.1.D.4.	<p>Emphasize pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, environmental sensitivity and energy efficiency. Consider site conditions, solar access, framing of public views, building bulk and scale, average and maximum building height, architectural features and appurtenances.</p>	CDD, DSG	X	X	X

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
L.2.C.1.	Develop a workforce housing strategy.	CDD, AD, FD, MLH	X		
L.3.B.1.	Require retail, restaurants and other similar active commercial uses at the ground level along designated streets (Physical Development Concept – Appendix C).	CDD, DSG	X		
L.3.B.2.	Require active street level uses (office, row houses, live/work, hotel lobbies and other services) at ground level along designated streets.	CDD, DSG	X		
L.3.D.1.	Revise the Zoning Code to allow outdoor dining in resort and commercial districts.	CDD, DSG	X	X	
L.3.F.1.	Study the experiences of other communities in finding fair and equitable standards and formulas for gaining community benefits.	CDD, TRD, FD	X	X	
L.3.F.2.	Develop formula-based methods and standards for community benefits applicable to projects of a certain size.	CDD, TRD, FD, DSG	X	X	
L.3.F.3.	Develop and maintain a list of uses, facilities, infrastructure, programs and services for use as community benefits.	CDD, TRD, PWD, FD	X	X	
L.3.F.4.	Develop size, space and program characteristics and criteria for uses and facilities deemed as community benefits.	CDD, TRD, PWD, FD	X	X	
L.3.H.1.	Prepare a transfer of development rights ordinance describing the methods and findings for approving such density transfers.	CDD, TRD, FD	X	X	
L.5.D.1.	Develop outreach and educational programs to inform owners of the benefits of upgrading their units.	CDD, TRD, FD	X	X	
L.5.F.1.	Adopt and/or revise zoning standards to ensure that development provides adequate levels of services and on-site activities and usable amenities.	CDD, TRD, DSG	X	X	

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
MOBILITY					
M.2.C.1.	Review and update the Regional Transportation Plan (RTP). Maintain a list of regionally significant streets and roads for inclusion in the RTP.	PWD, ATD	X	X	
M.2.C.2.	Avoid peak periods of congestion by developing design standards for traffic operation and scheduling.	PWD, CDD, ATD	X	X	
M.2.F.1.	Provide transit service, and encourage lodging-provided and other shuttle services, connecting the town with the Mammoth Yosemite Airport. Discourage rental cars at the Airport.	ATD, CDD, PWD	X	X	
M.3.E.1.	Develop a TDM strategy and implement through programs, guidelines and the Municipal Code.	CDD, PWD, DSG	X	X	
M.3.G.1.	Town shall set standards for non-conformance and for schedule delays.	CDD, PWD, DSG	X	X	
M.3.H.1.	Establish delivery area standards to be met as part of the planning approval process.	CDD, PWD, DSG	X	X	
M.4.B.1.	Develop and implement a pedestrian improvement plan.	PWD, CDD, DSG, TRD	X	X	
M.4.D.1.	Update trail, streetscape and roadway design standards as well as the Circulation, Trail System and General Bikeway Plans to: <ul style="list-style-type: none"> Establish a system of bicycle routes and pedestrian trails for recreation, commuting and shopping that is comprehensive and safe Develop a townwide maintenance, grooming and/or snow removal program for sidewalks and trails to provide year-round pedestrian access Design and construct streetscapes and roadways to reduce long-term maintenance costs in a harsh climate 	PWD, CDD, TRD, DSG	X	X	
M.5.A.1.	Develop a transit plan and update regularly.	PWD, ATD	X	X	X

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
M.5.C.1.	Explore development of a transit system center and secondary locations to provide: a. Convenient transfer between different modes of transport b. An attractive place to wait for public transit services c. A centralized location for transit information	PWD, ATD, AD, FD, CDD	X	X	
M.5.C.2.	Prepare an annual report assessing transit needs of residents, workforce and visitors and evaluating use of transit services.	ATD, MLH	X	X	X
M.6.B.1.	Conduct thorough review of public parking needs and develop comprehensive parking strategy including: • Off-site parking • Shared parking • In-lieu fees for parking • Public parking facilities • Parking equipment innovations • Tandem parking • On-street parking	PWD, CDD, TRD, FD, AD, Caltrans	X	X	
M.6.B.2.	Update the Municipal Code to implement the comprehensive parking strategy.	PWD, CDD, DSG	X	X	
M.6.B.3.	Revise the Municipal Code to include bicycle parking and storage standards.	PWD, CDD, DSG	X	X	
M.7.B.1.	Update sidewalk, bikeway and road design and development standards.	PWD, CDD, DSG, TRD	X	X	
M.7.D.1.	Annually review and update the Town's Capital Improvement Program.	PWD, CDD, DSG	X	X	X
M.7.D.2.	Secure needed right-of-way for future roadway improvements by updating the Municipal Code and/or Traffic Mitigation Fee program to establish guidelines or requirements for development.	PWD, CDD, DSG	X	X	

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
M.8.A.1.	Build and monitor roundabouts as a means of traffic control at intersections.	PWD, CDD, DSG	X	X	
M.8.A.2.	Study smoothing and slowing flow of traffic in commercial areas by reducing through-traffic lanes and converting the area into improved turning lanes, landscaping, and bicycle lanes or one-way streets.	PWD, CDD, DSG	X	X	
M.9.C.1.	Encourage development of a townwide economic analysis and plan to identify areas suitable for geothermal and solar snow melt.	PWD, CDD, DSG, HSEF	X	X	
PARKS, OPEN SPACE, AND RECREATION					
P.2.B.1.	Develop a comprehensive and integrated year-round Parks and Recreation Master Plan.	TRD, CDD, DSG	X	X	
P.2.B.2.	Actively seek grant funds for parks, open spaces, and recreational activities.	TRD, CDD, DSG	X	X	
P.2.B.3.	Maintain a Master Facility Plan and Development Impact Fee schedule.	PWD, TRD, CDD, AD	X	X	
P.2.C.1.	Establish zoning districts that allow parks, recreation, and ancillary facilities.	CDD, TRD, DSG	X	X	
P.2.E.1.	Plan, design, and implement an interpretive signage program.	TRD, CDD, DSG	X	X	
P.4.C.1.	Specifically address use, needs and operations of motorized and non-motorized recreation users in a year-round comprehensive recreation plan.	TRD, CDD, DSG	X	X	
P.5.C.1.	Prepare an expanded Master Plan to link trails, parks, and open space.	TRD, CDD, DSG	X	X	
RESOURCE MANAGEMENT AND CONSERVATION					
R.1.A.1.	Prepare species, habitat and natural community preservation and conservation strategies.	CDD, DSG, SNARL, INF	X	X	
R.1.A.2.	Maintain an inventory of all Special Status Wildlife Species and Special Status Plants and Plant Communities within the Planning Area.	CDD, DSG, SNARL, INF	X	X	X

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
R.1.B.1.	Plan development to minimize removal of native vegetation and trees and destruction of wildlife habitat.	CDD, DSG	X	X	
R.1.B.2.	Reflect the high value the community places on existing mature trees by updating the formula to calculate value in the tree replacement ordinance.	CDD, DSG	X	X	
R.1.J.1.	Require that development be wildlife friendly by minimizing possible denning sites and minimizing exterior lighting.	CDD, DSG	X	X	
R.2.C.1.	Monitor status of wetlands and stream corridors to ensure healthy habitats.	CDD, DSG	X	X	
R.4.C.1.	Establish water conservation programs including drought-tolerant landscaping and efficient building design requirements by working collaboratively with Lahontan Regional Water Quality Control Board, Mammoth Community Water District, and other interested stakeholders.	CDD, TRD, DSG, SNARL, INF, MCWD, LWQCB	X	X	
R.4.E.1.	Review and update the Suggested Plant List in the Town of Mammoth Lakes Design Guidelines.	CDD, DSG,	X	X	
R.5.A.1.	Identify and map existing and historic drainage patterns.	CDD, PWD, DSG, LWQCB	X	X	
R.5.A.2.	Maintain a Drainage Master Plan.	PWD, LWQCB	X	X	X
R.6.B.1.	Educate community on cost savings possible with energy conservation strategies.	HSEF, TML, SCE	X	X	X
R.6.B.2.	Facilitate energy audits.	HSEF, TML, SCE	X	X	
R.6.B.3.	Develop incentives for improvements in energy efficiency.	CDD, HSEF, DSG, SCE	X	X	
R.6.C.1.	Develop incentives for improvements in building energy efficiency and resource conservation.	CDD, HSEF, DSG, SCE	X	X	
R.7.A.1.	Educate community about green building construction techniques.	HSEF, TML, SCE	X	X	X

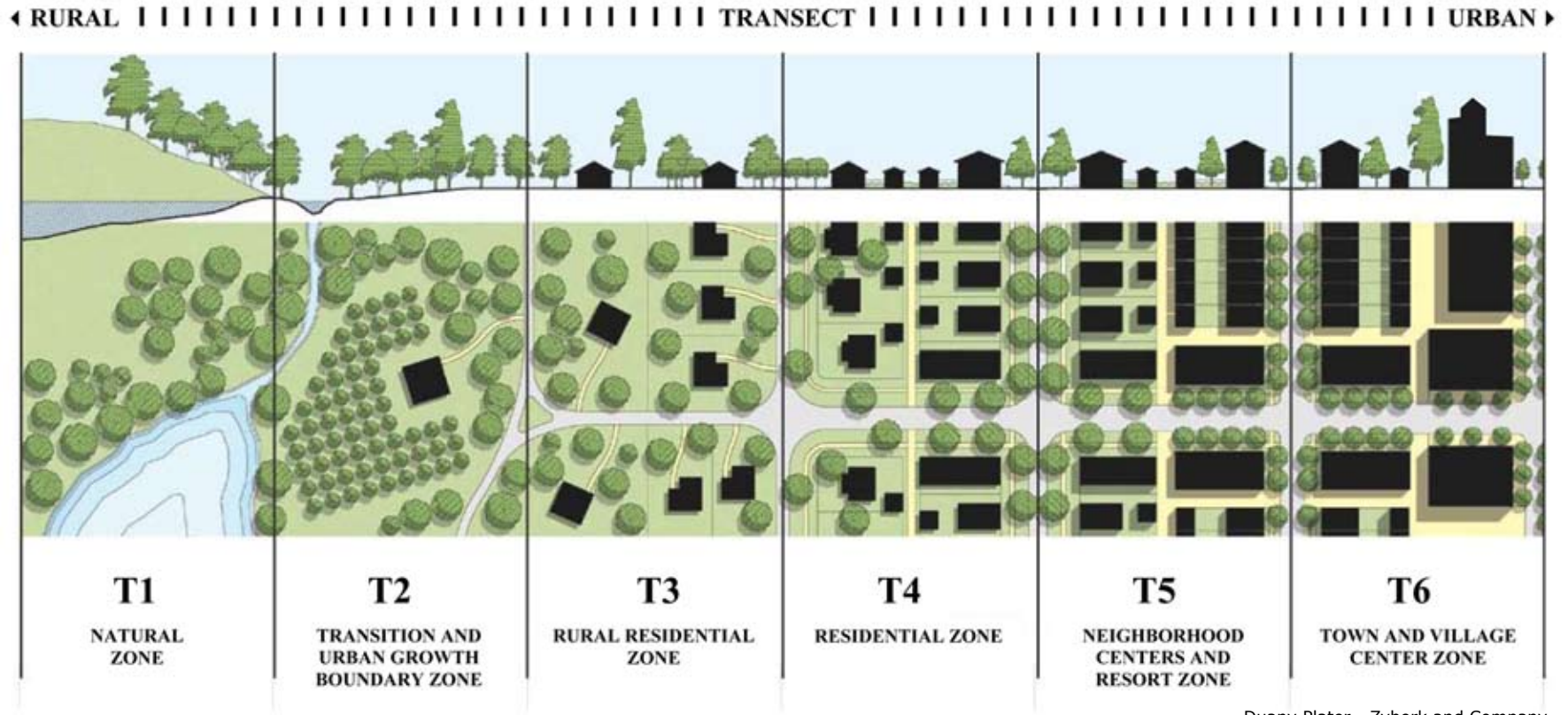
General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
R.7.A.2.	Encourage site design that uses green building techniques.	CDD, HSEF, SCE	X	X	X
R.7.A.3.	Establish incentives for green building practices and LEED (Leadership in Energy and Environmental Design) certified buildings.	CDD, HSEF, SCE	X	X	
R.8.D.1.	Establish a regulatory framework and incentives to facilitate use of renewable fuels.	HSEF, TML, SCE	X	X	
R.8.E.1.	Establish regulatory framework to encourage and facilitate use of geothermal heating.	HSEF, TML, SCE		X	X
R.8.F.1.	Develop and implement standards that enable and encourage the application of passive solar in new and existing public and private development.	HSEF, TML, SCE	X	X	
R.8.G.1.	Implement standards that encourage and facilitate application of active solar in new and existing public and private development.	CDD, HSEF, DSG	X	X	
R.9.A.1.	Develop programs to maximize recycling of waste products generated by the community to prolong useful life of the landfill.	AD	X	X	
R.9.A.2.	Require effective and efficient recycling programs throughout the community.	AD	X	X	X
R.9.A.3.	Provide recycling containers throughout the community.	AD, PWD, TRD	X	X	X
R.10.E.1.	The Town will continue to support monitoring activities of the Great Basin Air Pollution Control District.	CDD, PWD, APCD	X	X	X
R.10.E.2.	The Town will continue to require project level environmental reviews (EIR's and Negative Declarations) to address the incremental increase in PM-10 levels from the project(s).	CDD, PWD	X	X	X
R.10.E.3.	In the event that the project level reviews show that the Town is likely to exceed the NAAQS, permits will not be issued until mitigation is developed that demonstrate compliance with the NAAQS.	TML, APCD	X	X	X

