

Note - The following changes have been made by the CAC at its August 2, 2005, meeting. Any approved deletions are shown as ~~striketroughs~~. Any proposed additions are shown as underlined text. Any proposed changes that were changed back to the original text are shown in *bold italics*.

Gerry Le Francois, Planner.

JUNE LAKE POLICIES¹

BACKGROUND

In 1991, after a lengthy information collection process and numerous community meetings, the Mono County Board of Supervisors adopted the June Lake Area Plan to guide June Lake's future development. Throughout that process, transportation issues were identified as a particular concern in the June Lake Loop. The Area Plan's Circulation Element, which is multi-modal in nature, addressed transportation issues on a general policy basis.

The June Lake Multimodal Plan tiers off of the adopted Circulation Element to update and more specifically address issues previously identified. The June Lake Multimodal Plan was incorporated into the RTP in a prior update. Since the adoption of the June Lake Area Plan, some transportation issues have evolved to the point where specific projects or programs have been developed to implement some of the Plan's existing policies. The Multimodal Plan expands upon and supplements the existing Circulation Element with specific projects and additional actions. The Multi-modal Plan serves as June Lake's transportation policy for both the RTP and the June Lake Area Plan's Circulation Element.

GOAL

Provide and maintain a multi-modal circulation system and related facilities that promote the orderly, safe, and efficient movement of people, goods, and services, and preserve the mountain village character of June Lake.

OBJECTIVE A

Promote the development of a multi-modal circulation system that reduces vehicular congestion and enhances safety and accessibility.

Policy 1: Seek alternative funding mechanisms for circulation and related improvements.

Action 1.1: Continue to investigate and where feasible, implement the use of zones of benefit, assessment districts, *redevelopment areas*, mitigation fees, *sales tax initiatives*, and other financing alternatives for new roadway construction such as in the Petersen Tract road pavement project.

Action 1.2: Coordinate with the Local Transportation Commission in the planning of, and funding for, June Lake circulation improvements.

¹ These policies are from the June Lake Multi-modal Transportation Plan.

- Action 1.3:* Provide a roadside recreation facility, including parking areas, restrooms, and interpretive facilities adjacent to the June Lake Ballfield. Continue to seek ~~grant~~ funding alternatives ~~from the environmental enhancement and mitigation program and other sources~~ for the facility's development.
- Policy 2:* New roadway developments shall conform to adopted County Road Standards and, where applicable, the special June Lake roadway standards (See Table 176).
- Action 2.1:* As a condition of development approval, require that roadways meet Mono County standards. If, due to topography, physical constraints, lot size, or existing built areas, construction to county standards is not feasible, allow for alternative road designs and maintenance mechanisms as approved by the Department of Public Works (See Objective B).
- Policy 3:* Ensure, where feasible, that the sight distance at major ingress and egress points is adequate. If conditions prevent adequate sight distances, signs noting the presence of access points should be erected.
- Action 3.1:* Use the development review process to ensure that new connections with S.R. 158 provide adequate sight distance.
- Policy 4:* Promote traffic safety and sight-seeing opportunities by maintaining low travel speeds along Highway 158 and North Shore Drive .
- Action 4.1:* Continue enforcing current speed limits.
- Action 4.2:* Work with Caltrans to construct, where feasible, roadside turnouts that are consistent with current scenic highway/byway designs. Turnouts may serve to allow faster vehicles to pass, to provide additional vantage points to appreciate the scenic beauty, and to accommodate public transportation facilities. Turnouts could also form the basis for the proposed loop-wide system of self-guided interpretive tours using audio tapes, brochures and roadside exhibits.

TABLE 176 SUMMARY OF COUNTY ROADWAY STANDARDS FOR JUNE LAKE

Special County Roadway Standards for June Lake were developed in 1981 to take into consideration the Loop's topography and land ownership constraints. Relative to countywide standards, June Lake standards allow for slightly narrower rights-of-way and paved cross sections.

Collector/Residential -- Roadway serving any number of residential lots and functioning as a residential collector.

- 1) Minimum Rights-of-Way -- 60 feet.
- 2) Width of Pavement -- 26 feet.

Arterial/Commercial -- County maintained roadway designed as arterial roadway to provide access into and /or through a commercial area.

- 1) Minimum Rights-of-Way -- 60 feet.
- 2) Width of Pavement -- 40 feet.

Refer to: County of Mono Road Improvement Standards (1981) for additional guidance.

- Action 4.3:* Work with Caltrans and the USFS to include Highway 158 and North Shore Drive in State and Federal Scenic Highway/Byway Programs, which provide funding opportunities for scenic overlooks, road signing and interpretive displays. The scenic highway/byway program should include the existing developed facilities shown in Figure 7 and listed in Table 18.
- Action 4.4:* Assist the Coalition for Unified Recreation in the Eastern Sierra (CURES) in developing the June Lake Kiosk at the south June Lake Junction into the starting and ending point of the self-guided June Lake Loop scenic highway tour. Audio cassettes and literature on the scenic features of the June Lake Loop could be borrowed and returned at the Kiosk.
- Action 4.5:* Cooperate with Caltrans, the Forest Service and the community to develop common signing and an interpretative theme for Highway 158 and North Shore Drive. The sites shown in Figure 7 and listed in Table 18 should be the basis for the future scenic highway program but should not preclude constructing additional scenic turnouts or interpretative facilities.
- Action 4.6:* Develop the June Lake scenic highway/byway program in phases as funding allows with signing taking place first, followed by interpretative facilities at existing turnouts, and then new turnouts and facilities, unless funding for specific sites in the program becomes available.

Figure 6 Leonard Avenue Existing Rights-of-Way and Potential One Way Travel Lanes

