



## 2.0 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION AND SETTING

#### PROJECT LOCATION

Mono County is located on the eastern side of the Sierra Nevada Range, south of Lake Tahoe, in California; refer to [Exhibit 2-1, \*Regional Vicinity\*](#). The 23.75-acre Project site is located on the west side of Benton Crossing Road, near U.S. Highway 395, within the Whitmore Regional Park area; refer to [Exhibit 2-2, \*Local Vicinity\*](#). The Project site is within a larger property addressed as 575 Benton Crossing Road (Assessor Parcel Number 060-080-002). Access to the Project site would occur along a looped driveway with parking areas off Benton Crossing Road. The Project site is approximately 6.8 miles southeast of the Town of Mammoth Lakes and approximately 5.5 miles northwest of the unincorporated residential community of Crowley Lake. There are no residential areas in the immediate vicinity of the Project site.

The local vicinity is an area of high geothermal activity and contains several hot springs. Surrounding land uses consist of the Whitmore Park swimming pool across Benton Crossing Road to the northeast, undeveloped open space to the north and west (Doe Ridge), and undeveloped open space to the south. The Mammoth Yosemite Airport is less than one mile west/southwest of the Project site. The Sierra Nevada Aquatic Research Laboratory (SNARL) is approximately 1.1 miles southwest of the Project site; SNARL is a facility that studies stream ecology as part of the University of California Natural Reserve System. A building locally known as the “Green Church” (High Sierra Community Church) is located on the north side of U.S. Highway 395, approximately ½ mile from the Project site. The Green Church building is no longer used as a place of worship and instead is part of the SNARL campus and used for classes<sup>1</sup>.

#### EXISTING CONDITIONS

The Project site is within the boundary of the Whitmore Regional Park, a facility operated by the Town of Mammoth Lakes (“Town”) on land leased from the Los Angeles Department of Water and Power (LADWP). Although the Town operates Whitmore Regional Park, the facility lies outside of the Town’s Municipal Boundary, within unincorporated Mono County. The Whitmore Regional Park currently contains three ball fields, the Mono County animal shelter, a restroom building, and gravel and dirt access drives and parking areas (see [Exhibit 2-3, \*Aerial Photograph of Site\*](#)). Existing outdoor lighting is in place for one of the ball fields (Field 1). A combination of chain link and barbed wire fences surround the existing facilities. The site is generally flat and is approximately 7,015 feet above mean sea level. The majority of the site has been disturbed by previous uses, including a BMX course. Portions of the disturbed Project site are currently being used for the storage of parks maintenance trailers and equipment. The undisturbed portions of the site contain stands of basin sagebrush.

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<sup>1</sup> Town of Mammoth Lakes and United Airlines, Final Environmental Assessment (June 2010).



The land use designation is “Open Space” as identified in the Mono County General Plan and “Industrial/Public Agency” as identified in the Mammoth/June Lake Airport Land Use Plan (ALUP). The ALUP is the regulating document for the Mammoth Yosemite Airport. Surrounding properties are also designated “Open Space” or “Resource Management.”

The Town of Mammoth Lakes leases the 23.75 acre Project site from LADWP; the lease designates the site to be used for sports fields and an animal shelter<sup>2</sup>. Both U.S. Highway 395 and Benton Crossing Road are identified as scenic highways by the State and Mono County, respectively.

## **EXISTING USE OF PROJECT SITE**

The existing recreational facilities adjacent to the Project site at Whitmore Regional Park are currently used for baseball and other recreational activities and events, spring through fall. A summary of those annual activities and events are listed here:

### **April - May**

- Baseball (Little League): Weekdays 4-8 p.m., weekends optional, 50-60 kids, 10-15 adults, 5-10 cars.
- Dog Agility: Dog training on Field 2.
- Soccer: Team practice if needed (i.e. Shady Rest fields not available).

### **June**

- Baseball: Junior teams weeknights.
- Dog Agility: Dog training on Field 2.
- Softball: Team practice if needed (i.e. Shady Rest fields not available).

### **July**

- Softball: Team practice if needed (i.e. Shady Rest fields not available).
- Dog Agility: Dog training on Field 2.

### **August**

- Dog Agility: Dog training on Field 2.
- Football: Team practice if needed (i.e. Shady Rest fields not available).
- Soccer: Team practice if needed (i.e. Shady Rest fields not available).

### **September**

- Dog Agility: Dog training on Field 2.
- High Sierra Fall Century Bike Ride: Weekend (one-day event) all day, 650 participants, 50 volunteers, 300 cars (event organizer’s goal is to increase this event to 1,000 participants)<sup>3</sup>.
- Football: Team practice if needed (i.e. Shady Rest fields not available).
- Soccer: Team practice if needed (i.e. Shady Rest fields not available).

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<sup>2</sup> Lease for Whitmore Park (Ball Fields) between LADWP and the Town of Mammoth Lakes (1994).

<sup>3</sup> John Armstrong, Fall Century Organizer, via email (September 16, 2010).