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
R.10.F.1.	The Town will work with the Great Basin Air Pollution Control District to update the Air Quality Management Plan to reflect revised traffic modeling, increased transit, changed woodstove regulations, and other changes since 1990.	CDD, PWD, APCD		X	X
R.10.I.1.	Monitor air quality and street sweeping program to determine if modifications are necessary to reduce PM-10.	CDD, APCD, PWD	X	X	X
R.10.I.2.	Support pilot projects to determine feasibility of utilizing alternative traction control methods.	PWD, CDD	X	X	
R.10.K.1.	Update PER to incorporate any technological advancements that would enhance air quality within the town.	PWD, CDD	X	X	
R.10.K.2.	Continue public education on air quality issues in Mammoth Lakes.	PWD, CDD, DSG	X	X	X
PUBLIC HEALTH AND SAFETY					
S.1.A.1.	Work with the Mono County Office of Education and other organizations to support and promote child care facilities and services.	MC, TML, MUSD, MCS	X	X	X
S.1.B.1.	Provide emergency operation centers.	MC, TML, INF	X	X	X
S.1.E.1.	Amend the Zoning Code to enable state mandated incentives for child care facilities.	CDD, DSG	X		
S.2.A.1.	Develop and maintain a Municipal Operation Plan that includes sites for storage and/or disposal of hazardous material, trash, propane, snow, and forestry products.	AD, PWD	X		
S.2.D.1.	Use foot and bicycle patrols to increase community policing.	PS	X	X	X
S.2.D.2.	Promote establishment and/or expansion of neighborhood watch programs for residential areas.	PS	X	X	X
S.2.D.3.	Continue enforcement of the California Motor Vehicle Code, local speed controls, and chain controls.	PS	X	X	X

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
S.2.D.4.	Reduce criminal behavior in the community by involving the community and coordinating with other agencies.	PS	X	X	X
S.3.F.1.	The Town shall identify limits of avalanche run-out areas and potential avalanche hazard areas.	CDD, PWD, FS	X	X	X
S.3.G.1.	Post warning signs on Town roads subject to avalanche hazards.	PWD, FS	X	X	
S.3.I.1.	Minimize soil erosion and slope instability by amending Municipal Code to include advances in construction techniques.	PWD, LWQCB	X	X	
S.3.I.2.	Inform residents and businesses regarding earthquake preparedness and response by coordinating with other agencies to promote public education efforts.	TML, MLFPD	X	X	
S.3.N.1.	Assist in establishment and implementation of appropriate funding sources so that the MLFPD is prepared to respond to and mitigate emergencies.	MLFPD, TML, MC, INF	X	X	
S.3.N.2.	Update Town-specific policies that further protect people and property from the risks of wildland and structural fire hazards.	MLFPD, TML	X	X	
S.3.P.1.	Coordinate with other agencies to develop a Fire Hazards Response Plan for the urban-wildland interface.	MLFPD, TML, MC, INF	X	X	
S.3.R.1.	Specify, develop and regulate sites for safe collection of hazardous wastes.	AD, MC, MLF-PD, INF	X	X	
S.3.R.2.	Educate public about proper use and disposal of hazardous materials and waste through coordination with other public agencies.	AD, MC, MLF-PD, INF	X	X	X
S.3.R.3.	Effectively manage hazardous wastes by coordinating with regional and state agencies.	AD, MLFPD, MC, INF	X	X	X

General Plan Implementation Program		Lead and Participating Staff and Agencies	1 year	2-5 years	5+ years
S.3.R.4.	Develop and implement a hazardous waste management and minimization program by coordinating with other public agencies and private stakeholders.	AD, MLFPD, MC, INF	X	X	
S.3.U.1.	Collaborate with Inyo National Forest and United States Geological Survey (USGS) in developing public education efforts to inform residents and businesses regarding hazards of CO2 and high hazard areas.	AD, PWD, MLFPD, INF	X	X	
S.4.C.1.	Update and implement emergency response plans.	AD, PS, MLF-PD, INF	X	X	
S.4.C.2.	Develop and utilize an emergency notification and information system.	AD, PS, MLF-PD, INF	X	X	
S.5.A.1.	Maximize use of educational facilities by creating broader partnerships and adopting joint-use agreements.	AD, TRD, KCCD, MUSD, MCS, MC	X	X	
S.6.A.1.	Annually review and update the Town of Mammoth Lakes Master Facilities Plan, Capital Improvement Plan, and the Development Impact Fee Schedule.	PWD, AD, TRD, CDD	X	X	X

The Transect is a cross section through the community that describes typical natural and man-made context, pattern, and characteristics of the geographic areas in the community. It provides more information about the pattern and form of areas complementing Land Use, Community Design, Neighborhood and District Character, and Mobility Elements. Following the Transect Figure are four figures that help to illustrate the Transect concepts.



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	T1	T2	T3	T4	T5	T6
Land Use Designation(s)	National Forest	Open Space Institutional Public	Low-Density Residential 1 and 2 Institutional Public	High-Density Residential 1 and 2 Resort	Commercial 1 Resort	Commercial 2 North Village Specific Plan
Typical Areas	Wilderness areas USFS lands	Valentine Reserve Lakes Basin Camp High Sierra Mammoth Creek Park	The Knolls and Old Mammoth Districts, Schools, College Campus, portions of Snowcreek	Sierra Valley and Meridian Districts, portions of Snowcreek Shady Rest District	Eagle Lodge Sierra Star Snowcreek VIII Shady Rest District	Main Street/Old Mammoth Road District, North Village District
General Description	Natural preserve, recreation, trails, camping, parkland, and beyond Urban Growth Boundary	Natural reserve, recreation, trails, camping, parkland, and adjacent to and outside of Urban Growth Boundary	Single-family dwellings, family day care homes, local streets, and neighborhood/pocket parks	Single-family dwellings, multiple dwellings on the same lot, condominiums, preschools, corner stores, inns, streets, plazas, and playgrounds	Multi-unit structures, retail, restaurants, services, offices, lodging, hotels, educational institutions, civic buildings, main streets, plazas, and playgrounds	Multi-unit structures, retail, restaurants, office buildings, higher density lodging, hotels, civic buildings, main streets, plazas, and playgrounds
Buildings	Utility infrastructure, Camp buildings and USFS tracts, Recreational buildings	Utility infrastructure, Camp buildings and USFS tracts, Recreational buildings	Houses and outbuildings, hospital, schools, and recreational buildings	Houses and outbuildings, town houses, small hotels, and neighborhood convenience stores	Town houses, multifamily buildings, hotels, offices/commercial/retail	Mixed-use commercial, residential, office hotels
Private Yards	Natural landscape	Natural landscape	Natural and naturalistic plantings, and minimum lawn	Natural and naturalistic plantings, and minimum lawn	Shop fronts, galleries, forecourts, dooryards, and stoops	Shop fronts, galleries, forecourts, dooryards, and stoops
Streetscape	Natural landscape and trails	Natural landscape, naturalistic plantings and trails	Natural landscape, naturalistic plantings, trails and narrow sidewalks	Natural landscape, naturalistic plantings, trails and sidewalks	Raised curbs, wide sidewalks, street trees and planters, and bike lanes	Raised curbs, wide sidewalks, street trees and planters, and bike lanes

	T1	T2	T3	T4	T5	T6
Land Use Designation(s)	National Forest	Open Space Institutional Public	Low Density Residential 1 and 2 Institutional Public	High Density Residential 1 and 2 Resort	Commercial 1 Resort	Commercial 2 North Village Specific Plan
Design	N/A	Limited institutional uses and buildings in spacious setting	Block pattern of 800-1,000 feet Entrances, porches and yards facing the street, houses separated by yards and open space Institutional uses and large buildings in spacious campus setting, stepped buildings Roof top equipment grouped and screened from view	Block pattern of 400-800 feet Image of residential activity (facades, entrances, porches and yards) facing the street Rich architectural detailing characteristic of single-family design Roof top equipment grouped and screened from view	Block pattern of 200-400 feet Neighborhood center pattern: individual buildings organized around a small street and/ or plaza setting Overall continuity: Separated buildings with stepped and differentiated building heights and roof forms Landmark building features and focal points, vertical bays and offset planes within buildings Building Base Continuous facades at plaza / neighborhood street	Block pattern of 200-400 feet Main Street pattern: appearance of having developed over time with individual buildings in blocks Overall continuity: Buildings in very close proximity, vertical bays and offset planes within buildings Building Base Continuous facades, sidewalk and streetscape uninterrupted by driveways Building wall located at sidewalk

	T1	T2	T3	T4	T5	T6
Land Use Designation(s)	National Forest	Open Space Institutional Public	Low Density Residential 1 and 2 Institutional Public	High Density Residential 1 and 2 Resort	Commercial 1 Resort	Commercial 2 North Village Specific Plan
					<p>Clear (not tinted) storefront windows facing street and plaza with neighborhood commercial</p> <p>Entrances prominent and facing the street</p> <p>Service/mechanical areas located behind buildings and screened</p> <p><u>Building Middle</u> Pattern of windows, wall panels, pilasters based on structural spacing and within building bays</p> <p>Projecting bay windows and balconies</p> <p><u>Building Top</u> Graceful termination to building bays</p> <p>Significant differentiation between building bays and wings</p> <p>Combination of steeply, moderately, and slightly pitched roof forms</p>	<p>Clear (not tinted) storefront windows facing street with retail uses</p> <p>Entrances prominent and facing the street</p> <p>Service and mechanical areas located behind buildings and screened</p> <p>Parking underground or behind buildings</p> <p><u>Building Middle</u> Pattern of windows, wall panels, pilasters based on structural spacing and within building bays</p> <p>Projecting bay windows and balconies</p> <p><u>Building Top</u> Graceful termination to building bays</p> <p>Minor differentiation between building bays</p> <p>Parapets and flat roofs, limited gable and hip roofs</p>

	T1	T2	T3	T4	T5	T6
Land Use Designation(s)	National Forest	Open Space Institutional Public	Low Density Residential 1 and 2 Institutional Public	High Density Residential 1 and 2 Resort	Commercial 1 Resort	Commercial 2 North Village Specific Plan
					Detailed design encouraged Proportional architectural elements encouraged Roof top equipment grouped and screened from view	Detailed design encouraged Proportional architectural elements encouraged Roof top equipment grouped and screened from view