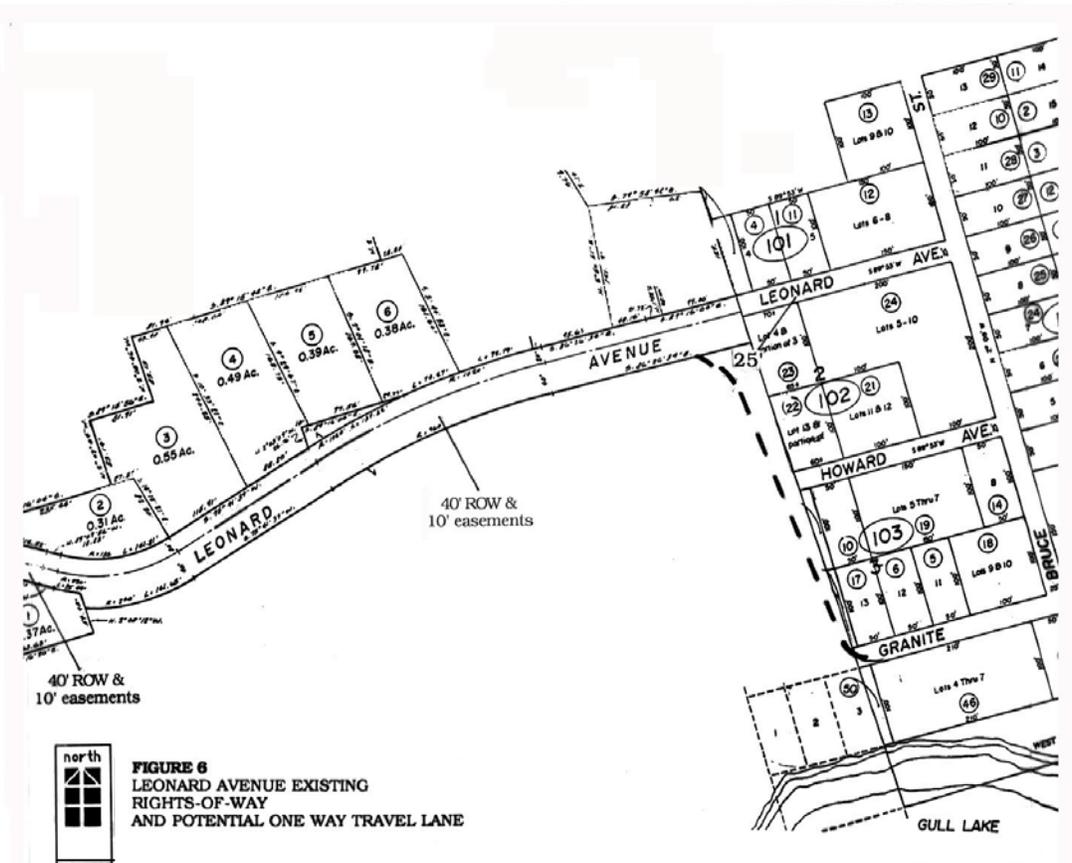


TABLE 16 ~~OH! RIDGE ROAD~~ AND LEONARD AVENUE EXISTING CONDITIONS

OH! RIDGE ROAD

The Oh! Ridge Road runs across public lands and would not be constrained by topographic features or private development if widened.

LEONARD AVENUE

Leonard Avenue is a paved two-lane roadway with a width of between 18' to 26'. From the Bruce Street intersection to the West Village, Leonard Avenue climbs a moderate hill and is bordered by existing development. The Leonard Avenue rights- of-way (ROW) vary from 25' wide at the Bruce Street intersection to an anticipated maximum of 60' through the West Village and Rodeo Grounds. The 25' wide section starts at the Bruce Street intersection and stretches for approximately 270' before the ROW widens to 40' with 10' wide snow storage easements on either side (Figure 6). From the eastside of the West Village through the Rodeo Grounds, a 60' wide ROW is anticipated. Except for the 25' wide section, it appears that adequate ROW and snow storage easements exist for widening Leonard Avenue. Near the intersection of Leonard Avenue and Bruce Street, future road widening would require the acquisition of additional rights-of-way. Another potential alternative to roadway widening would be to construct a separate southbound travel lane off of Leonard Avenue to Granite Avenue. This travel lane would separate uphill and downhill travel lanes on Leonard Avenue.

FIGURE 7 POTENTIAL SCENIC HIGHWAY FACILITIES, JUNE LAKE



TABLE 18 SCENIC HIGHWAY/BYWAY FACILITIES, JUNE LAKE

<u>SITE</u>	<u>POSSIBLE INTERPRETIVE FEATURES</u>
<u>S.R. 158</u>	
Oh! Ridge	June Lake, June Mountain Ski Area Lodge, Carson Peak, June Lake Beach
June Mt. Ski Area Parking lot	Carson Peak, Ski Area Lodge, Nature Trail
Silver Lake	Carson Peak, Silver Lake
Eire Crag	Aerie Crag , Rush Creek
Grant Lake	Grant Lake and Rush Creek, Mono Craters
Mono Craters	Mono Craters
<u>North Shore Drive</u>	
June Lake Ballfield	June Mountain Ski Area Lodge, Carson Peak, Gull Lake

Action 4.7: Develop land use policies to retain scenic views available North Shore Drive, particularly prominent visual resources in the West Village and Rodeo Grounds areas such as Gull Lake, the Gull Meadow area surrounding the north-west corner of Gull Lake, and the Rodeo Meadow area located northwest of the Rodeo Grounds land exchange. Land use policies should retain distinctive visual corridors by using appropriate design measures such as limiting building heights, requiring landscaping along the access road through developed areas, using natural topography to visually screen development, and clustering development. Other measures may include retaining existing vegetation along the alignment, limiting areas of cut and fill, using building materials and colors which blend in with the surrounding landscape and limiting intersections with arterial or collector streets. These types of measures should be incorporated into future specific plans prepared for development in the West Village and Rodeo Grounds areas.

OBJECTIVE B

Encourage alternative roadway design, improvement and maintenance programs in existing subdivisions that conform to topographical, institutional and economic constraints.

Policy 1: Limit disruption of built areas when acquiring rights-of-way by using existing road-ways and limiting on-street parking on such roadways when necessary.

Action 1.1: In situations where existing private roadways can not meet adopted County Roadway Standards - such as in the design of road improvements for substantially developed subdivisions with substandard lots and streets, where topographical/environmental constraints and existing building placement prohibit reasonable compliance - consider alternative designs prepared by or under the direction of a California registered civil engineer. Alternative designs may include one-way streets, one-way streets with turnouts, and two-way streets with reduced pavement width, snow storage easements, or rights-of-way. Alternative designs however, must provide adequate emergency access in conformance with minimum fire safe standards and snow storage and exhibit sound engineering judgment. The Mono County Department of Public Works shall review and approve all alternative roadway designs.

Policy 2: Investigate management alternatives for improving and maintaining privately owned roadways.

- Action 2.1:* Study the feasibility of allowing the County and/or Special Districts such as the June Lake Public Utility District to upgrade and maintain certain private roadways.
- Action 2.2:* Investigate the potential for community groups or associations to obtain funding for up-grading private roads.
- Action 2.3:* Require new developments proposing private roads to establish a road maintenance entity as a condition of project approval. The Department of Public Works shall review all proposed maintenance agreements.
- Policy 3: In areas constrained by limited rights-of-way, steep intersections, minimal setbacks from development, and inadequate site distances, consider adopting one-way street programs to more efficiently use existing road facilities.
- Action 3.1:* Investigate and if feasible and desirable, implement one-way streets.

OBJECTIVE C

Provide for a circulation system that facilitates commercial infill and redevelopment in the Village.

- Policy 1: Develop a Commercial District connector street connecting with S.R. 158 on both ends of the Village.
- Action 1.1:* Acquire land for constructing a connector street through the Village that would connect or provide access to public parking areas. Figure 8 shows a potential alignment generally corresponding with Crawford Avenue and also potential public parking areas. It would be necessary to acquire easements or private property for the western intersection. The final alignment of the access road and the location of parking areas would depend on the ability to acquire private property from "willing sellers." *If "willing sellers" are not found, the county may pursue condemnation to acquire property.*