## 2.2 PROJECT BACKGROUND AND HISTORY

The Town of Mammoth Lakes (Town) in partnership with the High Sierra Striders (HSS) proposes development of the Project at Whitmore Regional Park. The Whitmore Regional Park is owned by Los Angeles Department of Water and Power (LADWP) and has been operated by the Town since shortly after the Town's incorporation in 1984 via lease agreement.

The Town's 1990 Park and Recreation Element of the General Plan identifies a track with an infield for football and soccer as a desired component of Whitmore Regional Park. The "Whitmore Athletic Field and Park Plan" shows a conceptual location of the track and infield adjacent to the existing ball fields, which is the same location proposed by the Project.

The Town and HSS have been working jointly to finalize plans, coordinate necessary approvals, and pursue financing opportunities for the Project. Plans and Project information were submitted to LADWP in February 2010, and the Town formally submitted an application for a use permit to Mono County in July 2010, which was deemed complete on August 23, 2010.

## 2.3 PROJECT CHARACTERISTICS

The Whitmore Park Track and Sports Field Project ("Project") is an effort to bring a high-performance, all weather track and field facility to the Eastern Sierra. The Project would construct a new track and associated amenities within Whitmore Regional Park. Project components include a nine lane polyurethane track with field events facilities, synthetic infield, concessions building, and terraced seating (see [Exhibit 2-4, Conceptual Site Plan](#)). The Project also includes a covered open-air picnic pavilion, walkways and plaza, fitness trails, workout stations, landscaping, and surface parking.

Once constructed, the track and field complex will be available to all residents and visitors, including runners, walkers, soccer players, and football players. Weather will dictate the number of months the facility is open, but generally it would operate from spring to fall. However, this Initial Study considers impacts of the Project operating year round in case year round operation is desirable in the future.

The Project also includes the Town amending the existing lease or executing a new lease with LADWP for the Whitmore Park ball fields and track area to reflect the existing and proposed facilities as described elsewhere in this Project Description. The lease area would be expanded to include the proposed southerly parking and driveway area, which is not within the current lease boundary. There would be no potential environmental impacts beyond those analyzed in this Initial Study regarding amending the existing lease or executing a new lease with LADWP.



## TRACK AND ASSOCIATED RECREATION FACILITIES

The nine lane polyurethane track would be an all-weather surface that can withstand snow conditions. Polyurethane is rubber-type material that would be a dark reddish brown color. When the facility is operational, maintenance would be required to keep it clear of dust and other debris. A wind break adjacent to the improved driveway and parking area would minimize dust impacts on the track facility. The track would be surrounded by a perimeter fence with rolling gates for access. Also, field lighting is proposed, which would be down-directed and shielded. The field events facilities include long/triple jump and pole vault runways, high jump, steeple water barrier, shot put and discus rings, and throw rings/sectors.

The synthetic infield would be located inside of the track and would support sports events, such as soccer and football, as well as the above-mentioned athletic field events. The proposed synthetic infield has a 40% porous backing, so the new field would not be impermeable. There may be locations within the Project where sponsor signage or logos would be accommodated. Football goal posts would be included at each end of the infield that would be approximately 30 feet tall. An electronic scoreboard may also be included. A field drainage system would be installed to provide for adequate drainage. The synthetic infield would be approximately 97,000 square feet.

The concessions building would include a locker room, storage area, weight room, concessions space, and an attic for a filming area/video camera set up and additional storage. This building is proposed to be located between the existing restroom building and the proposed track. The materials proposed for this building are corrugated steel siding or concrete, stone veneer base, and a dark brown composite shingle roof. A wood pergola is proposed to extend from the building to provide weather protection. A paved “donor walk” and plaza area adjacent to the concessions building are also proposed. The concessions building would be approximately 2,580 square feet and approximately 20 feet in height; refer to Exhibit 2-5, Concessions Building Plans.

The Project includes stone-lined terraced seating on both sides of the track for “home” and “visitor” seating. The seating would be naturally landscaped with low growing bunch grasses; no formal seats are proposed. The terraced seating areas would be four feet deep and approximately 4,280 square feet.

A covered picnic pavilion is proposed on the west side of the track and would include benches and tables. The pavilion would be supported by wood beams and covered with a roof to provide shade and weather protection. The roof materials would match the concessions building roof. Access to the pavilion would be provided by a dirt trail that would be part of the proposed fitness trail system. A meandering fence would separate the pavilion and trail from the track.

The fitness trail system would consist of six foot wide compacted soil trails with workout stations dispersed throughout the system. This trail system would also double for emergency vehicle access where appropriate and feasible.



## **CIRCULATION AND PARKING**

Access to the Project site would occur along a looped driveway with parking areas off Benton Crossing Road. The access utilizes existing gravel drives to the extent feasible to minimize ground disturbance. The Project includes 120 surface parking spaces, including disabled stalls, to serve the proposed recreational facility as well as the existing ball fields and animal shelter. An oil/water separator would be installed when the parking area is paved. Lighting is proposed for the parking and driveway area, which would meet Town of Mammoth Lakes light standards. A disturbed area northwest of the animal shelter is identified as overflow parking. Also, an existing dirt area at the northeast portion of the site would be used for maintenance parking.