Figure 1: Building Form

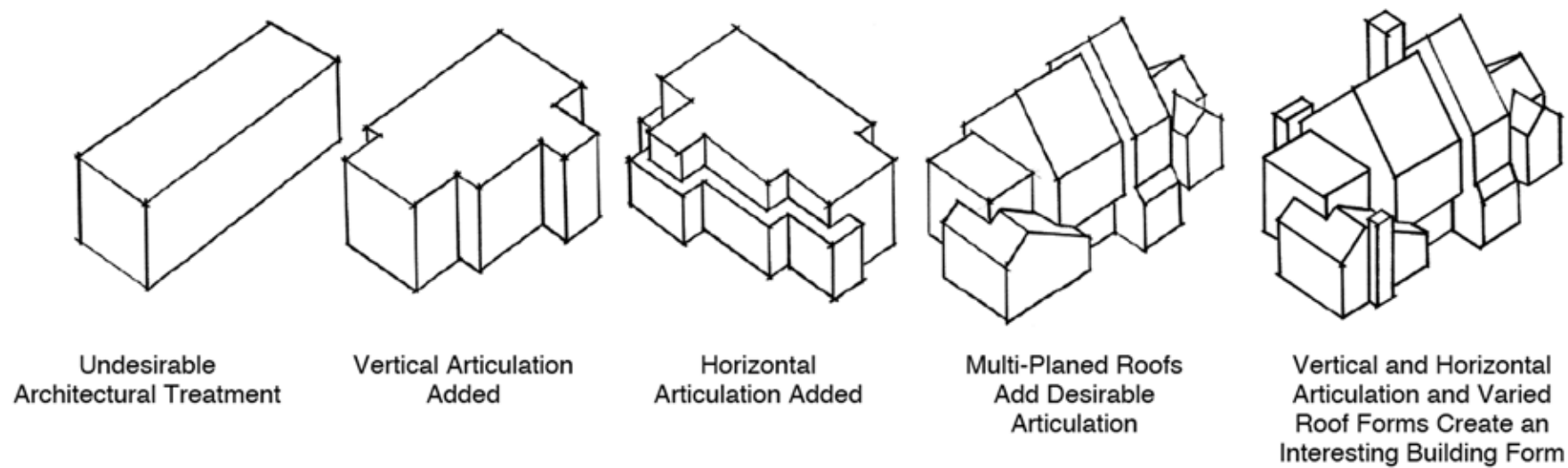


Figure 2: Building Base, Middle and Top

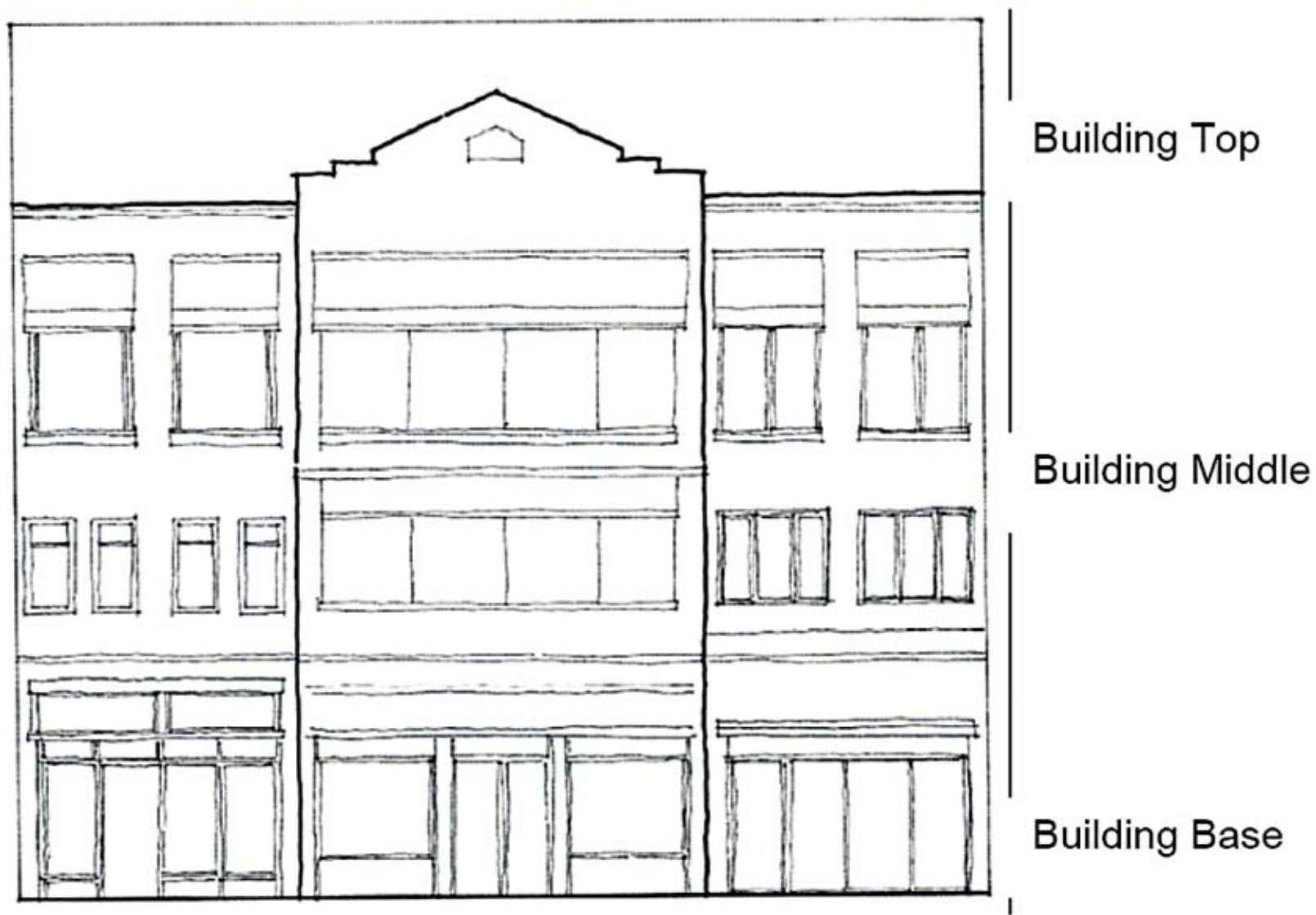


Figure 3: Commercial Building

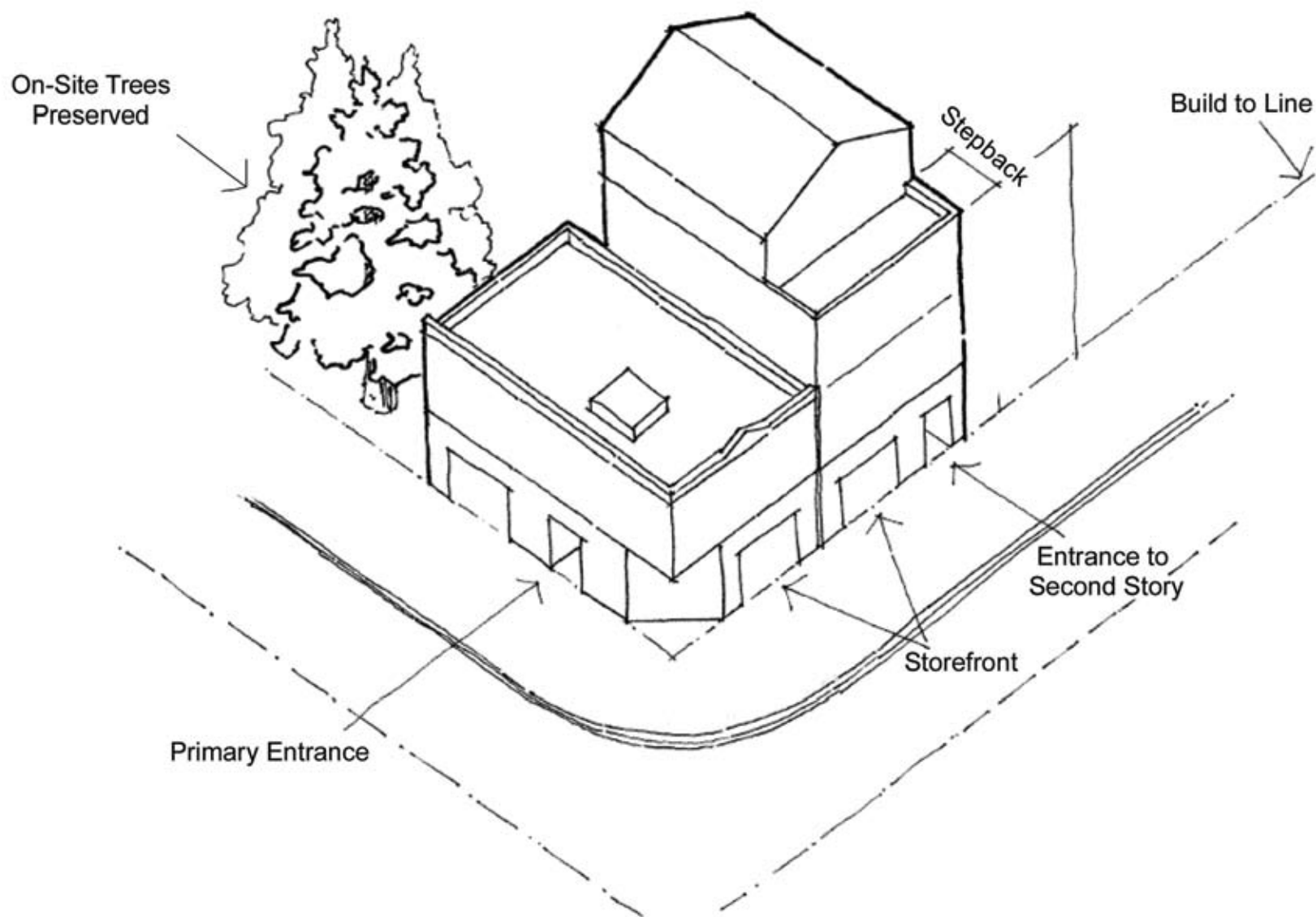
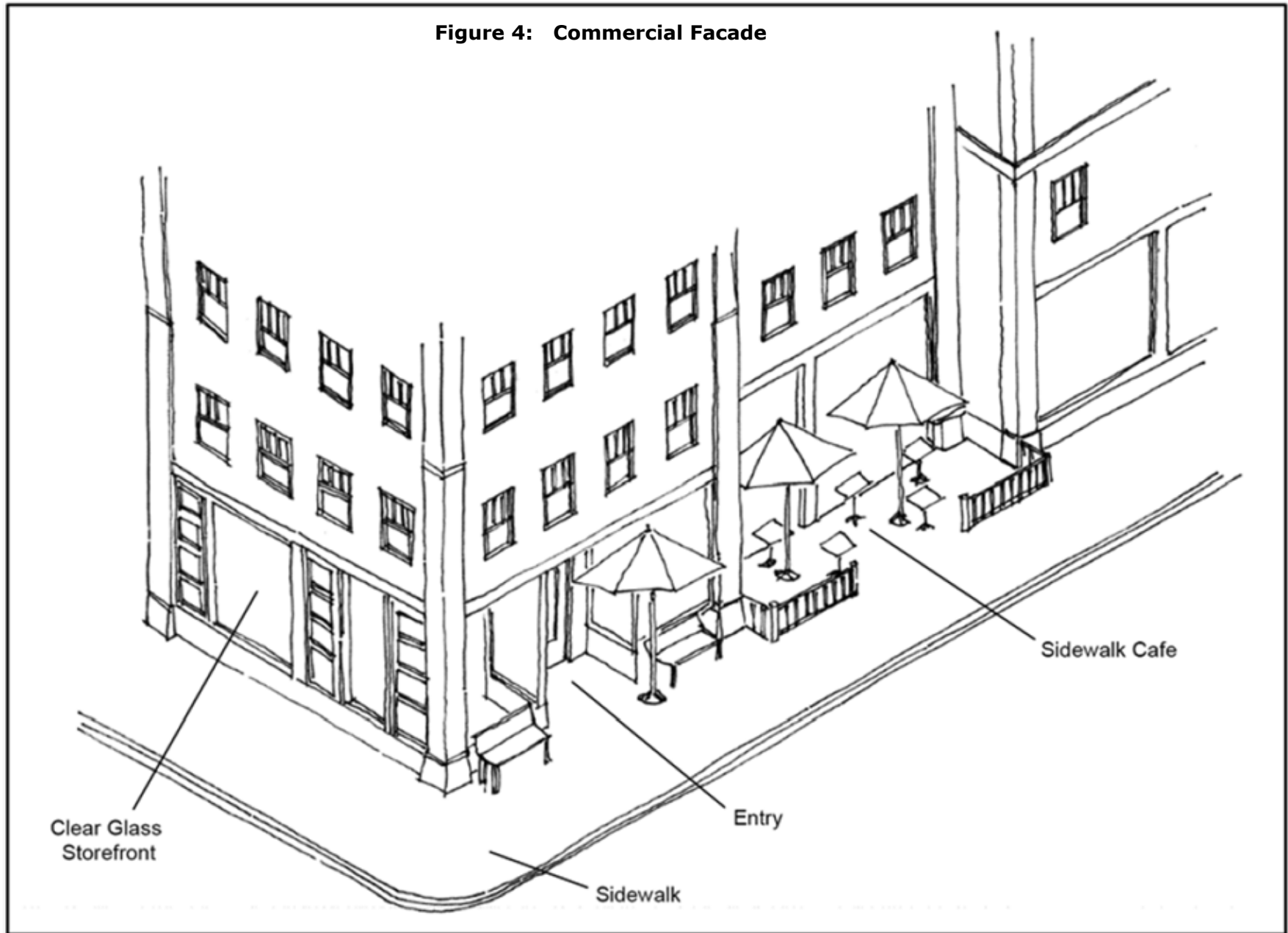