- Action 1.2:* In conjunction with the connector road and the construction of replacement off-street parking, consider on-street parking restrictions on S.R. 158.
- Action 1.3:* Investigate the availability of redevelopment monies, major thoroughfare exaction monies, Caltrans and County funding, and private/public partnership funds, for financing the connector road.
- Policy 2:* Promote the development of collector streets that enhance commercial growth in the Village area.
- Action 2.1:* Consider extending Granite Avenue from Brenner Street to the proposed June Lake Village connector roadway.
- Policy 3:* Utilize *redevelopment and/or the* Specific Plan processes to develop and implement a pedestrian-oriented circulation system for the Village.
- Action 3.1:* Conduct public meetings/workshops to gauge local support for *redevelopment* of the Village.
- Action 3.2:* *If acceptable to the Community, pursue the redevelopment process recommended in the June Lake Redevelopment Feasibility Study.*
- Action 3.3:* *If redevelopment proves unfavorable to the Community,* consider using the Specific Plan process to coordinate Village capital improvements and to identify other potential funding sources.
- Policy 4:* Promote the development of crosswalks, sidewalks, neckdowns,² public siting areas, and pedestrian trails in the Village that enhance safety, compliment the non-motorized vehicle trails, and promote the Village's pedestrian atmosphere.
- Action 4.1:* Focus June Lake Village Streetscape improvement programs on enhancing the appearance and attractiveness of the existing commercial district streetscape including local streets. Streetscape programs should focus on widening the existing sidewalks, removing obstacles from pedestrian paths, developing crosswalks, developing additional public space, removing redundant driveways, promoting facade improvements, installing landscaping, and replacing the existing street lights. Street lighting guidelines and recommended landscaping species are contained in Tables 20 and 21. ~~A Preferred Alternative has been developed by the June Lake CAC and submitted as a TEA project that will implement streetscape improvements on Main Street (SR158).~~
- Action 4.2:* Work with Caltrans and the Mono County Public Works Department in developing the June Lake Village improvement program. Items to consider would include traffic safety, on-street parking, drainage, snow storage, and snow removal.

² Raised landing areas used to clearly demarcate pedestrian space and also to slow vehicular traffic.

TABLE 20 JUNE LAKE VILLAGE STREET LIGHT GUIDELINES

1. Lights should be placed at the curb to provide a visual progression down the street and to accentuate the pedestrian area.
2. The lights should be mounted between 10 to 14 feet high above the sidewalk to maintain the pedestrian scale and to keep lights out of the reach of pedestrians.
3. Lighting should be installed to illuminate the sidewalk and the street nearest the curb.
4. Electrical wires should be placed underground.
5. Spacing of light fixtures should be between 50 and 100 feet.
6. Lighting should be shaded on the top and sides, and directed downward to illuminate the street and sidewalk in a manner to prevent glare. Lights should be shielded to prevent vandalism.
7. Light poles should feature clean lines and weather resistant materials such as metal alloy or aggregate.

Action 4.3: Investigate the feasibility of a facade improvement program that provides low interest loans or grants to business owners in the June Lake Village. The program should fund improvements to the external portions of buildings and should require matching funds from eligible business owners.

Action 4.4: Coordinate a trail signing program.

Action 4.5: Delineate roadside trails along existing roadways in the June Lake Village. Potential roadside trails would include the Knoll Avenue to Granite Avenue to Gull Lake Road Loop and the Village's connector roadway. Roadside trails should be integrated with trails, trailheads or activity centers located on National Forest lands. Provide for several pedestrian access trails to link residential areas to Hwy. 158 commercial areas.

Action 4.6: If feasible, develop sidewalks along the Village connector roadway.

Action 4.7: Design and install missing sidewalk segments along Main Street.

Action 4.8: In accordance with the California Transportation Plan, work with Caltrans to implement the preferred alternative Main Street plan developed by the June Lake CAC.

Policy 5: Work with Caltrans to acquire funding for the construction of the connector road, community parking lots, and pedestrian improvements.

Action 5.1: Apply for available state and federal funding sources.

Action 5.2: Investigate other potential funding sources such as main street programs, economic development grants, rural renaissance grants, and enterprise zones.

TABLE 21 RECOMMENDED LANDSCAPING SPECIES

PRIMARY or TYPICAL

For use in raised and flush planters, may also be suitable for movable planters. All plants grow year round, feature seasonal color, require little maintenance and are low growing.

<u>Plant Type</u>	<u>Common Name</u>	<u>GENUS and species</u>	<u>Leaf/bloom period</u>
shrub	Mugo Pumilo or Mugo Mugo	PINUS mugo pumilo or PINUS mugo mugo	small evergreen
"shrub"	Lavender	LAVANDULA angustifolia 'Hidcote' or 'Munstead'	summer flowering "shrub"
bulb	Grape Hyacinth	MUSCARI armeniacum	spring blooming
bulb	Daffodils	NARCISSUS various yellow or white	spring blooming
perennial	Yarrow 'Moonshine'	ACHILLEA 'Moonshine'	summer blooming
annual	California Poppies	ESCHSCHOLZIA californica	summer blooming

SECONDARY or ADDITIONAL

For selective variety and/or use in larger planting areas in addition to typical. Some plants may require more water and/or general maintenance, however none are heavy on water or maintenance. Organized within categories roughly by order of leaf/bloom period.

<u>Plant Type</u>	<u>Common Name</u>	<u>GENUS and species</u>	<u>Leaf/bloom period</u>
tree	Colorado Blue Spruce	PICEA pungens 'Glauca'	evergreen
tree	Crabapple 'Royalty'	MALUS 'Royalty'	spring flowering/leaf color
tree	Mountain Ash	SORBUS Aucuparia	spring flowering/berries
tree	Quaking Aspen	POPULUS tremuloides	native
shrub	Juniper 'Tam'	JUNIPERUS 'Tamariscifolia'	evergreen
shrub	Mugo	PINUS mugo	evergreen
shrub	Lilac	SYRINGA, various	flowering shrub
shrub	Bridal Wreath	SPIREA vanhouttei or SPIREA prunifolia 'plena'	flowering shrub
"shrub"	Yucca	YUCCA filamentosa	flowering "shrub"
bulb	Tulips	TULIPA, various	spring blooming
bulb	Tiger Lilies	LILIUM, various	summer blooming
ground cover	Siberian Ivy	HEDERA helix 'Siberian'	evergreen
ground cover	Hen & Chicks	SEMPERVIVUM tectorum	"rock garden" succulent
ground cover	Snow-in-Summer	CERASTIUM tomentosum	spring blooming
ground cover	Yellow Sedum	SEDUM	evergreen/spring blooming
perennial	Candytuft	IBERIS sempervirens	evergreen/spring blooming
perennial	Basket-of-Gold	AURINIA saxatilis	spring blooming
perennial	Iceland Poppies	PAPAVER nudicaule	spring blooming
perennial	Blue Flax	LINIUM perenne	native/spring blooming
perennial	Columbine	AQUILEGIA, various	spring blooming
perennial	Lupine	LUPINUS, native or hybrid	spring blooming
perennial	Oriental Poppy	PAPAVER orientale	spring blooming
perennial	Sweet William	DIANTHUS barbatus	summer blooming
perennial	Daylilies	HEMEROCALLIS, various	summer blooming
perennial	Coreopsis 'Sunray'	COREOPSIS lanceolata	summer blooming
perennial	Cupid's Dart	CATANACHE caerulea	summer blooming
perennial	Shasta Daisies	CHRYSANTHEMUM maximum	summer blooming
perennial	Penstemon	PENSTEMON, various	summer blooming
perennial	Black-eyed Susan	RUDBECKIA hirta	summer blooming
perennial	Liatris	LIATRIS spicata	summer blooming
perennial	Purple Coneflowers	ECHINACEA purpurea	summer blooming
annual	Field Poppy	PAPAVER rhoeas	summer blooming
annual	Bachelor's Buttons	CENTAUREA cyanus	summer blooming
annual	Cosmos	COSMOS bipinnatus	summer blooming
annual	Sunflowers	HELIANTHUS, various sizes	summer blooming

OBJECTIVE D

Promote the development of a West Village/Rodeo Grounds circulation system that provides for multiple modes of transportation and promotes a pedestrian atmosphere.