## **LANDSCAPING AND IRRIGATION**

The Project also includes landscaping and irrigation (see Exhibits 2-6 and 2-7, *Conceptual Landscaping and Conceptual Irrigation*). The proposed landscaping would include native trees and plants such as Jeffery Pine and Quaking Aspen. Trees are proposed adjacent to the terraced seating areas. A wind break of trees is proposed adjacent to the improved driveway and parking area. A native hydroseed mix or other permanent erosion control would be applied to all new areas disturbed by Project construction. Irrigation would be designed to minimize water use to the level necessary to maintain the plant material. Temporary irrigation would be utilized for revegetation areas.

## **SIGNAGE AND FENCING**

Lastly, the Project includes signage and fencing around the track and field facility. An entry sign would be installed over the northern driveway consisting of a freestanding wood sign supported by wood beams, no taller than 20 feet. Other wayfinding signage would be incorporated into the Project consistent with the Town of Mammoth Lakes trails signage and wayfinding. The existing barbed wire fence on site would be relocated around the track as necessary to continue to provide a barrier for range cattle.

## **GRADING AND UTILITIES**

The Project includes all the necessary and associated grading, drainage, and utility improvements. The site is generally flat and a substantial portion of the site is disturbed from dirt access drives, parking areas, and park maintenance and storage areas. The grade of the site would generally be maintained, with approximately 4,130 cubic yards of cut and 3,350 cubic yards of fill to achieve a level track and field facility. Only one structure is proposed as part of the Project, the concessions building. Storm drain facilities would be installed to achieve adequate drainage. The Project includes installation of a septic tank, as well as relocating the leach field and sewer disposal system.



## PROPOSED PROGRAM SCHEDULE FOR PROJECT SITE

A summary of new potential programs for the Project site, which would be in addition to the existing uses listed in Section 2.1 above, is identified here:

### April - June

- High Sierra Striders Running Club: 7 or 8 a.m. workouts 2 x week, 2 ½ hours, 35 runners, 17 cars (1 weekday and 1 weekend day).
- Mammoth Track Club: 8:30 a.m. workouts 4 x week, 2 ½ hours, 10 runners, 1 van.
- General community use: 10 cars per day.

### July - September

- High Sierra Striders Running Club: 7 a.m. workouts 2 x week 2 ½ hours, 35 runners, 17 cars (1 week day and 1 week-end day).
- Traveling Teams: High school and college, morning or afternoon each weekday, approximately 2 hours for each team (2 teams, 40 kids, 8 adults; 6 vans loads, 12 cars).
- Mammoth Track Club: 8:30 a.m. workouts 4 x week, about 2 ½ hours, 10 runners, 1 van.
- Cerro Coso Student Program: 2 x week, 4 weeks (end of July, beginning of August), 1-2 vans.
- All-Comers Meet: Weekly one night (Tuesdays, Wednesdays, or Thursdays), 5-8 p.m., 100 participants, 20 staff, 75 vehicles.
- Special Events: Invitational meets, transition area for multi-sport event, 3-day event, 100 vehicles.
- Running Camps: 2-3 per week, 2 hours, 1 van.
- General Community Use: 20 cars per day.

### October - November

- High Sierra Striders Running Club: Morning workouts 2 x week; about 2 ½ hours; 35; runners; 17 cars.
- Mammoth Track Club: Morning workouts 4 x week; about 2 ½ hours; 10 runners; 5 cars.
- General Community Use: 10 cars per day.
- Soccer Camps: Programming and scheduling to be determined.
- Football Camps: Programming and scheduling to be determined.

### December - March

- If desired in the future, the Project could operate during winter months with funding for snow removal operations and maintenance. It is anticipated that the potential programs during this time would be similar to those during October-November.



## 2.4 PROJECT PHASING

The Project is anticipated to be built in three phases. The first phase includes the track and field, including associated field events facilities, terraced seating, fitness trails, and fencing. This first phase would be completed in approximately three months, and is anticipated to start construction in Summer 2011 and be completed by Winter 2011. Phase one construction includes grading and utilities, compaction and fine grading, pouring and curing of asphalt and the polyurethane track, and installation of the infield. If weather or other unforeseen circumstances arise, such as delayed permit processing and approvals, or the required funding is not obtained, Phase one is anticipated to be completed no later than Winter 2012.

Phase two of construction includes the concessions building, open-air picnic pavilion, paving a portion of the parking areas, any remaining fitness trails, wayfinding, and lighting. Phase two is targeted to start construction after completion of Phase one but will ultimately be constructed when funding becomes available. Phase three includes completion of the paved parking areas. It is anticipated that the construction periods for Phases two and three would each be less than ten months. Construction of the all Project phases are anticipated to be completed by 2015 or sooner. Due to the current economic climate, funding may not be available in the short-term. Therefore, there is the potential that construction of phases two and three may began long after Phase one is complete. This Initial Study/Mitigation Negative Declaration considers the potential impacts that may occur over a longer construction and implementation period such as updated regulations and standards.