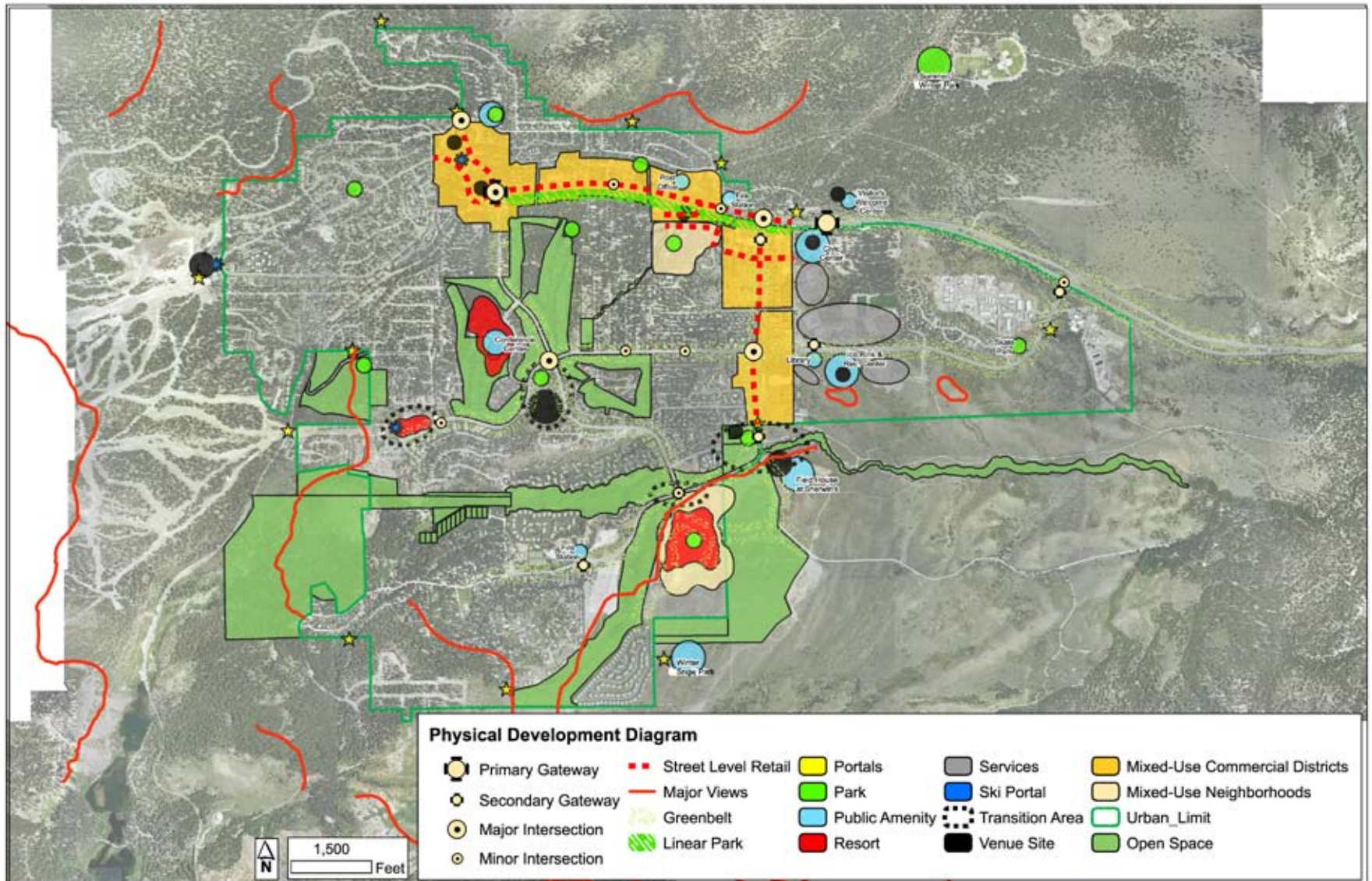
Figure 4: Commercial Facade



APPENDIX C: PHYSICAL DEVELOPMENT CONCEPT

The Physical Development Concept organizes and describes the most important ideas that can guide the future evolution of the community. This diagram is focused on the areas that are expected to undergo the most change. The following are the major ideas:

1. Resort (in red) and commercial (in yellow) districts are identified because these districts are where the greatest amount of change is expected to occur. These are connected mixed use infill areas. Commercial districts are identified with street level retail (red dashed line) on primary pedestrian routes to encourage attractive and walkable pedestrian environments that support local restaurants and shops. Resort districts should add value to the overall community through programs, facilities and recreational activities that serve both residents and guests.
2. Workforce housing is essential to the community by providing affordable living for people who live and work in Mammoth Lakes. Existing and future mixed use neighborhoods, such as the large undeveloped Shady Rest site, have great potential to be locals' workforce neighborhoods.
3. Future public amenities (in blue), some of which are also future venue sites (in black), include winter snow parks, an ice rink and recreation center, a conference center and the future Civic Center, all of which are highly desired by the community and are important facilities for economic sustainability and to create a livable community.
4. Entrances demonstrate community pride.
5. Parks, linear parks and greenbelts are essential to sustain the mountain resort character of the community by protecting and enhancing open space, planting trees, and promoting landscaping and pedestrian promenades adjacent to the street. Linear parks and greenbelts also provide physical connections between parks, public lands, services, and amenities.
6. Open space and major views are identified because of the high value placed on open space and majestic views by the community. Open space areas, such as Mammoth Creek, are also considered sensitive lands that should be protected and enhanced.
7. Portals to public lands are very important to the community since they allow access to public lands that provide tremendous year-round recreational opportunities. These portals should be protected and enhanced to allow for safer and more convenient access.



Community Character Images

The Community Character Images create a visual representation of different places, buildings, facilities, and activities, emphasizing their unique characteristics and qualities. These images help to refine community design expectations with the community's likes and dislikes.

Winter and Summer Recreation

Mammoth Lakes is active and diverse. An emphasis within the community is the wide variety of outdoor winter and summer activities. As our community and culture mature and evolve, so will our desire and need for indoor and outdoor activities, cultural activities, daytime and nighttime activities, and entertainment. Some of these activities are:

- downhill skiing and snowboarding
- cross-country skiing
- back-country skiing & snowboarding
- sledding
- snowshoeing
- dog sledding
- snowmobiling
- sleigh rides
- soccer
- racquetball
- restaurants
- bars
- night clubs
- ice skating
- hockey
- swimming
- conference centers
- performing arts
- outdoor festivals
- street and mountain biking
- touring
- day and backcountry hiking
- walking
- in-town trails with interpretive signage
- parks
- golf
- motocross
- off-highway vehicles
- kayaking
- fishing
- camping
- climbing
- tennis
- fall colors viewing
- birding
- equestrian activities
- health and fitness
- movie theaters
- cultural entertainment

Mammoth Lakes Image Board - Winter Activities



Mammoth Lakes Image Board - Summer Activities



Public Spaces

The most important places in a community are its public spaces. In Mammoth Lakes, public spaces complement and are a part of the town's natural mountain setting. All public spaces should be designed as functioning spaces with a high aesthetic value in order to enhance the image of the town. Public spaces should also be designed to support special events. A variety of spaces should be programmed, including large, unstructured open areas, ceremonial civic center spaces, active commercial plazas, and most importantly streets, which serve as the town's greatest public space.



The Good

- ✓ Large sidewalks and plaza
- ✓ Area for strolling, shopping, socializing, and special events
- ✓ Landscaped
- ✓ Decorated seasonally



The Good

- ✓ Pedestrian space created between buildings
- ✓ Public amenities provided
- ✓ Spire provides a focal point
- ✓ Lighting provided
- ✓ Outdoor dining



The Good

- ✓ Space can support public events and gatherings
- ✓ Usable year-round (with snow removal)
- ✓ Pedestrian-friendly (seating areas, food service)
- ✓ Flowerpots and surrounding trees
- ✓ Attractive pattern of hardscape (sculptural quality)

The Bad

- ✗ Snow removal difficult
- ✗ Icy steps could be safety issue



The Good

- ✓ Complements natural setting
- ✓ Area for large events or gatherings
- ✓ Trees provide natural weather protection

The Bad

- ✗ Not usable year-round
- ✗ Minimize lawn area to reduce water usage

Commercial Corridor

Commercial corridors are framed around public streets and should be designed to create a sense of scale and a pleasing pedestrian environment. Commercial corridors should have street level retail that is designed to be attractive with a high level of detail and active storefront uses.

The commercial corridor should be walkable, vibrant, colorful and most importantly, it should be enjoyed and continuously used by people.

In Mammoth Lakes, small-scale buildings with varied architecture that have offices, residential and visitor accommodations above ground floor retail will place people into the commercial corridor, activating it and supporting retail services.

Buildings within the commercial corridor should have interesting architecture and varied roof forms with accentuating physical landmarks at intersections, street corners and other appropriate locations. The streetscape should be safe and designed and detailed for the pedestrian. This includes street furniture and pedestrian comforts, street trees, flowers and planters, intricate sidewalk surfaces and public art.



The Good

- ✓ Varied façade (different building bays)
- ✓ Vertical features
- ✓ Unobtrusive roof
- ✓ Detailed design elements add to building interest
- ✓ Entrances and window details at pedestrian level

The Bad

- ✗ Roofs all nearly the same height



The Good

- ✓ Buildings appear predominately vertical
- ✓ Varied façade and building bays; colors break up building mass
- ✓ Range of roof heights and variety of roof forms
- ✓ Roof provides habitable space



The Good

- ✓ Varied building heights and façades
- ✓ Clearly defined storefronts
- ✓ Street trees
- ✓ Views of hills maintained



The Good

- ✓ Protected pedestrian corridor at ground level
- ✓ Variation of colors
- ✓ Windows broken up into smaller sections

The Bad

- ✗ Appears as a single large mass; no vertical or horizontal variation in façade
- ✗ Long flat roof line
- ✗ Storefront display windows are not highly visible
- ✗ Materials not appropriate to natural setting (wood, wood-like materials or stone)



The Good

- ✓ Varied façade
- ✓ Front entrances are landscaped
- ✓ Paved walkways and covered entries
- ✓ Subdued colors highlight design details and landscaping



The Good

- ✓ Varied building heights
- ✓ Wide and patterned sidewalk
- ✓ Visible storefronts
- ✓ Pedestrian welcoming (benches, awnings, and planter walls)
- ✓ Sidewalk flowerpots and plantings
- ✓ "messy vitality"

The Bad

- ✗ No overhangs to provide pedestrian protection
- ✗ No distinct building base
- ✗ Signage appears cluttered



The Good

- ✓ Varied design features
- ✓ Corner of building accented
- ✓ Varied façades
- ✓ Cohesive arrangement of windows and doors
- ✓ Flowerpots, plantings and street trees

The Bad

- ✗ Corner feature squat and bulky
- ✗ Narrow sidewalks
- ✗ Material not appropriate to natural setting (wood, wood-like or stone)
- ✗ Not indigenous trees



The Good

- ✓ Corner design feature and building are well integrated
- ✓ Architectural details
- ✓ Street trees

The Bad

- ✗ Materials not appropriate to natural setting (wood, wood-like or stone)
- ✗ Views of hills are partially blocked

Building Form

The creation of lasting well-designed buildings is paramount. The principles of good design are well known: a well-detailed, high quality building base that grounds each structure and provides pedestrian scale, a middle that establishes a rhythm of building form and mass, and a building top that gracefully terminates the building.