Policy 1: West Village/Rodeo Grounds Specific Plans should provide for development that encourages visitors to leave their cars and use alternative modes of transportation such as walking, bicycling or shuttle bus service.

Action 1.1: Work with developers through the Specific Plan processes to provide pedestrian trails and amenities, bicycle/cross-country ski trails, shuttle bus facilities, and if feasible, direct ski lift access.

Action 1.2: Work with the June Mountain Ski Area in determining appropriate modes of transportation to directly link the Rodeo Grounds/West Village area to June Mountain.

OBJECTIVE E

Promote the development of a Down Canyon circulation system that improves internal circulation and winter access, while retaining the Down Canyon's rustic, residential character.

Policy 1: Improve the Down Canyon circulation system by promoting the construction of new roadways to serve new development, and paving, realigning, and widening existing roadways.

Action 1.1: Work with the Local Transportation Commission to conduct a circulation improvement alternative analysis for the Down Canyon Area. Figure 9, that depicts potential roadway alternatives, should form the basis for any future studies. Besides analyzing and then proposing roadway alternatives, the circulation study should focus on alternative funding mechanisms.

Action 1.2: Work with developers of projects with the potential to cause traffic/congestion impacts to conduct related off-site roadway improvements or contribute to a fund for roadway improvements. Under Government Code 53077, such developer contributions shall not exceed the cost of the benefit.

Action 1.3: Upgrade S.R. 158 through the Down Canyon Commercial District as new development occurs in the area.

OBJECTIVE F

Promote the development of a multi-modal circulation system that adequately provides for the needs of residents and visitors, while maintaining and protecting the June Lake Loop's natural and scenic resources.

Policy 1: Design and enforce roadway construction measures that protect natural and scenic resources.

Action 1.1: Use the development review process to ensure that road and trail crossings do not alter stream courses or increase erosion and siltation.

Action 1.2: Where feasible, use natural features to screen roadway projects.

FIGURE 9 -- POTENTIAL ROADWAY ALTERNATIVES, DOWN CANYON

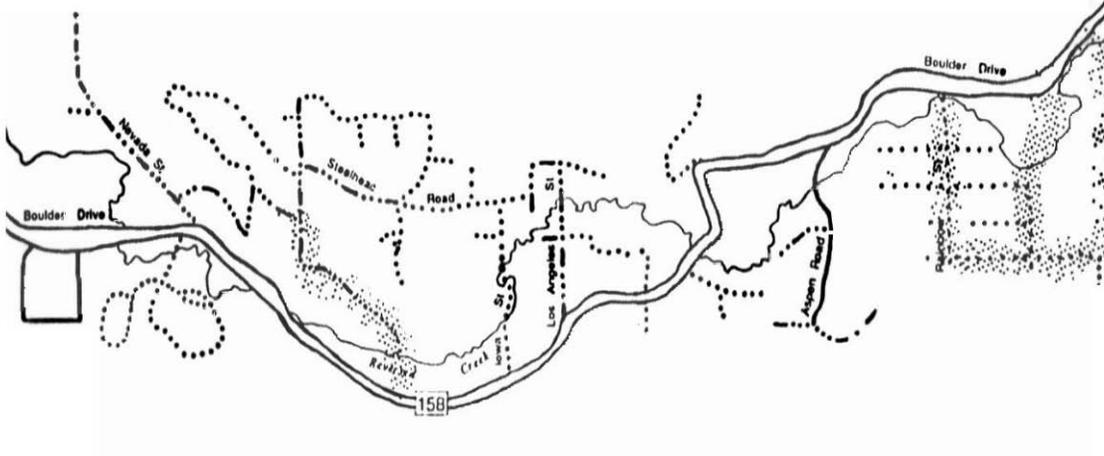


Figure 9
Potential Roadway Alternatives
Down Canyon

LEGEND

	State Maintained, Paved
	Paved
	Unpaved
	Potential Roadways

- Action 1.3:* Discourage road alignments that require large cut and fill activities in scenic areas and along hill slopes, unless necessary for safety purposes.
- Action 1.4:* Develop and implement a distinctive yet visually compatible road and signing program for the entire Loop area. Such a program should be developed in cooperation with the USFS, Caltrans and the Los Angeles Department of Water and Power.
- Action 1.5:* Investigate funding opportunities for installing road signs along private roadways. Signs installed along private roadways should be compatible with street signs installed along County maintained roads.

OBJECTIVE G

Develop a program to upgrade roadways and to vacate the County's interest in rights-of-way in areas where construction may be unfeasible due to topography or other conditions, or where access would be duplicated.

- Policy 1:* Inventory the existing road system, including the location of paper road easements, identify existing traffic patterns along existing roadways, and analyze the need for future road improvements in undeveloped paper road easements.
- Action 1.1:* Work with the June Lake Community to identify existing traffic patterns and to compile a list of roads suitable for County road vacation. Alignments suitable for vacation would include those that:
- a. The County has determined to be impassable due to topography (i.e., steep slopes and rocky outcroppings) and environmentally sensitive resources such as streams and wetland areas.
 - b. The County has not expended funds on roads in the last five years.
 - c. Duplicate access to a lot or home.
 - d. Does not show as a major road in this Plan.
 - e. Does not have potential for other public use such as a bicycle or pedestrian trail.
- Action 1.2:* During the road inventory process, the County should work with the JLPUD, JLFPD, and SCE to ensure that proposed road abandonment would not hinder existing or future operations.
- Action 1.3:* Where feasible, the County should work with the United States Forest Service to acquire additional rights-of-way across National Forest lands to facilitate looped road access or to provide roadway alternatives that prevent the disturbance of sensitive resources on private lands. Conduct public meetings/workshops to gauge local support for the above loop road(s).

OBJECTIVE H

Promote the usage of non-motorized forms of transit to minimize the impact of the automobile in the Village, West Village/Rodeo Grounds, and Down Canyon areas and to create pedestrian-oriented areas.

- Policy 1:* Provide, where feasible, paths for non-motorized modes of transit (e.g., pedestrians, cross-county skiers or bicyclists) on right-of-ways separate from auto roadways. These paths should link major lodging and parking facilities with recreational and commercial centers and should be maintained year-round.
- Action 1.1:* Connect parking facilities with commercial and recreational nodes using paths suitable for non-motorized modes of transit e.g. pedestrian, bicycle/cross-country ski trails.