## 2.5 AGREEMENTS, PERMITS, AND APPROVALS

The Town of Mammoth Lakes and other approvals required for development of the Whitmore Park Track and Sports Field Project would include, but not be limited to:

- CEQA clearance;
- Town of Mammoth Lakes approval;
- Mono County Use Permit;
- Mono County Health Department Permit(s);
- Any other permits required by Mono County;
- Building Permit;
- Long Valley Fire Protection District approval;
- Lahontan Storm Water and Waste Discharge Permits;
- Great Basin Unified Air Pollution Control District Permit(s); and
- Los Angeles Department of Water and Power approval of revised or new lease agreement.



**Whitmore Park Track and Sports Field  
Initial Study/  
Mitigated Negative Declaration**

Exhibit 2-1  
Regional Vicinity

NOT TO SCALE  
Town of Mammoth Lakes





**Whitmore Park Track and Sports Field  
Initial Study/  
Mitigated Negative Declaration**

Exhibit 2-2  
Local Vicinity

-  Parcels
-  Right of Ways
-  Streams
-  Building Footprints

 **Project Site**



**Town of Mammoth Lakes**





**Whitmore Park Track and Sports Field  
Initial Study/  
Mitigated Negative Declaration**

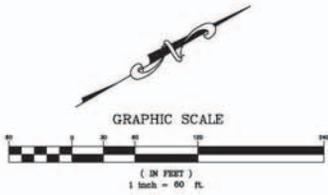
Exhibit 2-3  
Aerial Photograph of Project Site

-  Approximate LADWP lease area boundary (23.75 acres - Project Site)
-  Approximate limits of Project disturbance



**Town of Mammoth Lakes**





**DESIGN NOTES:**

ASSESSOR'S PARCEL NUMBER: 060-080-002  
 EXISTING LAND USE DEVELOPMENT: OPEN SPACE (OS)  
 LEASE AREA: 23.75 AC  
 AREA OF TRACK AND FIELD: 156,618 SF 3.60 AC  
 AREA OF PAVED DRIVE: 43,873 SF 1.01 AC  
 AREA OF CONCRETE: 8,590 SF 0.20 AC  
 AREA OF GRAVEL WALKS: 15,960 SF 0.37 AC  
 DEVELOPED/IMPROVED AREA OUTSIDE OF EXISTING LEASE AREA: 102,270 SF 2.35 AC (9.9%)

WATER SUPPLY: EXISTING WELL ON SITE  
 SEWAGE DISPOSAL: NEW SEPTIC SYSTEM TO BE INSTALLED  
 ELECTRICITY: SOUTHERN CALIFORNIA EDISON  
 TELEPHONE: VERIZON  
 FIRE PROTECTION: LONG VALLEY FIRE PROTECTION DISTRICT  
 SOLID WASTE: MAMMOTH DISPOSAL  
 PROPANE GAS: TO BE NAMED  
 DRAINAGE: CONCENTRATED FLOW TO ON SITE FACILITY

**PHASING NOTES:**

PHASE 1: CONSTRUCT TRACK AND FIELD.  
 PHASE 2: CONSTRUCT PAVED PARKING FROM NORTH ENTRY TO VAN ACCESSIBLE PARKING SPOT.  
 PHASE 3: CONSTRUCT CONCESSIONS BUILDING. CONSTRUCT PAVED PARKING FROM ACCESSIBLE PARKING SPOT TO SOUTH ENTRY.

**PRELIMINARY MASS GRADING EARTHWORK QUANTITIES:**

CUT = 4,130 CY  
 FILL = 3,350 CY  
 NET = 780 CY CUT

NOTE: EARTHWORK QUANTITIES DO NOT ACCOUNT FOR SHRINKAGE OR ROCK LOSS. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY QUANTITIES INDEPENDENTLY.

**RECORD OWNER/SUBDIVIDER:**

LOS ANGELES DEPT OF WATER AND POWER, LAND LEASED BY THE TOWN OF MAMMOTH LAKES.