The building form should give a sense of focus, organization and drama to the building. In all cases, the appearance of heavy, massive and blocky buildings should be avoided. The extruded, double-loaded corridor, ubiquitous building form with the appearance of a static ridgelines is not encouraged. Rather, buildings should be stepped, modulated and have varied roof forms.

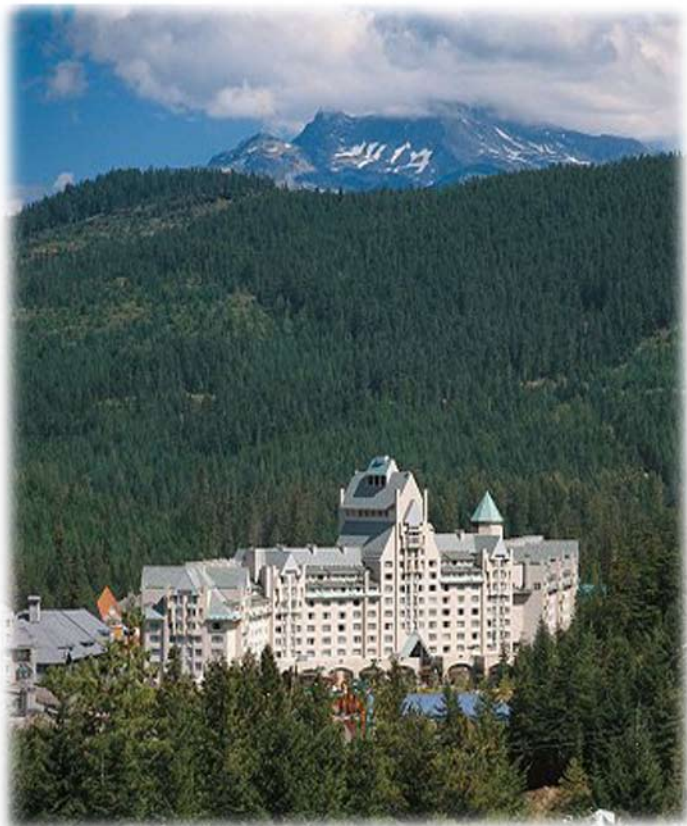


The Good

- ✓ Distinctive building base, middle and top
- ✓ Varied building façade
- ✓ Attractive variety of roof planes and forms
- ✓ Consistent architectural features
- ✓ Architectural details

The Bad

- ✗ Canopy roof not integrated
- ✗ Some blank wall areas
- ✗ New addition has fewer design details
- ✗ Materials not appropriate to natural setting (wood, wood-like materials or stone)
- ✗ Lighting is not shielded or down-directed



The Good

- ✓ Building height steps down somewhat from higher center to lower ends
- ✓ Varied building form
- ✓ Varied roof line and roof planes

The Bad

- ✗ Building mass, scale and color dominate the natural setting
- ✗ Appears as a single large mass
- ✗ Building façade not varied
- ✗ Roof forms are not integrated
- ✗ Materials not appropriate to natural setting (wood, wood-like materials or stone)
- ✗ No focal point



The Good

- ✓ Design is integrated into the natural setting and complements it
- ✓ Rugged distinctive architecture
- ✓ Varied building heights (steps down at ends)
- ✓ Natural materials (wood and stone)
- ✓ Consistent design details in scale with building

Landmarks

Landmarks are unique forms that create a memorable and positive image about the community. Iconic architecture should be sited at special points within the community such as significant intersections, terminal viewpoints within town and at places of high community value and importance.

Landmarks and the architecture of the community should complement and be respectful of the natural setting. In most cases, buildings should be at or below the height of the tree canopy.

At the town's landmark locations, the built environment should be designed to reinforce the town's sense of place. Landmarks should be designed to create cherished memorable places that people want to return to and visit again.



The Good

- ✓ Spires create vertical accent and landmark
- ✓ Building size does not dominate the natural setting
- ✓ Dark roof
- ✓ Only the building spire is taller than the tree canopy

The Bad

- ✗ Too high contrast between light building color and surroundings



The Good

- ✓ Landmark location (base of a mountain)
- ✓ Varied roof forms and façade

The Bad

- ✗ Dominates the natural environment
- ✗ Appears as a single large building mass
- ✗ No focal point of building
- ✗ Too tall (entire mass of building is high above tree canopy)



The Good

- ✓ Articulated, well-designed spire
- ✓ Unique and appropriate to culture and history
- ✓ Appropriate location (end of main street)

The Bad

- ✗ Design and materials not appropriate for Mammoth Lakes



The Good

- ✓ Majority of building below tree canopy (a percentage of building mass is visible above the trees)
- ✓ Dynamic building outline with varied roof forms and planes
- ✓ Colors and materials blend with surroundings



The Good

- ✓ Dark roof

The Bad

- ✗ Building size, height, location and colors dominate the natural setting
- ✗ Built on prominent ridgeline with no landscaping to integrate building to surroundings

Civic Architecture

Civic building design in Mammoth represents rugged mountain architecture and recognizes successful historic patterns of the town. Civic buildings should be articulated, elegant, and designed to create a sense of permanence and strength. Civic buildings should include a building base designed for pedestrians with a high level of detail and quality materials. Landmark features should be integrated into civic architecture and places.

The future Civic Center should embody the natural setting and spirit of the town and be attractive, welcoming, accessible and a symbolic center for the community. Places like the future Civic Center should be designed as one cohesive element with commonality in building form and appropriate building placement and hierarchy. The Civic Center should reinforce the site and civic function as a gateway to town.



The Good

- ✓ Entrances signify strength
- ✓ Strong sense of welcome and warmth
- ✓ Use of natural materials (wood and stone)
- ✓ Balanced and dignified design with a presence of grandeur



The Good

- ✓ Distinctive civic architecture
- ✓ Symbolic of culture and history
- ✓ Appropriate roof features
- ✓ Public plaza and public art

The Bad

- ✗ Not an appropriate architectural style for Mammoth Lakes or pertinent to local history



The Good

- ✓ Simple, strong design
- ✓ Consistent use of materials
- ✓ Natural materials



Resort Character

Mammoth Lakes, a small and remote community, requires resort facilities to be sustainably designed and have a low impact on the environment. Resort areas and facilities should emphasize a partnership of resources and allow joint-use for public and private entities to the long-term benefit of the community.

Resort areas should also diversify the year-round recreational opportunities for the community's residents and visitors as noted in the Parks, Open Space and Recreation Element. Recreational opportunities include cross-country skiing, snowshoeing, sleigh rides, horseback riding, fishing, tennis, hiking, golf and many others.

Development proposals are expected to add value to the overall community with shared programs serving guests and residents that are integrated to form a seamless community. Development will add to the commercial, cultural and recreational activities and facilities that already exist within the community. Every development proposal should be particularly well-designed in context of:

- setting
- site planning
- architectural design
- building program
- operations



Cultural facility (Anderson Ranch in Snowmass, CO)



Indoor ice rink facility
(Breckenridge, CO)



Resort amenities such as tennis, golf, swimming and ice skating



Equestrian field house
(Fork Stables, NC)



Expanded Nordic skiing and snowshoeing



Classifications

The following roadway classifications are used in the town of Mammoth Lakes:

TABLE 1: Roadway Classification Definitions					
Roadway Type	Function	Access	Typical Spacing of Access Points	Lanes	Discussion
Arterial	Provides moderate volume connections between activity centers and connections for collectors to highways.	Can intersect with any facility, through access to local roads, and driveways should be minimized.	1 mile	2 to 4 lanes	Traffic signals typically spaced at 1/4 to 1/2 mile intervals
Collector	Serves as low-volume connector between local streets and arterials; also provides access to parcels.	Access is not restricted.	1/2 mile	2 lanes	Controlled by two-way or four-way stop signs or traffic signals 1/4 mile intervals
Local	Provides access to parcels.	Access is not restricted.	200 to 500 feet	2 lanes	Local roadways
Rural	Provides access to remote, scenic, or recreational areas.	Access is not restricted.	Varies	2 lanes	Local roadways
Source: California General Plan Guidelines					

Arterials

Major streets with two to four lanes, augmented with turning lanes and controlled intersections, carrying high volumes of traffic to and from local and collector streets. Arterial roadways in Mammoth Lakes consist of the following:

- Main Street (State Route 203) to 8.5 miles west of U. S. 395 (Mono-Madera County Line)
- Minaret Road
- Meridian Boulevard
- Old Mammoth Road east of Waterford Avenue
- Mammoth Scenic Loop

Collectors

Two-lane streets for traffic moving between arterial and local streets augmented at intersections, which provide access for major land use areas. Collector streets in Mammoth Lakes consist of the following:

- Old Mammoth Road west of Waterford Avenue
- Canyon Boulevard
- Lakeview Boulevard
- Forest Trail
- Majestic Pines Drive
- Kelley Road to Lake Mary Road
- Lake Mary Road
- Azimuth Drive
- Chateau Road
- Sierra Park Road
- Laurel Mountain Road
- Sierra Nevada Road
- Tavern Road
- Waterford Avenue

Local

Local streets are public and private two-lane streets providing direct access to residential properties and providing access from residential areas to collector or arterial streets.

Rural

Roads providing access to remote, scenic or recreational areas, and to very low density residential areas. Rural roads on USFS land contiguous to Mammoth Lakes include the following:

- Sawmill Cutoff Road
- Mammoth Creek Road
- Sherwin Creek Road

At present, all of the roadways in the town provide one through lane in each direction, other than the following roadways:

Two Through Lanes in Each Direction

- Main Street east of Minaret Road
- Minaret Road from Main Street north 0.1 mile
- Meridian Boulevard west of Sierra Park Road

One-way Street:

- Rainbow Lane between Canyon Boulevard and Mammoth Slopes Drive

Traffic is controlled by signals at the intersections of Main Street/Old Mammoth Road, Main Street/Minaret Road, Minaret Road/Meridian Boulevard, Meridian Boulevard/Old Mammoth Road, and Canyon Boulevard/Lake Mary Road. The intersection of Meridian Boulevard/Sierra Park Road is controlled by four-way stop signs. Other intersections along the arterial roadways are controlled by stop signs on the minor intersecting street approaches.

Parking

Parking in Mammoth Lakes is provided largely in private lots. In addition to the substantial parking lots provided at ski access portals, private parking facilities are provided at commercial centers. There is one park-and-ride facility in town located on the corner of Tavern Road and Old Mammoth Road, located adjacent to a transit stop.

Parking along streets is generally prohibited though out the winter with the exception of several business districts that have restricted parking.

Existing parking lots in the town are well utilized during periods of peak visitor activity. The public has noted that traffic congestion in and around the town is caused in part by a shortage of accessible private and public parking. The town typically experiences an overflow parking demand during peak periods because there is limited on-site overnight and overflow parking.

Transit

There are currently a number of public and private transit operations serving the town:

- The Mammoth Area Shuttle (MAS) system, operated by the Mammoth Mountain Ski Area, provides winter public transit service to a variety of ski, recreational, dining, lodging, and retail areas, carrying over 700,000 passenger-trips annually.
- During the summer months, the U. S. Forest Service funds a shuttle bus program, which operates a visitor shuttle from Mammoth Mountain Inn to Reds Meadow and Devils Postpile National Monument.

- Condominiums and hotels provide on-demand shuttle services for their guests.
- Mammoth Mountain and June Mountain ski areas provide scheduled shuttle service restricted to ski area employees between Bishop, Mammoth Lakes, and June Lake.
- Taxicab service is offered on a metered, demand-responsive basis. These providers also offer shuttle service to the Reno.
- Inyo-Mono Transit (IMT) contracts with the Town of Mammoth Lakes to provide a Dial-a-Ride service Monday to Friday between the hours of 7 a.m. and 5 p.m. This door-to-door service functions on an on-call basis. This system was expanded to provide fixed-route service during the months that the Mountain's transit service is not in operation.
- Spring, summer and fall, the Town of Mammoth Lakes provides scheduled fixed-route service throughout the centralized portion of the community during the months that the Mountain's townwide transit service is not in operation.
- IMT is also servicing the town of Mammoth Lakes with a variety of daily regional and commuter transit services which run from Bishop to Bridgeport.
- Mammoth is also serviced by Carson Ridgecrest Eastern Sierra Transit (CREST), along the U.S. Highway 395 corridor from Ridgecrest to Reno.
- YARTS provides summer weekend shuttle service to and from Yosemite.