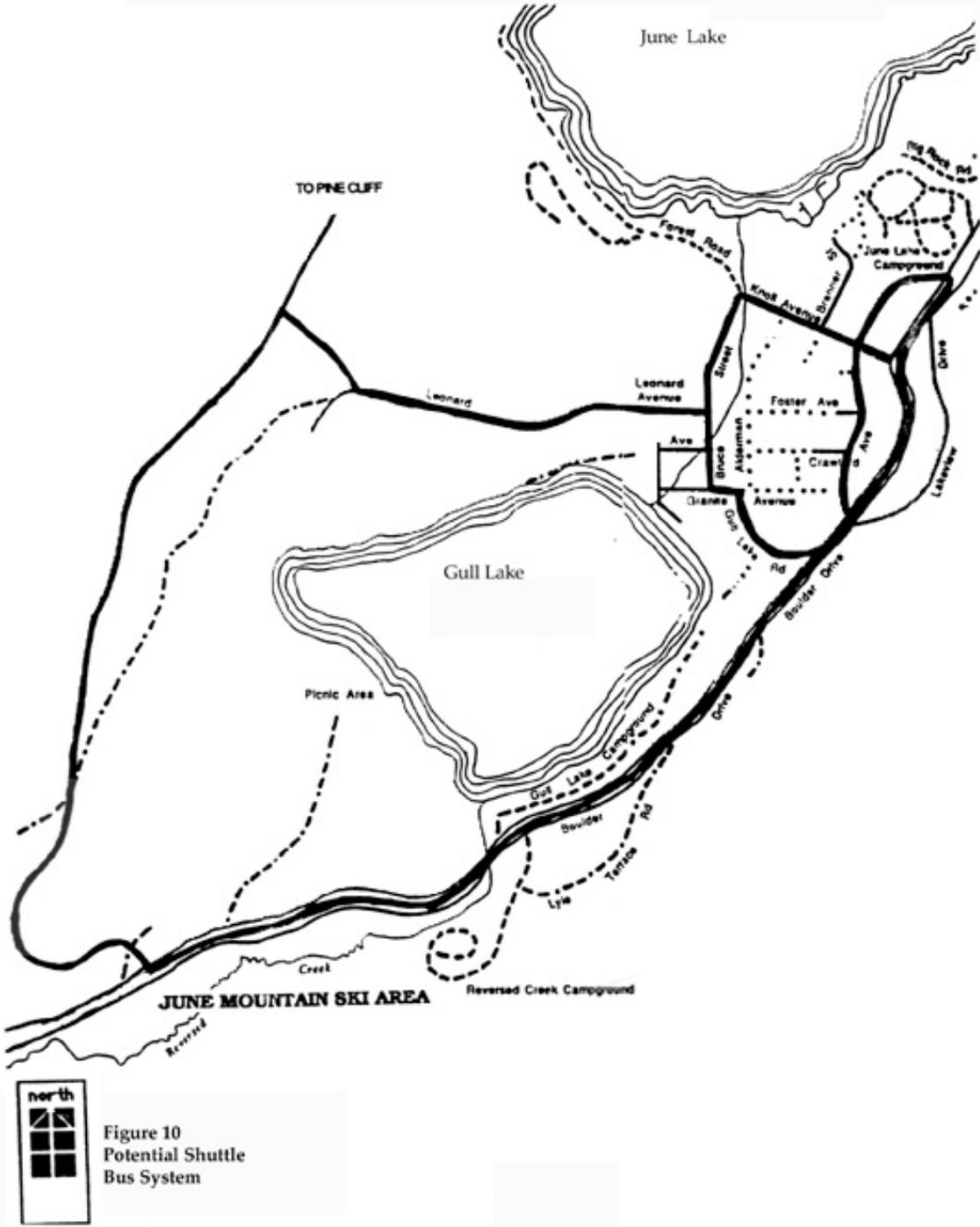
- Action 1.2:* Investigate the potential of using various funding mechanisms such as grants, development mitigation measures, Bond issues or Quimby Act monies, to fund path construction.
- Policy 2:* Develop and maintain a system of non-motorized transit modes that minimize land use/circulation conflicts.
- Action 2.1:* Require dedication of right-of-way or easements as a condition of development or redevelopment in order to implement a pedestrian, cross-country and bicycle circulation system for the Village, West Village/Rodeo Grounds and Down Canyon areas.
- Policy 3:* Promote the development of a direct access transit system from the Village and West Village/Rodeo Grounds to the ski area.
- Action 3.1:* Work with the June Mountain Ski Area to develop ski-back trails from the ski area to concentrated use areas.
- Action 3.2:* ***Investigate the feasibility of developing an overhead lift into the Village from the Mountain. If such a lift is developed, ensure that it will: A) if financially feasible, operate during the summer months and compliment the summer recreation attractions of the Village area; B) minimize the visual impacts to the Village, June Lake and Gull Lake; C) and be architecturally compatible with other Village developments.***

OBJECTIVE I

Promote the development of a public transit system that reduces the need for automobile usage, promotes the usage of non-motorized modes of transit and compliments the pedestrian-oriented vision of the Village.

- Policy 1:* Promote the development of a transit system that connects the Village with the ski area and the West Village/Rodeo Grounds. A loop shuttle bus system along S.R. 158, North Shore Drive, the proposed June Lake Village connector road, and Leonard Avenue connecting the June Lake Village, the West Village, the Rodeo Grounds and the June Mountain Ski Area, should be the backbone of the system (Figure 10).
- Action 1.1:* In cooperation with the USFS and the June Mountain Ski Area, study the feasibility of providing a low-cost or free demand responsive shuttle bus service that connects the above areas during the winter. This study should also consider expanding the system to provide year-round loop-wide service.

FIGURE 10 -- POTENTIAL SHUTTLE BUS SYSTEM



- Action 1.2:* Future development in the West Village and Rodeo Grounds Specific Plan areas should provide covered bus stop and turn around facilities along major arterials and in areas of concentrated recreational activity.
- Action 1.3:* Shuttle bus facilities should be incorporated into the June Lake Village circulation improvement program and into streetscape improvement programs.
- Action 1.4:* Work with the USFS and Caltrans to develop shuttle bus facilities (i.e., covered stops and turn around facilities) at major recreational nodes.
- Action 1.5:* Work with the Inyo-Mono Transit to identify potential public transportation routes between June Lake and other communities.
- Action 1.6:* Work with the LTC to solicit and identify unmet transit needs in the June Lake area, and to request allocation of transportation funds for June Lake's unmet transit needs.
- Policy 2:** Achieve a specified level of mass transit service (shuttle or full-size buses) to move skiers from outlying areas to and from the June Mountain Ski Area.
- Action 2.1:* Work with the USFS and June Mountain Ski Area to provide transit service to June Lake from outlying areas such as Mammoth Lakes.
- Action 2.2:* Investigate the potential for Inyo-Mono Transit to provide transit service to and from other communities such as Bishop, Mammoth Lakes, Bridgeport and Walker.
- Policy 3:** Encourage large employers to provide transit to employees not residing in June Lake, and also to promote carpooling among their employees.
- Action 3.1:* Work with large employers to set-up and monitor employee transit programs.
- Policy 4:** Improve regional transportation alternatives to the automobile.
- Action 4.1:* Support the expansion of the regional air transportation system.
- Action 4.2:* Support the establishment of a shuttle system between the Mammoth/Yosemite Airport and June Lake.
- Action 4.3:* Support improvements at the Lee Vining Airport.

OBJECTIVE J

Promote the construction of public parking facilities that reduce congestion on the circulation system, concentrate usage in specified areas, promote the usage of alternatives to the automobile, and compliment the pedestrian-oriented village concept.

- Policy 1:** Promote the development of public parking facilities to encourage day usage of under-utilized areas.
- Action 1.1:* Work with the LTC, Caltrans and the Forest Service to improve parking facilities near appropriate day use areas and near backcountry trailheads.
- Policy 2:** Work to educate visitors and residents of the importance of legally parking their vehicles and using alternative modes of transit.

- Action 2.1:* Work with Caltrans, the USFS, June Mountain Ski Area, and local civic organizations to establish a Visitor Bureau that will, among other things, develop and distribute information on parking and transit alternatives.
- Policy 4:* Promote the construction of off-street public parking facilities adjacent to the proposed connector street near the Village commercial core.
- Action 4.1:* Promote the acquisition of lands for parking facility construction. Link the construction of parking lots and the connector road. ***First*** attempts to acquire parking areas should be from "willing sellers". ***If "willing sellers" are not available, acquire property using the condemnation process.***
- Action 4.2:* Where feasible, promote the construction of small-public parking facilities rather than one large parking facility, in order to provide close, convenient parking for more businesses.
- Action 4.3:* Parking areas should provide convenient access to the Central Business District and should be constructed in close proximity to S.R. 158 and the proposed June Lake Village connector road.
- Action 4.4:* Consider establishing a parking district, which would allow for off-site parking for commercial and residential uses in the June Lake Village.
- Action 4.5:* Design parking areas to minimize potential visual impacts and to blend harmoniously into the existing built environment. Parking areas should incorporate the use of existing natural vegetation, site topography, and landscaping to visually break-up paved parking areas.
- Action 4.6:* If a parking area is constructed in the area east of the Village on National Forest land south of the June Lake campground, it should be designed to minimize potential visual impacts. This parking area would be located at the Village's gateway and would be highly visible to the visiting public. It would also provide visitor's with the first impression of June Lake's commercial district and built environment.
- Action 4.7:* Parking areas, particularly those located along S.R. 158, should be designed to minimize areas of non-activity or holes in the business district. Open public space such as a small plaza with benches and landscaping should be located along Highway 158 and parking areas should be located behind public areas.
- Action 4.8:* Incorporate shuttle bus facilities such as covered waiting areas and bus turn around/turnout areas into the parking areas.
- Action 4.9:* Investigate the potential for funding community parking areas through mechanisms such as grants, development mitigation funds, bond issues, state transportation funds or parking districts.
- Policy 5:* Review and update County parking requirements to provide greater flexibility for the June Lake Village Main Street. Require new developments to meet Mono County parking requirements.
- Action 5.1:* Use the Planning Permit process to ensure that development meets County parking standards.
- Action 5.2:* If meeting on-site parking standards is unfeasible, require developers to provide off-site parking in accordance with the Mono County Land Development Regulations or to contribute to a fund to construct public parking facilities. Exactions will not exceed the sum necessary to

construct the development's required number of on-site parking spaces. Work with the community to develop flexible parking requirements for Main Street businesses.

Policy 6: Parking areas should be compatible with and not detract from the atmosphere of commercial districts. Facilitate pedestrian usage by promoting the construction of new parking areas behind structures or minimizing the visual impacts of parking areas through the use of landscaping or other parking lot design measures.

Action 6.1: Through the Planning Permit process work with project proponents to locate parking behind and/or below proposed structures, where applicable.

Action 6.2: Work with project proponents to improve existing parking areas and the design and construction of new parking areas. Parking lots should be designed to minimize driveway connections to streets, to minimize impacts of spill-over parking lot lighting on neighboring property owners, and to minimize visual impacts by breaking up paved areas with landscape planters or walkways constructed of materials other than asphalt. Walkways should be designed to promote pedestrian usage by separating pedestrian space from parking areas through the use of barriers or a change of materials, and through linkages with existing or proposed pedestrian facilities.

Policy 7: Promote the construction of additional on-site parking and limit on-street parking during winter peak periods.

Action 7.1: Require single-family homes to provide three (3) parking spaces per residence. All designated parking shall be located on-site unless a variance is obtained. This policy shall apply to all construction that expands the habitable space of an existing single-family home.

Action 7.2: Work with the community to establish parking restrictions for the winter season that limits or prevents on-street parking, and promotes the construction of additional on-site parking spaces.

Policy 8: Encourage the June Mountain Ski Area to provide demand responsive shuttle bus service to reduce the need for on-site parking at the mountain base and to provide patrons with an alternative to driving.

Action 8.1: Work with the USFS and June Mountain Ski Area to provide transit service between Mammoth Lakes and June Lake.

Action 8.2: Encourage the June Mountain Ski Area to provide for alternative parking during peak periods.

Policy 9: Limit patrons of the June Mountain Ski Area from parking along Route 158.

Action 9.1: Work with Caltrans and the June Mountain Ski Area to develop a traffic control/parking plan that minimizes traffic congestion and safety hazards created by parking along S.R. 158 on peak days. The plan should explore improved shuttle bus service, peripheral parking combined with shuttle buses, additional signs and traffic control/parking attendants, among others.

OBJECTIVE K

Promote the construction of enclosed, covered parking to improve June Lake's appearance and lessen the extent of snow removal.

Policy 1: Promote the construction of covered parking by providing density bonuses in the following land use designations: Neighborhood Commercial; Commercial; Commercial Lodging, Moderate and High; Mixed Use; and Multi-Family Residential, Moderate and High.

Action 1.1: Through the Planning Permit process, award density bonuses at a rate of 1 bonus unit per 2 covered parking spaces to projects that contain covered parking for at least 50 percent of the units. Projects with bonuses shall not exceed the maximum number of units permitted in the Community Development Element's Land Use Designation Section.

Policy 2: Residential and commercial development in Specific Plan areas should provide underground or covered parking with convenient access to pedestrian trails and alternative modes of transit. Density bonuses in Specific Plan areas will apply.

Action 2.1: Enforce parking requirements through the Specific Plan process.

OBJECTIVE L

Promote the development of a circulation system that provides safe, reliable year-round access to and around the southern half of the June Lake Loop.

Policy 1: Mitigate avalanche hazards along Route 158 on the south side of June Lake.

Action 1.1: Work with Caltrans to develop alternatives that limit the possibility of extended closures of Route 158.

Action 1.2: Explore using ITS applications to identify recognized avalanche closures.

Policy 2: Ensure that adequate roadside snow storage areas are provided in the Village, West Village/Rodeo Grounds, Down Canyon, and Pine Cliff areas.

Action 2.1: Acquire easements for snow storage in developing areas as a condition of development approval.

Action 2.2: If determined necessary, designate community snow storage areas.

Action 2.3: Work with project applicants, Caltrans and USFS to acquire alternative snow storage areas, when new development is proposed on properties currently used for snow storage (Figure 11), particularly in the June Lake Village.

Policy 3: Discourage the construction of grades that may be dangerous under winter conditions and the construction of roadways in avalanche areas unless adequate protection measures are taken.

Action 3.1: Require that adequate access, as defined in the Mono County Road Standards for June Lake, be provided as a condition of approval for use permits and land divisions.

Action 3.2: Limit the slope of private driveways to a maximum of 15 percent.

Policy 4: Maintain, to the extent possible, the separation of pedestrians and automobiles during winter conditions.

Action 4.1: Encourage property owners to clear snow from sidewalks during business hours.

Action 4.2: Initiate snow removal/grooming for priority community pedestrian and cross-country paths.