**PREPARED BY:**

TRIAID/HOLMES ASSOCIATES  
 PO BOX 1570  
 MAMMOTH LAKES, CA 93546  
 760-934-7588

**EASEMENT NOTES:**

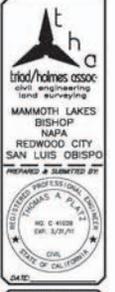
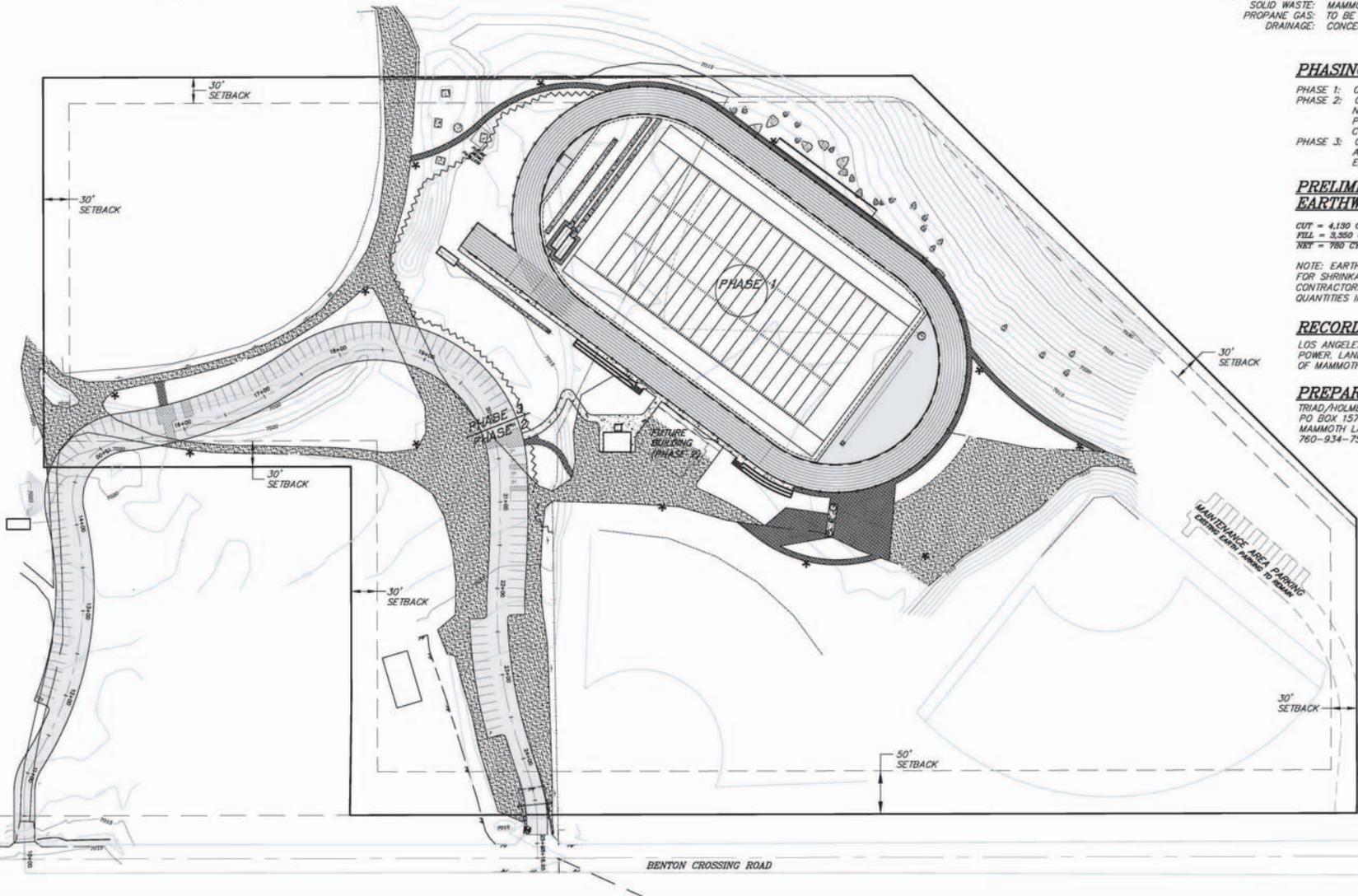
EXISTING EASEMENTS, IF ANY, HAVE NOT BEEN LOCATED. A TITLE REPORT FOR THIS PROPERTY IS NOT AVAILABLE AT THIS TIME.

**BENCHMARK:**

MAG NAIL WITH WASHER MARKED  
 "ESLS CONTROL POINT"  
 ELEVATION 7012.90'  
 DATUM = NAVD 88

**ABBREVIATIONS**

BVC	BEGIN VERTICAL CURVE
DC	DECOMPOSED GRANITE
EG	EXISTING GROUND
ELEV	ELEVATION
EP	EXISTING PAVEMENT
ENC	END VERTICAL CURVE
EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOWLINE
FS	FINISHED SURFACE
GB	GRADE BREAK
HP	HIGH POINT
INV	INVERT
LP	LOW POINT
NTS	NOT TO SCALE
PL	PROPERTY LINE
PP	POWER POLE
ROW	RIGHT OF WAY
SD	STORM DRAIN
SL	SEWER LATERAL
SS	SEWER SERVICE
SQ.FT./SF	SQUARE FEET
TC	TOP OF CURB
TYP.	TYPICAL



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REVISIONS:	BY:

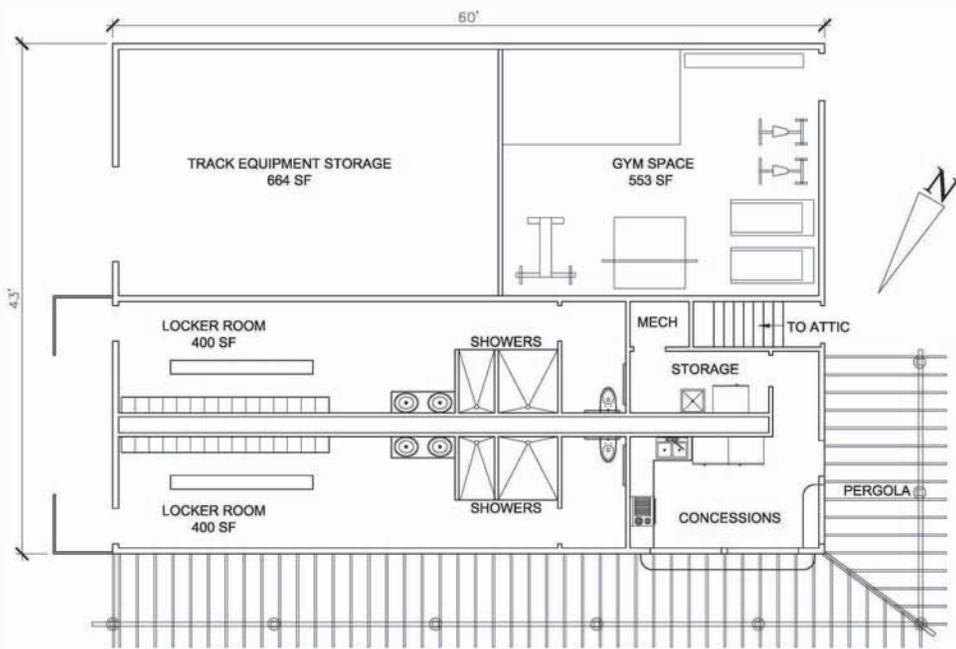
WHITMORE TRACK AND SPORTS COMPLEX  
 SPECIAL PROJECT  
 PROJECT SITE PLAN

DATE	06-14-10
SCALE	AS SHOWN
DRAWN	SCR
CHECKED	01.0413.3
SHEET NO.	C2
TOTAL SHEETS	02

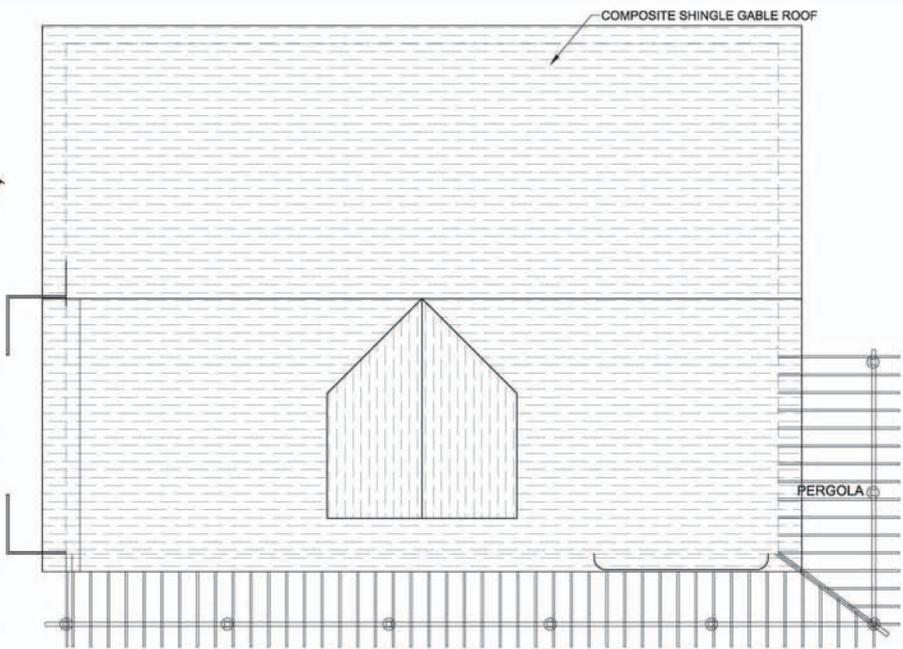
**Whitmore Park Track and Sports Field  
 Initial Study/Mitigated Negative Declaration**

Exhibit 2-4: Conceptual Site Plan

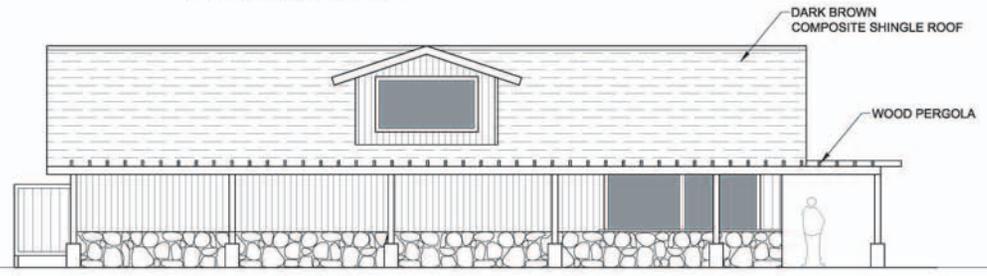
NOT TO SCALE  
 Town of Mammoth Lakes



FLOOR PLAN SCALE: 3/16"=1'-0"