Non-scheduled regional and inter-regional transit service is provided by private charter lines, with the majority typically originating from the Los Angeles and San Diego areas. Private charters originate less frequently from Las Vegas and the Bay Area. According to the Mammoth Lakes Visitors Bureau, approximately 20 to 30 buses per day serve Mammoth Lakes in the summer months, averaging 40 persons per bus. In the winter months, there are approximately 10 to 15 buses per day, averaging 40 persons per bus.

General Bikeway Plan

Biking, including organized bike races, has become an increasingly popular activity in and around the town. The General Bikeway Plan, updated in May 2002, provides a comprehensive plan for bicycle facilities, focusing on direct and convenient routing for the commuting cyclist.

The following explains the bicycle path classification system, as outlined in the California Department of Transportation Highway Design Manual:

Class I (Bike Path): Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity,

or in some instances, serve as direct high-speed commute routes if cross-flow by motor vehicles and pedestrian conflicts can be minimized.

Class II (Bike Lane): Provides a striped lane for one-way bike travel on a street or highway. Bike lanes are established along streets in corridors where there is significant bicycle demand and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each.

Class III (Bike Route): Class III is similar to the Class II facility, except that the shoulder area is shared with vehicles. Class III lanes should be designated with signs only when no convenient alternate route exists and, where necessary, for route continuity.

Bicycle touring also occurs on roadways where the shoulder may or may not be wide enough to safely accommodate bicyclists. Much of the mountain biking activity occurs on numerous trails and roads on public lands. Mammoth Mountain Ski Area operates a mountain bike park in the summer months, which uses trails and roads on Mammoth Mountain.

Trail System Master Plan

The Town of Mammoth Lakes Trail System Master Plan (MLTSMP) adopted in May 1991 focuses on non-motorized facilities for alternative forms of transportation including pedestrians, bicyclists, and cross-country skiers. The MLTSMP would connect and pass through a series of parks and open space areas, having numerous access points in and around the town. Non-motorized facilities are more than recreational facilities; they provide important public access in our compact community and relieve congestion. A comprehensive trail system for pedestrians, cycling, and cross-country skiing will reduce auto travel as well as provide important recreational amenities for visitors and community residents. Experience in similar resort communities has indicated a direct economic benefit from expansion of the trail system.

Sidewalk Master Plan

In an effort to further develop an extensive pedestrian system, the Town adopted a comprehensive Sidewalk Master Plan in July 2003. This plan provides for walkways in all of the commercial corridors and along all arterial and collector roadways.

Aviation

The Mammoth Yosemite Airport is an important asset to the community. Located eight miles east of town, the airport is a FAA certified commercial airport currently offering charter services. In the past, limited commercial air service has been available to southern and northern California. Scheduled air service was last available in 1996. Plans are currently being formulated to reinstate seasonal scheduled air service. The Mammoth Yosemite Airport is owned and operated by the Town of Mammoth Lakes. The Mammoth Yosemite Airport provides an important link in the statewide aeronautics system. Pilots flying the Owens Valley-Long Valley corridor along the Eastern Sierra front find the airport to be vital in avoiding rapidly shifting weather conditions. The airport is subject to the Federal Aviation Regulations (FAR) Part 139, which sets standards for the operation and safety of airports with small commercial carriers. Under FAR Part 139, the Mammoth Yosemite Airport is required to have established procedure manuals, as well as crash, fire, and rescue equipment.

Additionally, there is a helipad adjacent to the town that is operated by the Forest Service and Bureau of Land Management (primarily for fire fighting purposes). In 2000 the Mammoth Lakes Hospital removed the helipad at that location.

In 1998, the Mono County Airport Land Use Commission adopted an Airport Land Use Plan (ALUP) for the Mammoth Yosemite Airport. This plan provides for major development and expansion of the airport terminal area, including a hotel, major infrastructure improvements; aircraft support facilities, and passenger terminal. The plan also establishes specific land use policies to protect the public welfare and the safety of aircraft operations.

Level of Service

The Level of Service (LOS) standard is used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

Traffic Level of Service

A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Level of Service A

Represents free flow of traffic. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

Level of Service B

The range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

Level of Service C

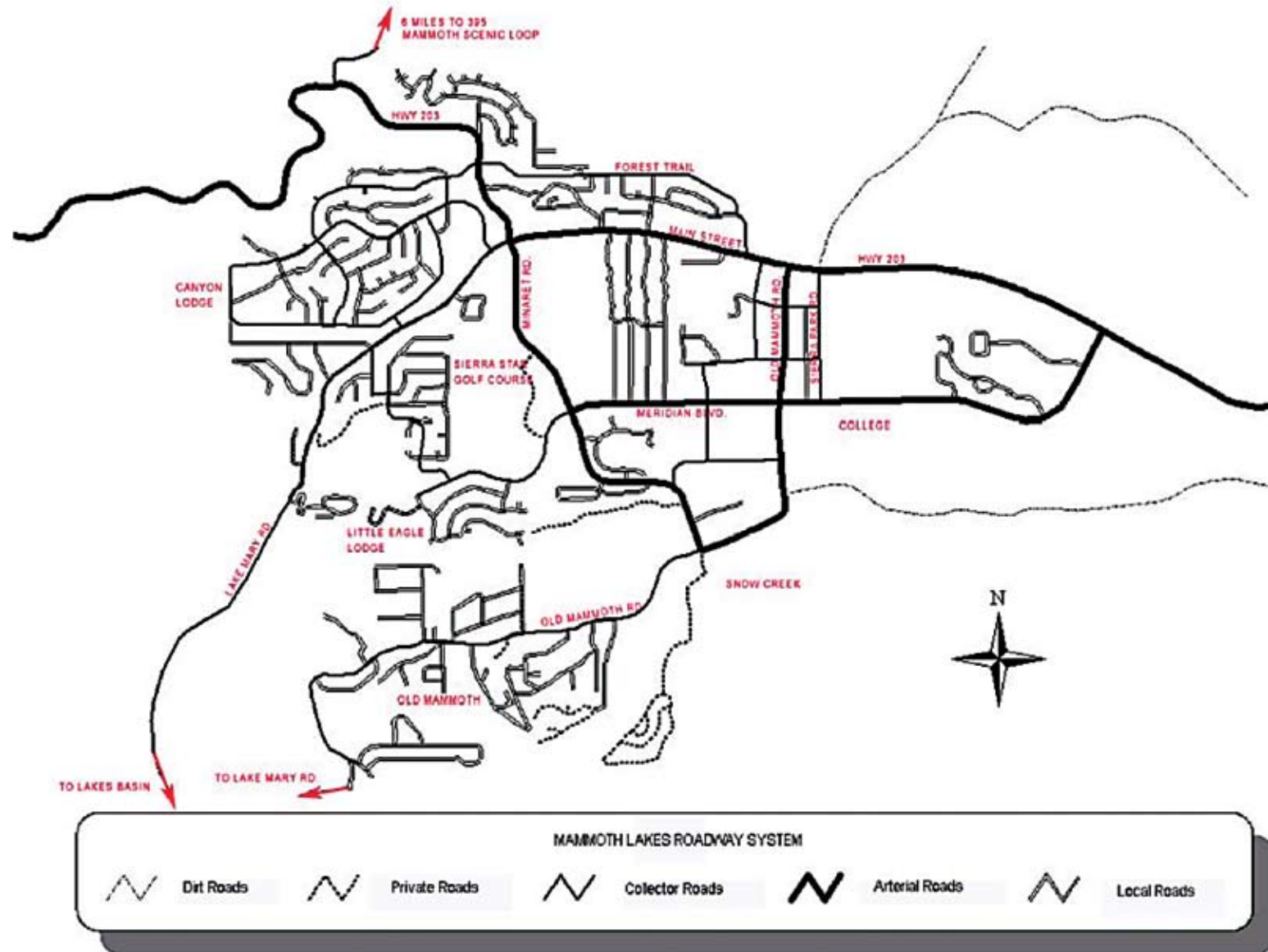
In the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

Level of Service D

Represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

Level of Service E

Represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely



difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

Level of Service F

Used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount, which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. LOS F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow, which causes the queue to form, and LOS F is an appropriate designation for such points.

APPENDIX E: USEFUL TERMS FOR UNDERSTANDING THE GENERAL PLAN

Active Recreation

Recreational activities that require the use of organized play areas, such as playing fields, swimming pools, and tennis courts. Contrasted to “passive recreation” which does not require the use of such areas.

Action

An action is a program, implementation measure, procedure, or technique intended to help to achieve a specified goal (see “Goal”) or policy (see “Policy”).

Adverse Impact

A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordable Housing

Housing restricted to rental rate or sales price based upon household income and size criteria as defined by the state of California or the Town of Mammoth Lakes.

Affordability Requirements

Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low, low and moderate income households for a specified period.

Amenity

A feature that provides comfort, convenience or pleasure.

Amendment

A formal Town Council change or revision to the General Plan, including either the Plan’s text or its maps.

Appropriate

An act, condition or state that is considered suitable.

Archaeological Resource

Material evidence of past human activity found below the surface of the ground or water, portions of which may be visible above the surface.

Articulated Buildings

Buildings that are clear, distinct and precise in relation to other parts.

Auto-oriented

A form of development dependent on auto traffic and presumes people will use cars to travel to and from the site.

Average Household Size

The number of persons in the town living in households divided by the total number of households in the town. Excludes persons living in group quarters.

Base Flood

In any given year, a 100-year flood that has one percent likelihood of occurring and is recognized as a standard for acceptable risk. (See also “Floodplain”).

Best Management Practice (BMP)

Methods, measures or practices designed to prevent or reduce water pollution.

Bikeways

A term that encompasses bicycle lanes, bicycle paths and bicycle routes.

Bluff

The edge of a topographic feature such as a hill, cliff or embankment with steep slopes rising above the river corridor floodplain.

Building Height

The vertical distance from natural grade adjacent to the structure to the topmost point of the building. Chimneys and similar appurtenances may project a maximum of two feet above the stated height limit in any zone.

Build-out

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

California Environmental Quality Act (CEQA)

State law requiring State and local agencies to regulate activities with consideration for environmental protection, and requiring the preparation of an Environmental Impact Report (EIR) if the potential for a significant adverse environmental impact exists.

California Department of Transportation (Caltrans)

State agency responsible for the construction, maintenance, planning and management of major transportation facilities in California.

Capital Improvement Program

A program administered by the Town that schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually for conformance to and consistency with the General Plan.

Center

Commercial and mixed use areas of the town that serve as the focus for community life, may serve the region, the town, general neighborhoods, or a single neighborhood.

Center-based Child Care

Child care services that are provided from a designated facility rather than in a private residence.

Character

The aggregate of features and traits that form the individual nature of some person or thing.

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area and/or avoiding sensitive biological or scenic resources and hazards.

Commercial Strip

A land use pattern characterized by continuous automobile-dependent commercial frontage, usually dominated by front parking lots and long, low buildings oriented towards a highway or arterial street.

Community Benefit

A community benefit as used in this plan is a project component(s) that enhances the tourism, community, or environmental objectives of the Town through the provision of amenities, services, or environmental benefits above and beyond those required to meet the incremental demand of the project itself. These amenities, services, and environmental benefits include, but are not limited to those listed under Community Character on page 24 of this General Plan.

Community Noise Equivalent Level (CNEL)

A 24-hour energy equivalent level, as a measure of the cumulative noise exposure in a community, that is derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7pm to 10 pm) and nighttime (10pm to 7am) periods, respectively, to allow for greater sensitivity to noise during these hours.

Compact Development

A development philosophy that emphasizes infilling of vacant and underutilized lots before expanding the boundaries of the urban area, and encourages higher residential densities and non-residential development intensity as a means of conserving open space and supporting public transit.

Compatible

Capable of existing together without significant conflict or ill effects.

Conservation

The management of natural resources to prevent waste, destruction or neglect.

Consistent

Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Corridor

A linear feature located along a major thoroughfare, which provides both connectivity and identity to the community at its entry point. Is considered one of the building blocks of the community, along with neighborhoods, centers, districts and gateways. There are also natural, linear open space and riparian habitat corridors, such as that associated with the Mammoth Creek and other waterways.

Cultural Resources

Includes historic, archaeological and paleontological resources as well as human remains.