Policy 5: Work with Caltrans to improve snow removal operations in the June Lake Village along Highway 158.

Action 5.1: The County should investigate the feasibility of implementing no-parking periods along Highway 158 in the Village for snow removal purposes. These measures should take place for short time periods during non-peak hours and in close coordination with Caltrans. Providing alternative parking during snow removal periods should be a major consideration in developing this program.

Action 5.2: The County should support/assist the efforts of local business owners in the Village to work with Caltrans to improve snow removal in the Village.

OBJECTIVE M

Develop a trail system that enhances recreational opportunities, promotes non-motorized vehicle use and links recreational activity areas with commercial or residential areas.

Policy 1: Develop a trail system that links recreational activity centers with each other or developed areas with recreational activity areas consistent with the June Lake Loop Trail Plan (2003).

Action 1.1: Work with the Forest Service, other agencies and the community to develop a trail system consistent with the June Lake Loop Trail Plan (2003) and that preserve access to trails on Public Lands. consistent with Figures 12-17 and Table 22. Trails shall be constructed to the Forest Service's Standard Specifications for Construction of Trails.

- Action 1.2:* Ensure that future development, particularly in the Rodeo Grounds/West Village Specific Plan areas, provides trail easements that are consistent with and complementary to the trails in the June Lake Loop Trail Plan (2003), described in Table 22.
- Policy 2: Ensure that maintenance costs are factored into the design of the trail system.
- Action 2.1:* Work with the Forest Service, other agencies, and community groups to maintain developed trails.
- Policy 3: Work with Federal, State and local agencies as well as community groups to acquire funding for the development and maintenance of trails. ~~The construction of trails should be consistent with the priorities established in Table 22.~~
- Policy 4: Where feasible, promote cross-country skiing on pedestrian trails ~~and on Class I bicycle paths~~ during the winter.
- ~~*Action 4.1:* Work with the Forest Service and the community to develop and maintain a trail system that provides for additional recreational opportunities and also commuter use between residential and concentrated recreational areas. The trail system depicted in Figures 12-15 should be the basis for future trails.~~
- ~~*Action 4.2:* Develop storage devices for x-country skiers at major staging areas, particularly in established commercial areas such as the June Lake Village.~~
- ~~*Action 4.3:* Locate cross-country ski trails outside of potential avalanche areas and areas that could impact important wildlife species.~~
- Policy 5: ~~Promote snow mobile usage in areas outside of developed areas of the June Lake Loop, where recreational user conflicts may occur.~~
- ~~*Action 5.1:* Work with the USFS to continue to designate and mark additional trails for snow mobile use. Figure 17 shows the existing trails in and around June Lake.~~

TABLE 22 PROPOSED PEDESTRIAN TRAIL SYSTEM

Gull Lake Trails

1. This trail would start at the June Lake Park, proceed south around the Gull Lake Marina to the Forest Service frontage roadway along Gull Lake's southern shore (Priority -- High).
2. This trail would start at the June Lake Park, proceed along the northern shore of Gull Lake along the June Lake Public Utility District's sewer line easement, and then north-west across private land to the Leonard Avenue. The trail could be designed to either use the existing Forest Service road along the lake or extend up behind the Forest Service Permittee cabins. From the Leonard Avenue extension the trail would proceed in a south-easterly direction, skirting around the Gull Lake Meadow, and connect with the access roadway into the Gull Meadows picnic area (Priority -- High).

June Lake Trails

1. The main trail of the June Lake system would start off of Forest Drive in the June Lake Village and proceed around the northern shore of June Lake to the June Lake Beach area. The West Village area could be connected to this trail by a trail that follows the alternative access road and then drops down to the June Lake trail (Priority -- Moderate).
2. This June Lake trail would provide a shoreline fishing access to the south-west corner of June Lake near the June Lake Beach. The trail would start at the June Lake Beach and generally follow an existing informal fishing trail (Priority -- Moderate).

June Lake Village Roadside Trails

1. This roadside trail would follow the Knowlton Avenue to Bruce Street to Gull Lake Road one-way loop road system. The trail would require converting one of the existing vehicle travel lanes to a pedestrian only use trail (Priority -- Moderate).
2. The second roadside trail would parallel the June Lake Village connector road and would connect with the proposed parking areas located along the proposed connector road. This trail could be either a roadside trail or could feature separate sidewalks along the connector road (Priority -- Moderate).

June Lake Village to June Mountain Ski Area Trail

1. This trail would start on National Forest land above Lakeview Drive in the Village and proceed south-west around the Reversed Creek campground to the June Mountain Ski Area parking lot (Priority -- High).

Down Canyon Trails

1. This trail would start on the west side of the June Mountain Ski Area parking lot and proceeds west until connecting with the eastern end of the Petersen Tract (Priority -- Moderate).
2. This trails would start at the north-west corner of the Down Canyon area adjacent to the Silver Lake Meadow and follows Nevada Street past the Silver Lake permittee cabins to the Silver Lake campground (Priority -- Moderate).

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FIGURE 12 -- GULL LAKE TRAILS

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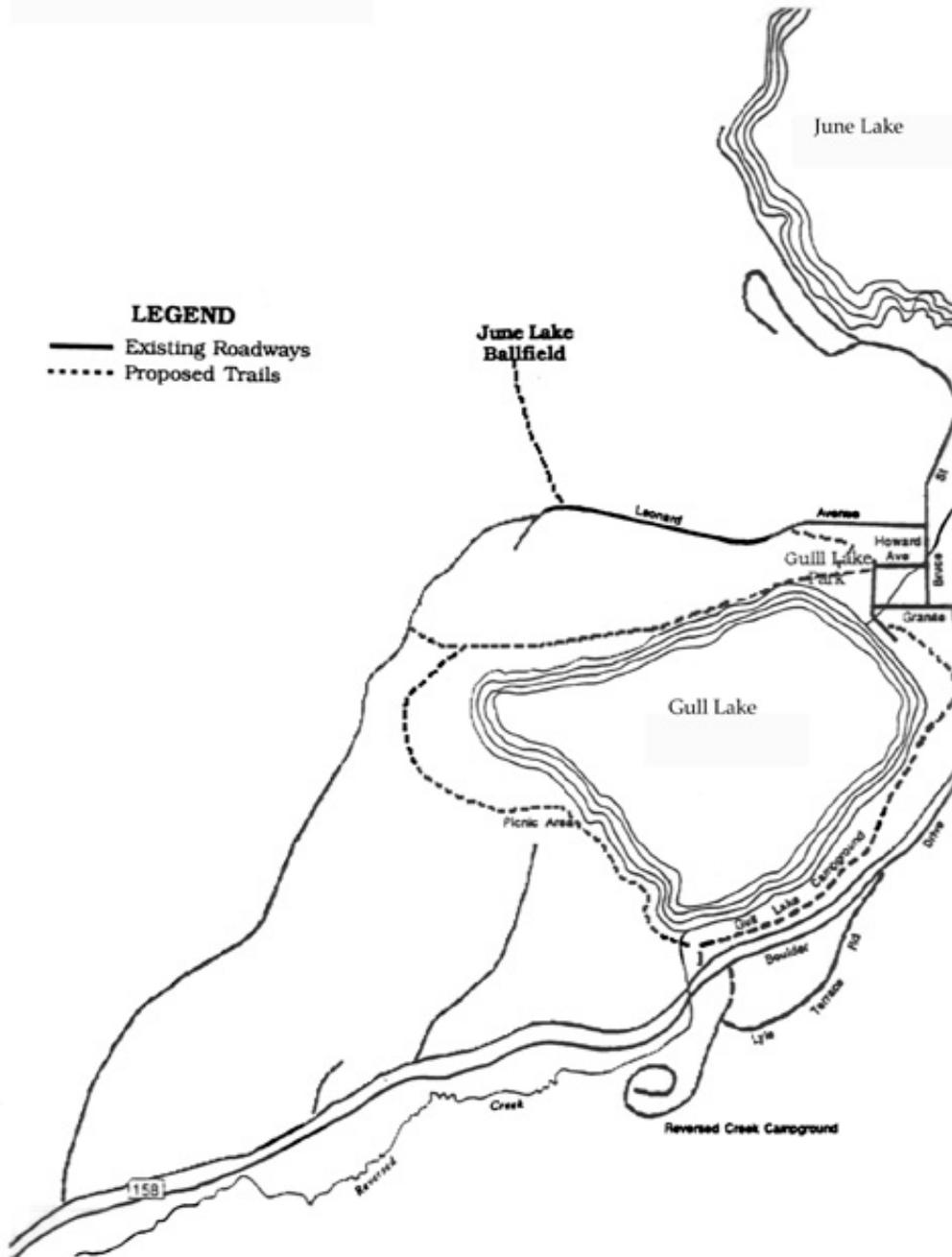
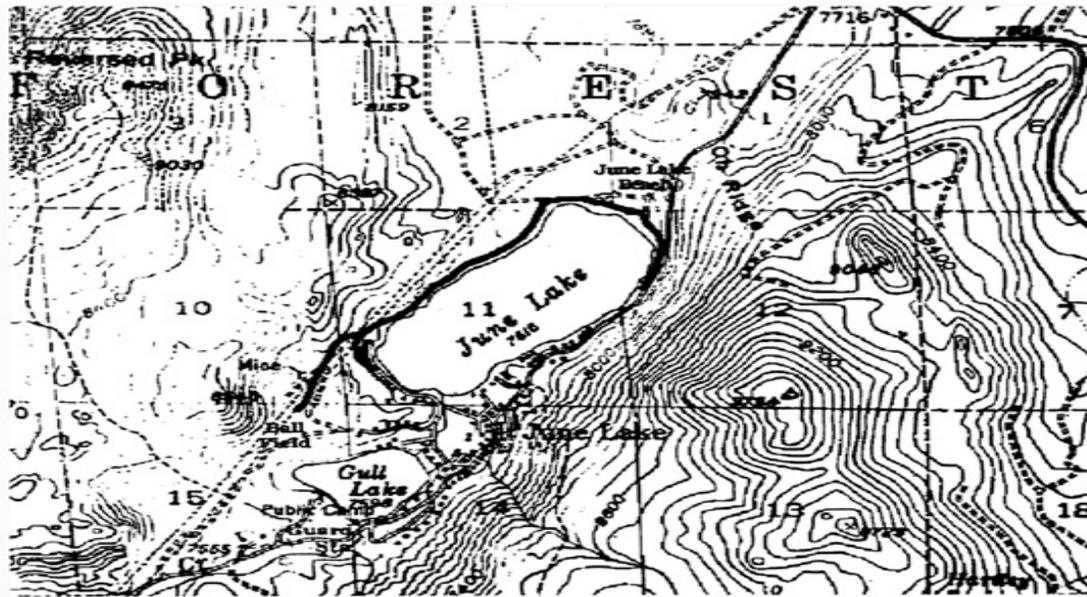


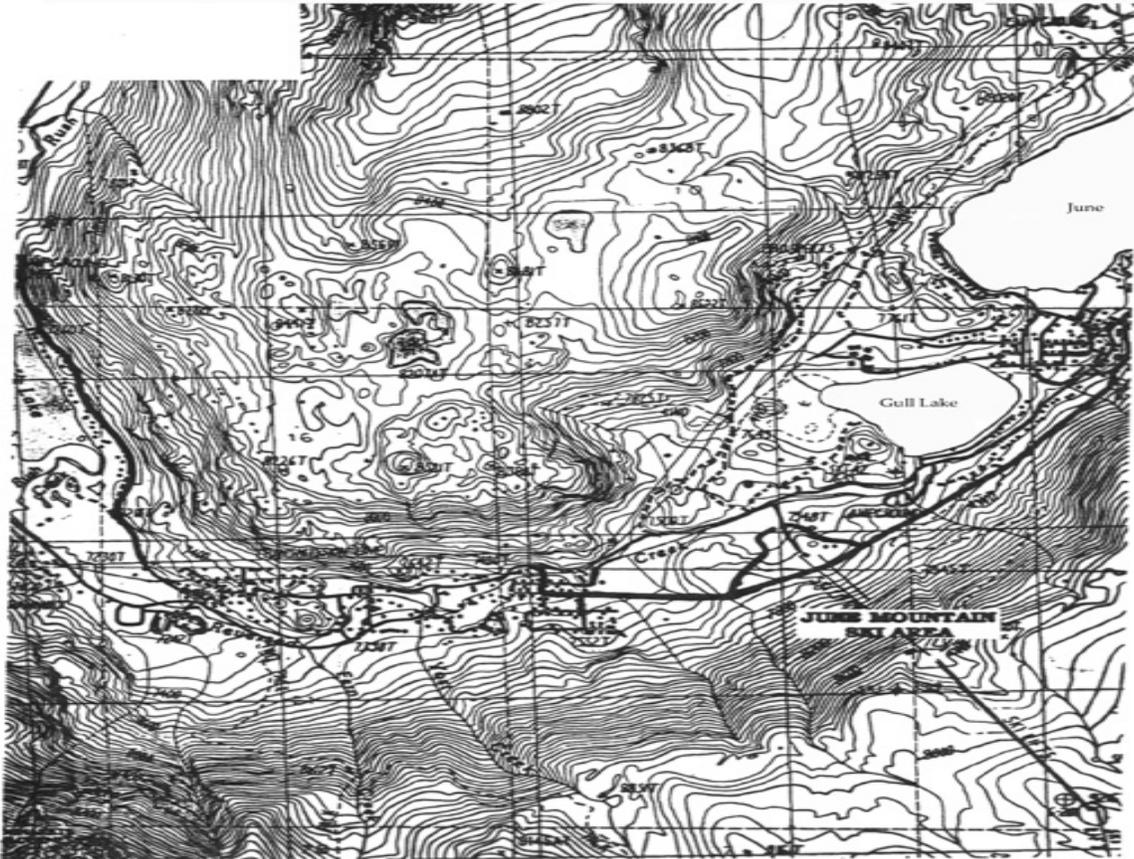
FIGURE 13 -- JUNE LAKE TRAILS



LEGEND
Proposed Trails —

DELETE FIGURE 13

FIGURE 15 -- DOWN CANYON TRAILS



LEGEND
Trails ———

DELETE FIGURE 15

FIGURE 16 -- X-COUNTRY SKI TRAILS

DELETE FIGURE 16



LEGEND
Trails ———