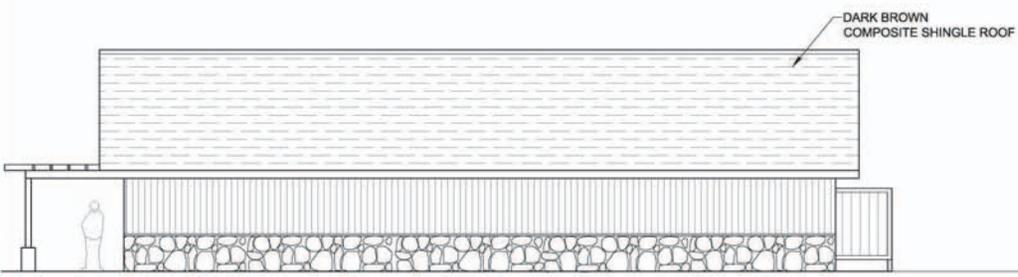
ROOF PLAN SCALE: 3/16"=1'-0"



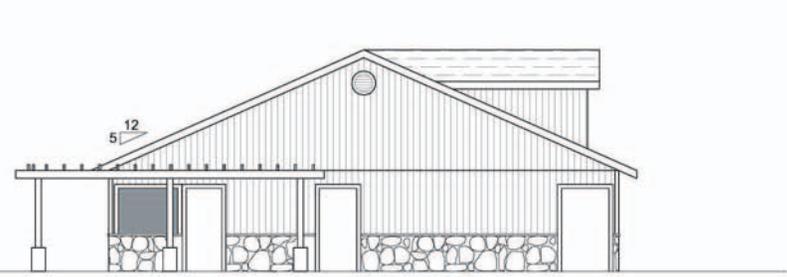
NORTH ELEVATION SCALE: 3/16"=1'-0"



EAST ELEVATION SCALE: 3/16"=1'-0"



SOUTH ELEVATION SCALE: 3/16"=1'-0"



WEST ELEVATION SCALE: 3/16"=1'-0"

  
 bretttlong  
 ARCHITECTURE  
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REVISIONS	BY

PREPARED FOR:  
 INSERT CLIENT AND ADDRESS

**WHITMORE TRACK & SPORTS COMPLEX**  
 SPECIAL PROJECT  
 CONCESSION BUILDING PRELIMINARY

DATE: 06/10/2010
SCALE: BTL
DRAWN BY: BTL
CHECKED BY: BTL
P12
SHEET 08



**IRRIGATION & SLEEVING LEGEND**

- HUNTER I-20 ADV ROTOR HEAD
- RAIN BIRD LANDSCAPE DRIPLINE REGION SEE DETAILS (L.V.W) SHEET (D10)
- RAIN BIRD 1-1/2" 150PSI REMOTE DRIP VALVE SEE DETAIL (7) SHEET (D10)
- ⊕ QUICK COUPLER VALVE INSTALLED IN CHRISTY FOUR VALVE BOX WITH REINFORCED CONCRETE LID SEE DETAIL (8) SHEET (D10) SIZE AS NOTED.
- ▬ WILKINS 2" DOUBLE CHECK VALVE
- △ RAIN BIRD ESP-12 MC-P CONTROLLER MOUNTED TO STRUCTURE WALL
- 1" SCHEDULE 40 PVC LATERAL LINE SIZE AS NOTED ON PLANS
- 1-1/2" REVEGETATION AREA TEMPORARY 1-1/2" SCHEDULE 40 PVC LATERAL LINE LAID ABOVE GRADE
- CHRISTY M8BOX ELEC. BOX W/ 1/8" REINFORCED CONCRETE LID USE FL160 FIBERLYTE LID IN TURF AREA
- ▬ 2" SCHEDULE 40 PVC IRRIGATION MAIN LINE SEE SPECIFICATIONS FOR TRENCHING AND BACKFILL
- ▬ 3" SCHEDULE 40 PVC SLEEVING SEE SPECIFICATIONS FOR TRENCHING & BACKFILL

**IRRIGATION & SLEEVING NOTES**

IRRIGATION PLAN IS DESIGNED ON ASSUMED WATER PRESSURE OF 85 PSI MIN. 70% MAX. AND MINIMUM 200 GPM FLOW RATE AT THE 2" POINT OF CONNECTION.

CONTRACTOR SHALL INSURE THAT ALL PLANTS RECEIVE APPROPRIATE WATER WITHIN EACH ZONE WITH THE MINIMUM REQUIREMENTS.

CONTRACTOR SHALL INSURE THAT LANDSCAPE DRIPLINE TUBING IS PROPERLY INSTALLED AND SPACED TO PROVIDE EVEN AND ADEQUATE WATER DISTRIBUTION TO PLANTS IN DRIPLINE AREAS.

CONTRACTOR TO FIELD VERIFY LOCATION OF ALL IRRIGATION VALVES, PIPES, HEADS AND DRIP TUBING PRIOR TO INSTALLATION.

CONTRACTOR SHALL INSTALL 1/2" GAUGE CONTROL WIRE FROM CONTROL CLOCK TO REMOTE VALVES. CONTRACTOR MAY USE THE SAME TRENCH WITH THE IRRIGATION MAINLINE.

IRRIGATION MAINLINES SHALL BE INSTALLED AT A MINIMUM OF 24" BELOW FINISHED GRADE WITH TRENCHING AND BACK FILL PER ENGINEER'S SPECIFICATIONS.