Curb Lane

Portion of a street next to the curb that can be used for on-street parking or auto or bicycle travel.

Decibel (dB)

Decibel, a unit used to express the relative intensity of a sound as it is heard by the human ear. The lowest volume a normal ear can detect under laboratory conditions is 0 dB, the threshold of human hearing. Since the decibel scale is logarithmic, 10 decibels are ten times more intense and 20 decibels are a hundred times more intense than 1 db.

dBA

The “A-weighted” scale for measuring sound in decibels, weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness even though the noise is actually ten times more intense.

Design Guidelines

Provisions guiding the design of buildings that are not mandatory but may be used by Staff, the Town’s advisory boards and commissions, and the Town Council in evaluating projects.

Design Review

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. “Design Control” requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. “Design Review” usually refers to a system established in the Municipal Code, whereby projects are reviewed against certain standards and criteria by a specially established design review board or other body such as the Planning Commission.

Development

The physical extension and/or construction of urban land uses. Development activities include subdivision of land, construction or alteration of structures, roads, utilities, and other facilities, installation of septic systems, grading, deposit of refuse, debris, or fill and clearing of natural vegetative cover for non-agricultural purposes.

District

A portion of a community identified on the locality’s zoning map within which one or more principal land uses are permitted along with their accessory uses and any special land uses permitted by the zoning provisions for the district.

District Plan

Also called area plan or neighborhood plan. This plan serves as a bridge between the general plan and individual project reviews. A district plan is a tool that looks at a particular geographic area and can be a focused special study, a master plan, a specific plan, or a separate policy document.

Drought-tolerant Landscaping

Landscaping that minimizes water requirements and consumption through plant selection, design, installation, and management. Also known as xeriscape.

Dwelling Unit

A single residence or accommodation designed for occupancy by one household.

Easement

The right to use property owned by another for specific purposes, such as access to another piece of property, conveyance of storm water, or transmission of gas or electricity.

Economic Development Strategy

A strategy to identify and prioritize opportunities to increase the economic base within the community.

Ecosystem

An interacting system formed by a biotic community and its physical environment.

Emergency Preparedness

The act of planning and preparing for a natural or man-made disaster, such as an earthquake or fire.

Emergency Management Plan

Town of Mammoth Lakes document that includes provisions for pre-disaster planning, evacuation, communication, shelter, welfare, public health and safety, and post-disaster recovery.

Employee Housing

Living quarters or dwellings for the local workforce.

Encourage

To promote, advance, or foster. Indirect action verb indicating that the Town does not have the primary responsibility of the Policy or Action.

Enhance

To make greater as in value, beauty or effectiveness.

Entryway/Entry Statement

Signify entry or exit ways or a change of district; some are located at intersections, and should communicate a statement of the community’s and/or district’s character.

Environmental Impact Report (EIR)

An informational document that provides decision makers and the public with information about the effects a proposed project is likely to have on the environment, ways these effects may be minimized and alternatives to the proposed project. The document is prepared consistent with the provisions of the California Environmental Quality Act (CEQA).

Environmentally Sensitive Area

Areas that have limited suitability for development due to their natural resource values, such as wetlands, steep hillsides and distinctive wildlife habitat areas.

Environmental Review

Process through which the Town of Mammoth Lakes, following the procedures of the California Environmental Quality Act (CEQA), evaluates a project for its potential impacts on the environment.

Feasible

Capable of being done, executed or managed successfully considering physical, financial, scheduling and other constraints.

Focused Special Study

A study focused on a particular geographic area or issue area. A special study provides background information to be used in policy development and project evaluation. It is not a policy or regulatory document.

Flood Control

Any of a number of structural or non-structural measures designed to divert or contain floodwater and prevent flooding.

Floodplain, (100-year)

The area which has a one percent chance of being inundated during any particular 12-month period. The risk of this area being flooded in any century is one percent, but statistically, the risk is almost 40 percent in a 50-year period.

Focal Point

A center of interest or activity, a point of convergence and social interaction. A focal point can range in size and type from the largest, such as a town core, to the smallest, such as a small neighborhood park. (See also "Center" and "Node")

Fractional Use Project

"Fractional-use project" is one in which a purchaser receives the right to the recurrent, exclusive use or occupancy of a unit or room annually or on some other periodic basis. The term includes but is not limited to time-share estate, interval ownership, fractional ownership, vacation license, vacation lease, club membership, time-share use, or uses of a similar nature, as defined in Section 11003.5 of the state of California's Business and Professions Code.

Frontage

The part of a lot that touches a road, street or watercourse, it is often described as a specific amount such as "60 feet of frontage."

Gateway

A point along a roadway at which a motorist or pedestrian gains a sense of having entered the town or a particular part of the town. This impression can be imparted through such things as signs, monuments, landscaping, a change in development character or a natural feature such as a creek.

General Plan

A compendium of Town policies regarding long-term development, in the form of maps and accompanying text. The Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the Town Council.

Geologic Hazard

Any public safety hazard associated with geologic forces, including landsliding, mudsliding, surface rupture, groundshaking, liquefaction and erosion and sedimentation.

Geothermal energy

Power generated from natural steam, hot water, hot rocks, or lava in the Earth's crust. In general, geothermal power is produced by pumping water into cracks in the Earth's crust and then conveying the heated water or steam back to the surface so that its heat can be extracted through a heat exchanger, or its pressure can be used to drive turbines.

Glare

A very harsh, bright, dazzling light.

Goal

A goal is a specific condition or end that serves as a concrete step toward attaining a guiding principle. Goals are intended to be clearly achievable, and, when possible, measurable.

Green Building

A whole systems approach to the design and construction of buildings and communities with the ultimate goal of meeting current needs while minimizing impacts to natural resources, other species and future generations. Effective environmental design and sustainable development are reflected in site planning, project design, choice of materials, construction techniques, energy efficiency and water conservation among other aspects.

Groundwater

Water under the Earth's surface, often confined to aquifers, capable of supplying wells and springs.

Groundwater Recharge

The process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water holding aquifers that provide underground storage.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Material

An injurious substance including pesticides, herbicides, poisons, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals and nuclear fuels.

Heritage

Valuable items such as buildings or literature that are passed on from one generation to another.

Household

All persons occupying a single dwelling unit.

Housing Element

An element of the General Plan that includes technical, socioeconomic and housing data as well as more detail on the Town's housing programs and meets State requirements for Housing Elements.

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, environmental, social or economic conditions.

In-lieu Fee

Cash payments that may be required of an owner or developer as a substitute for dedication of land or physical improvements, usually calculated in dollars per lot or square foot of land or building area.

Incentive

A reward or bonus offered by the Town to encourage the private sector to take an action that would be less likely otherwise.

Inclusionary Housing

Housing that is built as a result of local regulations that require a minimum percentage of all units in developments exceeding a certain size to be affordable to low and moderate income households.

Infill

Development of individual vacant lots or leftover vacant properties within areas that are already developed.

Infrastructure

Public services and facilities such as sewage disposal systems, water supply systems, other utility systems, and roads.

Integrated

Combining or coordinating separate elements so as to provide a harmonious interrelated whole.

Landmark

A building or other place that is of outstanding historic, aesthetic, or cultural importance and often declared as such and given a special status, ordaining its preservation, by some authorizing organization.

Land Use

The occupation or utilization of an area of land for any human activity or any purpose.

Land Use Designation

One particular category in a classification series of appropriate use of properties established by the General Plan Land Use Element.

Level of Service (LOS) Standard

A standard used by government agencies to measure the quality or effectiveness of a municipal service such as police, fire, or library, or the performance of a facility, such as a street or highway (See Appendix D).

Light Pollution

All forms of unnecessary and undesirable light in the night sky around and above us including glare, light trespass, sky glow and over-lighting. Excessive light and glare can be visually disruptive to humans and nocturnal animal species, and often reflects an unnecessarily high level of energy consumption.

Liquefaction

The transformation of loose, water-saturated granular materials (such as sand or silt) from a solid into a liquid state, which may occur during major earthquakes.

Live/Work

A development type designed so that persons may live and work in the same space, often in former commercial or industrial buildings renovated for habitation.

Lodging

Visitor accommodations such as hotels and motels, available for transient visitor use and not usable for permanent residency. Lodging facilities have an on-site front desk and service available 24-hours a day.

Long-term Parking Facility

A lot or structure dedicated to all day automobile parking.

Master Plan

This is a set of specific development criteria tailored to an individual property or group of properties. It is adopted by ordinance and constitutes site specific zoning for the subject properties. Master plans must be consistent with the general plan and the underlying zoning. The term master plan also includes the term development plan.

Median

1.) The paved or landscaped area on a major roadway that separates traffic moving in opposing directions. 2.) The point at which one-half of a set is greater and one-half is less, such as median income or median rent.

Mid-Block Connectors

A break in a large block to allow for pedestrian access.

Minimize

To reduce or lessen but not necessarily to eliminate.

Mitigate

To ameliorate, alleviate or avoid to the extent reasonably feasible.

Mixed Use

A development type in which various uses, such as office, retail, and residential, are combined in the same building or within separate buildings on the same site or on nearby sites.

Mobility

The ability to move from one place to another, or to transport goods from one place to another.

Native Plants

Plants indigenous to an area or from a similar climate and requiring little or no supplemental irrigation once established.

Natural Preserve

An area designated as open space to be managed and protected for its habitat and natural values.

Natural Reserve

An area designated as protected open space for specifically identified purposes and uses such as research or education.

Negative Declaration

A finding under the procedures of the California Environmental Quality Act that a proposed project will not have a significant effect on the environment and does not require preparation of an Environmental Impact Report.

Neighborhood

A part of the town defined by distinct characteristics and boundaries and considered as familiar territory by its residents.

Neighborhood Center

A small retail center with a primary trade area limited to the immediately surrounding area, often anchored by a grocery or drug store and may include a variety of smaller retail shops and offices oriented to the everyday needs of surrounding residents. Also called "Neighborhood Shopping Center."

Node

A nucleus within a community area, where social or commercial activity occurs. May be a specific gathering place, a significant point of activity or a central junction. Contributes to a sense of a cohesive and distinct place. (See also "Center" and Focal Point")

Noise

A sound of any kind, especially one that is loud, unwanted or disagreeable.

Noise Compatibility

The relationship between land uses and ambient noise levels. For example, residential uses are considered to be less compatible with high noise environments than industrial uses.

Noise Ordinance

Locally adopted legislation that regulates noise-producing activities.

Non-automobile Mode

Any mode of transportation that does not use private automobiles, includes bicycling, walking, buses and trains.

Non-conforming Use

A use that was valid when brought into existence but by subsequent regulation becomes no longer conforming. Typically, non-conforming uses are permitted to continue for a designated period of time subject to certain restrictions.

Non-indigenous Landscaping

Landscaping that is not native to an area and typically requires more water than naturally occurring vegetation. Also called "exotic" or "non-native" landscaping.

Non-point Source

Sources of air or water pollution that enter the environment from dispersed sources such as pollution tainted storm water runoff from streets and parking areas, rather than at a single point such as an industrial facility discharge pipe.

Non-renewable Resource

Natural resources such as fossil fuels and natural gas, that once used cannot be replaced and used again.

Off-peak

Not being in the period of maximum use. For traffic, generally refers to the weekday periods before and after the morning and evening traffic to and from mountain portals.

Off-street Parking

Parking that is provided outside of the right-of-way of a public street, typically in a surface parking lot or parking structure.

On-street Parking

Parking that is provided within the right-of-way of a public street, typically in designated parallel or diagonally striped spaces adjacent to moving traffic lanes.

Open Space

Land managed by the Town or set aside by easement, dedication, or other means of preservation for the purpose of providing protected open areas within the town. Such designation is intended to protect significant vistas, wildlife movement corridors, biological resource areas and to accommodate recreational uses. Types include pristine open space, biological resource areas, managed resource areas, and parks and recreational areas.

Overlay

A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner or applies additional policies or requirements for new development.

Parcel

A lot or contiguous group of lots in single ownership or under single control, usually considered a unit for purposes of development.

Park

An area of land, usually in a largely natural state, for the enjoyment of the public, having facilities for rest, passive and active recreation. It may also have athletic fields, play equipment, and programmed activities.

Parking, Shared

Parking spaces assigned to more than one use where persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Parkland

Land managed by the Town for recreational use by its residents and visitors. This definition includes designated active and passive parks, but does not include lands owned and managed by entities other than the Town of Mammoth Lakes.

Passive Recreation

Recreation activities that require limited physical exertion on behalf of the participant. Examples of passive recreation activities include bird watching, walking or photography.

Pedestrian-oriented Design

An approach to site and neighborhood design intended to facilitate movement on foot in an area, as opposed to design that primarily serves automobile movement. Examples of pedestrian-oriented design include pathways following the most direct route from sidewalk to front door, continuous building streetwalls with shop windows, outdoor cafes, street trees and benches.

People at One Time (PAOT)

Used in this General Plan as an estimate of the number of people – permanent residents, second homeowners, and visitors – residing (lodging) in the town on an average winter Saturday night.

Planning Area

The Planning Area is the land area addressed by the General Plan. The Planning Area does not lead to regulatory powers outside of the Town limits. Instead, it signals to the County and to other nearby local and regional authorities that town residents recognize that development within this area has an impact on the future of their community, and vice versa.

PM-10

Particulate matter less than 10 microns in diameter includes a wide range of solid and liquid inhalable particles, including smoke, dust, metallic oxides, and aerosols.

Pocket Park

Very small landscaped area or plaza in an urban area, providing visual relief, passive recreation (sunbathing, reading, dining, etc.), nature enjoyment or a public gathering space.

Point Source

Sources of air or water pollution that enter the environment at a single point such as a smokestack or drain pipe rather than in a dispersed manner.

Policy

A specific statement of principle or guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets, in order to meet its goals and objectives before undertaking an action program.

Program

An action, activity, or strategy carried out in response to an adopted policy to achieve a specific goal or objective. Policies and programs establish the “who,” “how” and “where” of goals and objectives.

Promenade

A public area set aside as a pedestrian walk.

Public Art

Artwork in the public realm, regardless of whether it is situated on public or private property or whether it is acquired through public or private funding. Can be a sculpture, mural, manhole cover, paving pattern, lighting, seating, building facade, kiosk, gate, fountain, play equipment, engraving, carving, fresco, mobile, collage, mosaic, bas-relief, tapestry, photograph, drawing, or earthwork. In many instances, public art has become a major source of identity for a community.

Peak Hour

For any given traffic facility, the daily 60-minute period during which traffic volumes are the highest.

Pedestrian-oriented

Form of development that makes the street environment inviting for pedestrians. Commercial areas may be characterized by special sidewalk pavement, zero front and side yard setbacks, buildings of varied architectural styles, street-facing window displays, an absence of front yard parking, benches and other amenities. Residential areas may be characterized by sidewalks, parkways, front porches, low fences, lighting and other amenities.

Performance Standards

Zoning regulations that allow uses based on a particular set of standards of operation rather than on the particular type of use, and may be established to limit noise, air pollution, emissions, odor, glare, vibration, dust, dirt, heat, fire hazards, waste, traffic generation, and visual impact.

Plaza

A public square or open space in a city or town.

Public Space

A place that is open and available to the general public where anyone has a right to use without being excluded.

Public Way

A public path, walkway, street, alley, trail or other publicly owned space through which people have the right to pass.

Regional Center

A commercial activity center of townwide and regional significance, with a mix of shopping, offices and some housing.

Remote Parking

A parking lot on a site other than the property that it serves, usually at a substantial distance and often connected by shuttle bus.

Renewable Resource

Natural resources, such as water and air, that can be replaced by natural ecological cycles or sound management practices.

Residential Neighborhood

Areas of the town characterized by housing, parks, and public facilities. Boundaries are based on patterns of land subdivision and public perceptions about where one neighborhood stops and another begins.

Right-of-way

The strip of land over which certain transportation and/or other public facilities are built including roads, railroads and utility lines.

Roundabout

Circular intersection or traffic circle where the intersection is designed around a central island. Drivers, yielding to cars already in the roundabout, join the traffic that is circulating counterclockwise and exit roundabout via desired street.

Scale

The relative proportion of the size of different elements of the built environment to one another; the measurement of the relationship of one object to another.

Scenic Corridor

A thoroughfare or principal route of high scenic value with expansive views and/or notable landscaping and streetscape. Often a defining feature and valued community asset, contributing strongly to sense of place and community character.

Scenic Route

A highway, road or drive that, in addition to its transportation function, provides opportunities for the enjoyment of scenic resources, views and access to areas of exceptional beauty or historical interest.

Sensitive Receptor

Used in noise analyses to describe any land use that is susceptible to the effects of loud noise, including hospitals, nursing homes, schools, child care facilities and residential areas.

Setback

The horizontal distance between two points such as a property line and a structure.

Shall

That which is obligatory or necessary.

Shopping Center

In Mammoth Lakes, a group of commercial establishments planned, developed, owned or managed as a unit with off-street parking provided on the site.

Short-term Parking Facility

A parking area designed for rapid turnover where the duration of stay is usually short (e.g., less than two hours).

Should

Signifies a directive to be honored in the absence of significant countervailing considerations.

Shoulder Season

The travel season that falls between low and high seasons. The shoulder seasons for Mammoth include spring and fall.

Shuttle Bus

A bus or van service that transports passengers between or among fixed stops for free or fare.

Sign Ordinance

Local legislation regulating the location and design of signs.

Signage

General term referring to public and private signs and their design attributes.

Significant Adverse Impact

A substantial detrimental effect on the environment as determined by application of the California Environmental Quality Act that may include impacts on air, water, or land resources, among others.

Single Family

A dwelling unit intended for occupancy by one family that may be independent from any other structure or that may share common walls with an adjoining structure.

Single Family Detached Home

A dwelling unit intended for occupancy by one family that is structurally independent from any other dwelling unit.

Solid Waste

General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes and wood.

Source Reduction

Minimizing the quantity of total waste generated by reducing the use of non-recyclable material, replacing disposables and products with reusable materials, reducing packaging, reducing the amount of organic wastes generated, purchasing repairable items and using products and materials more efficiently.

Special Status Species

Any plant or animal species identified by the state or federal governments as rare, endangered or threatened; such species require protection and conservation due to their rarity, scarcity or danger of extinction.

Specific Plan

A specific plan is authorized and described in state planning law. It provides a higher level of detail than a general plan for a geographic area within a community. A specific plan includes all elements of a general plan and, if adopted by resolution, becomes a detailed policy document for the area covered by the plan. If adopted by ordinance, a specific plan also constitutes the zoning for the area covered by the plan. Specific plans must conform to the general plan.

Sprawl

Haphazard growth or outward extension of a community resulting from uncontrolled or poorly managed development. Sprawl is partially the byproduct of the highway and automobile, which have enabled development to spread in all directions.

State Implementation Plan

State Plan required by the Federal Clean Air Act to attain and maintain national ambient air quality standards, adopted by local air quality districts and the State Air Resources Board.

Steward or Stewardship

Responsibility for taking good care of resources entrusted to one. Related to the environment, the concept of responsible caretaking based on the premise that we do not own resources but are managers responsible to future generations for their condition. The concept of land as a resource and our responsibility to wisely manage that resource as well as our responsibility to future generations for the condition of that resource when we leave it.

Storm Drain

A device used to capture storm water runoff, usually from streets or other non-permeable surfaces, and transport it via pipes to ditches, creeks, channels, and other drainage courses.

Storm Drainage Master Plan

Town of Mammoth Lakes document setting priorities and identifying long-range improvements to the Town's storm drainage system.

Street Furniture

Street side features intended to enhance the street's physical character and be used by pedestrians such as benches, trash receptacles, kiosks, lights and newspaper racks.

Streetscape

The space between the buildings on either side of a street that defines its character. The elements of a streetscape include:

- Building Frontage/Facade
- Landscaping (trees, yards, bushes, plantings, etc.)
- Sidewalks
- Street Paving
- Street Furniture (benches, kiosks, trash receptacles, fountains, etc.)
- Signs
- Awnings
- Street Lighting

Street Trees

Trees planted in medians or along sidewalks in the public right-of-way that are intended to enhance the visual quality of a street, provide shade, absorb pollutants and noise, and provide habitat for urban wildlife.

Sustainable or Sustainability

Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Development

Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Telecommuting

Using computers, telephones, modems, fax machines and other telecommunications devices to connect to a workplace from a remote location (such as home) rather than physically being in that workplace.

Through-traffic

Traffic with both origins and destinations outside a particular area of reference such as a town or neighborhood.

Title 24

Regulations adopted in 1977 by the California Energy Commission; contains prescriptive standards for wall, ceiling, and floor insulation, vapor barriers, glazing, infiltration, climate control systems and water heating equipment.

Town

Town with a capital "T" generally refers to the Mammoth Lakes Town government or administration. Town with a lower case "t" may refer to the community or the geographical area of Mammoth Lakes (e.g. the town's scenic resources).

Town Limits

The legal boundaries of the geographical area subject to the jurisdiction of Mammoth Lakes Town government. For example, development applications for properties located within the Town limits must be reviewed by the Town.

Traffic Calming

Refers to measures that make permanent physical changes to streets to slow traffic and/or reduce volumes. It can also include education and enforcement measures to promote changes in driver behavior.

Trail

A general term describing any route which is intended for use by bicyclists, equestrians, hikers or joggers.

Trail System

The system of trails intended for bicyclists, equestrians, hikers or joggers.

Transect

A geographical cross section of a region used to reveal a sequence of environments. For human environments, this cross section can be used to identify a set of habitats that vary by their level and intensity of urban character. A continuum that ranges from rural to urban.

Transfer of Development Rights (TDR)

Program in which a landowner's development rights are relocated from a site where development is considered undesirable (due to environmental impacts) to another site chosen based on its ability to accommodate more development.

Transit Corridor

A major bus or rail route; it may also be used to describe land uses along the route.

Transit-oriented Development

Form of development that maximizes investment in transit infrastructure by concentrating the most intense types of development around transit stations and along transit lines. Development in such areas is designed to make transit use as convenient as possible.

Transitional Housing

Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing.

Transportation Demand Management (TDM)

Transportation Demand Management or TDM (also called Mobility Management) refers to various strategies that change travel behavior (how, when and where people travel) in order to increase transport system efficiency and achieve specific objectives such as reduced traffic congestion, road and parking cost savings, increased safety, improved mobility for non-drivers, energy conservation and pollution emission reductions.

Trip Reduction

An approach to reducing traffic congestion that minimizes the necessity of driving alone.

Urban Growth Boundary

A planning tool used to set the maximum extent of an area to be developed.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered and/or enlarged in accordance with the Town zoning ordinance and General Plan land use designations.

User-friendly Transit

Transit that is designed to be safe, convenient and easy to use; may also include use of small, environmentally friendly transit vehicles.

Vertical Curb

A curb with well-defined right-angled edges to discourage drivers from parking on the sidewalks.

Vertical Integration

The mixing of one land use over another in a building of two stories or more; for example, residential units over a retail store.

Vibrant

Pulsating with vigor and energy, exciting, stimulating, lively.

Viewshed

An area of land, water and other environmental elements visible from a fixed vantage point.

“Village in the Trees”

A landscape that is not dominated by the built environment.

Vision

A shared dream of the future characterized by long-term idealistic thinking. Provides the foundation for the development of the goals, policies and actions.

Walkable Neighborhood

An area designed and constructed in such a way as to provide and encourage pleasant, easy and efficient pedestrian movement.

Wastewater Recycling

The practice of using highly treated effluent from a wastewater treatment plant for landscape irrigation and other non-potable purposes.

Water Resources

Term used to collectively describe groundwater (aquifers), surface water (bays, rivers, creeks, oceans, etc.), precipitation and water supply.

Wetland

A lowland area such as a marsh that is saturated with moisture for all or part of the year. Standards for defining wetland boundaries consider hydrology, vegetation, and soil conditions.

Zoning

The division, by ordinance or other legislative regulation, of a town or Town into districts or zones that specify allowable uses for real property and size restrictions for buildings constructed in these areas; a program that implements the land use policies of the General Plan.

Zoning District

A designated area of the town for which prescribed land use requirements and building and development standards are or will be established.

Zoning Map

Map that depicts the division of the town into districts or “zones” in which different uses are allowed and different building and lot size restrictions apply.

Zoning Ordinance

A set of land use regulations enacted by the Town to create districts that permit certain land uses and prohibit others. Land uses in each district are regulated according to type, density, height and the coverage of buildings.



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Community Development Dept.**

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