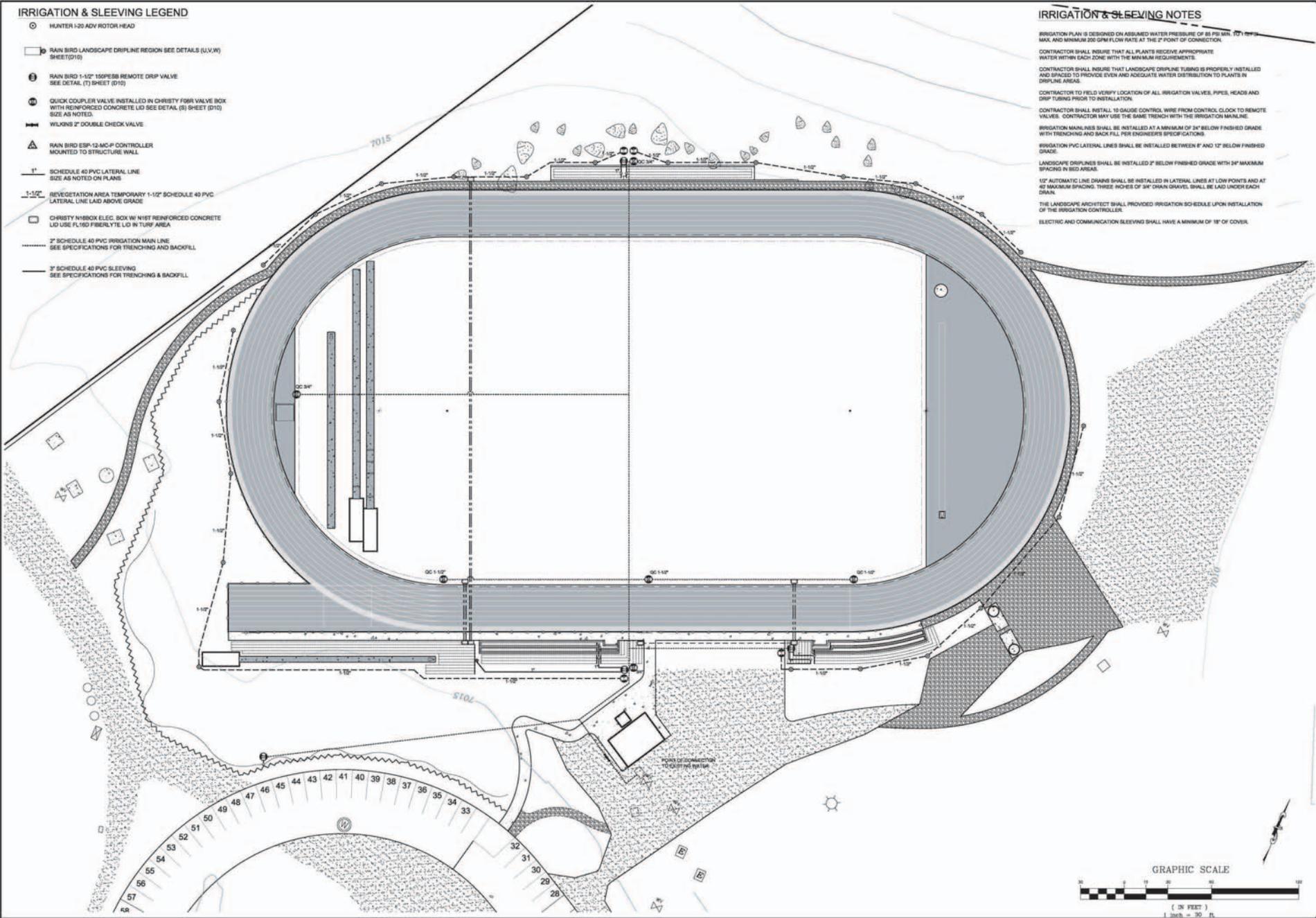
IRRIGATION PVC LATERAL LINES SHALL BE INSTALLED BETWEEN 8" AND 12" BELOW FINISHED GRADE.

LANDSCAPE DRIPLINES SHALL BE INSTALLED 2" BELOW FINISHED GRADE WITH 24" MAXIMUM SPACING IN BED AREAS.

1/2" AUTOMATIC LINE DRAIN SHALL BE INSTALLED IN LATERAL LINES AT LOW POINTS AND AT 40' MAXIMUM SPACING. THREE INCHES OF 3/4" DRAIN GRAVEL SHALL BE LAID UNDER EACH DRAIN.

THE LANDSCAPE ARCHITECT SHALL PROVIDE IRRIGATION SCHEDULE UPON INSTALLATION OF THE IRRIGATION CONTROLLER.

ELECTRIC AND COMMUNICATION SLEEVING SHALL HAVE A MINIMUM OF 18" OF COVER.



REVISION	BY

**WHITMORE TRACK & SPORTS COMPLEX**  
**SPECIAL PROJECT**  
 IRRIGATION & SLEEVING PLAN

DATE: 06/10/2010  
 SCALE: 1" = 30'-0"  
 DRAWN BY: BTL  
 SHEET NO.: **L6**  
 CHECK BY: