2.0 PROPOSED ACTION AND ALTERNATIVES

INTRODUCTION

The Project Applicant, Mammoth Mountain Ski Area (MMSA), proposes to amend the Juniper Ridge Master Plan to accommodate the proposed Eagle Lodge Base Area Development (the project). The project site is comprised of approximately 8.67 acres and is located in the southwestern side of the developed part of the Town of Mammoth Lakes.[7] A portion of the site, approximately 4.1 acres, is located within the Inyo National Forest. The project is a mixed-use development with a hotel condominium and a mix of ski-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 would include a convenience market, restaurant, day spa and locker club. Development is anticipated to be in one phase over a two-year timeframe beginning in Spring 2007 and ending in Spring 2009.

The project is subject to Town, U.S. Forest Service, and the MMSA plans and regulations. The project site is subject to the existing Juniper Ridge Master Plan "The Master Plan." The project would require amendments to the Master Plan in the areas of parking, height, density, setbacks, and land use. In addition, the project would require a General Plan amendment to rezone Lot 87 from Residential Single Family to Resort, with the majority of the lot being utilized for circulation and open space. Development of the project would be subject to further discretionary reviews that would include Use Permit, Tentative Map and Design Review Approvals. In addition, the project site is located in the Mammoth Mountain Ski Area Master Development Plan "The MMSA Development Plan," and the Inyo National Forest Land and Resource Management Plan "The Inyo Forest Plan."

2.1 PROJECT LOCATION AND SURROUNDING USES

The Town of Mammoth Lakes is a destination resort community located in southwestern Mono County, approximately 37 miles northwest of Bishop and approximately 30 miles east of Yosemite National Park, on the eastern side of the Sierra Nevada mountain range. The Town lies approximately three miles west of U.S. Highway 395, along State Route 203 as shown on

[7] *The project site boundary has been revised from the boundary shown in the January and March NOPs and the Initial Study. The site area has been expanded to include the full extent of grading associated with the project. The change in the site area does not alter the conclusions reached in the Initial Study or change to scope of the EA/EIR.*

Figure 3 on page 15. The project site is located in the southwestern side of the developed part of Town, west of the intersection of Meridian Boulevard and Majestic Pines Road. The area is locally referred to as the Juniper Springs area, or more recently the Eagle Base Area. The Eagle Base Area is one of four key access portals to the Mammoth Mountain ski area. The other key portals to the ski area are The Village, Canyon Lodge and Main Lodge, all of which are located within the Town of Mammoth Lakes Municipal Boundary.

The site is located at the base of the Eagle Express Chairlift (Chair 15), which is located on lands administered by the Inyo National Forest. Property to the north is developed with single family residences. The Summit Condominiums are located to the south of the site across Meridian Boulevard. Southwest of the site is the Juniper Springs Lodge. To the west of the Juniper Springs Lodge is multi-family residential development. Immediately to the east of the site across Majestic Pines Road is the Mammoth Community Water District Ground Water Treatment Plant No. 2. The Mammoth Loop Trail is located to the north of the Treatment Plan and runs to the west ending at Majestic Pines Road directly across from the site.

2.2 EXISTING SITE CONDITIONS

The site, which consists of private and public lands, is approximately 8.67 acres in size.[8] Table 1 provides a breakdown of site acreage by private land, USDA Forest Service land, and roadway. As shown in Table 1 on page 16 and on Figure 4 on page 17, the majority of the site, approximately 3.55 acres, is located on private property within the Town of Mammoth Lakes. The private land is located within the Town's Urban Growth Boundary (UGB) as well as within the Juniper Ridge Master Plan Area. The majority of the private portion of the site, 3.09 acres, is known as Lot 5 of the Juniper Ridge Subdivision and is within Area 4 of the Juniper Ridge Master Plan. Approximately 0.38 acres of the site are located on Lot 87, which is also within Area 4 of the Juniper Ridge Master Plan. Approximately 0.08 acres of the western portion of the site is located on the Juniper Springs Lodge (JSL) property.

Majestic Pines Road was relocated in the 1990s from along the base of the mountain to its current location. The site area includes 1.02 acres of public right-of-way (roadway), since construction activities would occur within the roadway. A portion of Lots 5 and 87 are located to the north of Majestic Pines Road. As shown on Figure 4, the project includes the

[8] *The project site boundary has been revised from the boundary shown in the January and March NOPs and the Initial Study. The site area has been expanded to include the full extent of grading associated with the project. The change in the site area does not alter the conclusions reached in the Initial Study or change to scope of the EA/EIR.*

Figure 3
Regional and Project Vicinity Map

Table 1

Breakdown of Acreage Within the Project Site

Private Land	USFS Land	Roadway	MCWD Well 16	Total Development Area
Lot 5 – 3.03 acres [a]	Lot 1 – 0.96 acres	1.02 acres		
Lot 87 – 0.38 acres [a]	Lot 6 – 2.29 acres			
JSL – 0.08 acres	Lot 7 – 0.85 acres			
3.49 acres	4.1 acres	1.02 acres	.06 acres	8.67 acres

JSL = Juniper Springs Lodge

[a] *The acreage is the area within which development would occur. The area does not include the portion of Lot 87 that would be redesignated from Low-Density Residential to Resort.*

Source: Gensler, 2006; PCR Services Corporation, 2006

redesignation of Lot 87 from Low-Density Residential to Resort as this area was not redesignated at the time of the realignment of the roadway.[9]

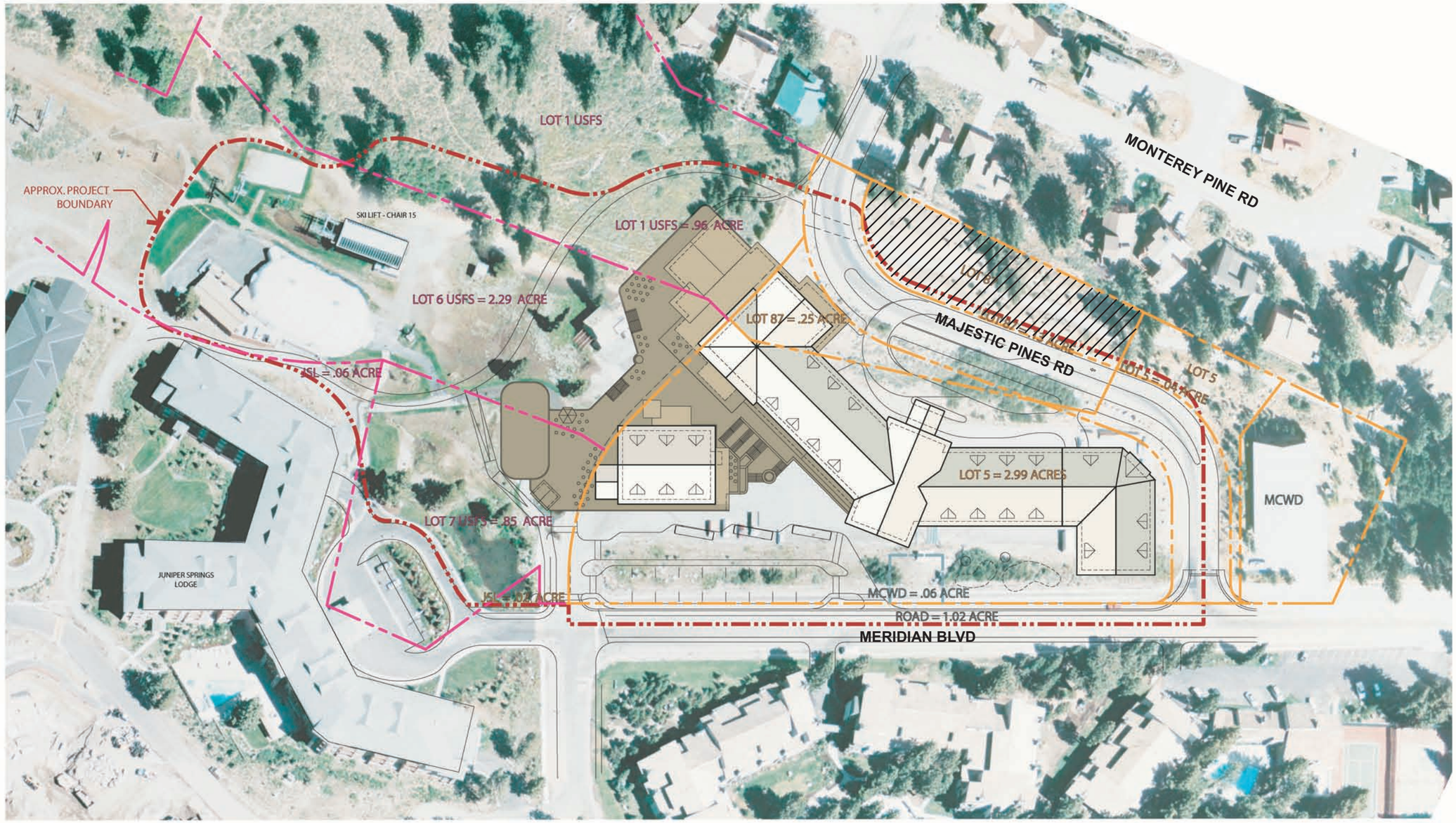
The remainder of the project site encompasses approximately 4.1 acres of land that is located within Inyo National Forest land and is administered by the USDA Forest Service. This portion of the project covers 3 parcels, Lot 7, Lot 6 and Lot 1 (Area 9, 8 and 3 of the Juniper Ridge Master Plan).

Existing uses on the site include a surface parking lot for skiers utilizing Eagle Express and the temporary Little Eagle Base Lodge. The surface parking lot, which is bounded by Meridian Boulevard and Majestic Pines Road, can accommodate approximately 225 vehicles, inclusive of day-skier and temporary/drop-off parking. Access to the surface parking lot is provided from Meridian Boulevard in the southwestern portion of the site.

In the path between the parking lot to the temporary ski facilities are a statue of an eagle in flight and a map of the ski resort indicating the lifts operating daily. The existing ski facilities consist of a temporary, white framed membrane structure with attached trailers which provide support services. Little Eagle Lodge and associated trailers provide approximately 12,000 square feet of interior space.[10] In addition, an approximately 3,000 square foot exterior barbeque and

[9] *The portion of Lot 87 that would be redesignated from Low-Density Residential to Resort is not included in the project site calculations. The project site boundary shown on Figures 4 and 5 indicates the area in which development activity would occur. The calculations provided are with regard to the development area.*

[10] *The existing tent contains approximately 9,000 square feet of floor area. The remainder of the interior square footage, 3,000 square feet, is contained in the associated trailers.*



PCR

0 50 100 200 Feet

Source: Gensler, 2006.

Figure 4
Aerial Showing Development Relative to Property Lines

dining deck are also located on the site. Existing services at Little Eagle include: ticketing; food and beverage service comprised of an 80 seat interior restaurant, an interior bar/coffee bar area plus the exterior barbeque and dining deck for service of up to 200 seats; limited retail and rental of approximately 600 square feet; public restrooms; and back-of-house administrative space. The existing lift facilities include a six seat ("six-pack") detachable chairlift with a current maximum uphill capacity of 2,800 skiers per hour. In addition, a single "magic carpet" conveyor belt is used for very limited ski school operations. The conveyor belt is 80 feet long enabling beginner skiers and snowboarders to practice one or two turns before riding on the Chairlift. No formal ski school facilities exist at Little Eagle. Currently, all guests seeking ski school services must travel to Canyon Lodge, which is located approximately 0.7 miles away, or Main Lodge, which is located approximately 2.6 miles away, to enroll.

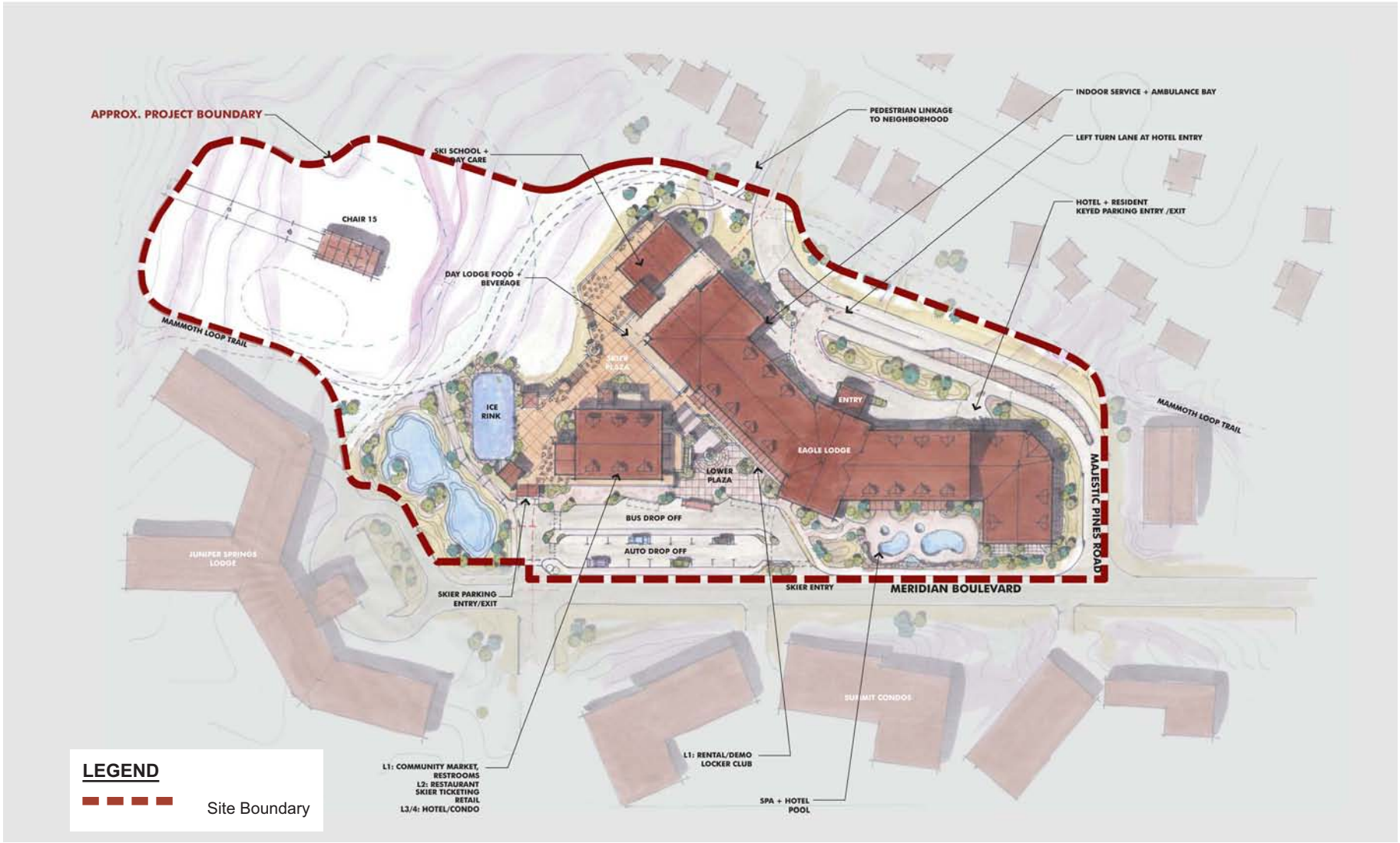
The Mammoth Community Water District (MCWD) owns a well site parcel that is located adjacent to Meridian Boulevard within the southern portion of Lot 5. The parcel contains the vault housing MCWD Well 16.

The US Forest Service and the Town recently approved the installation of a temporary tent facility that would provide services for the existing beginner/ski school service. The applicant proposes the installation of a 3,400 square foot structure to be located to the east of the existing temporary structure. The application includes the relocation of an existing 900 square foot wooden structure to connect to the temporary structure to provide restroom facilities. The conditional approval granted by the US Forest Service includes the re-siting of the existing 80-foot carpet lift, the addition of a 150-foot carpet, and the addition of a 350-foot poma surface lift. The temporary structure, which is authorized only on an interim basis, is intended to accommodate skier services until the permanent facility is completed.

2.3 PROPOSED ACTION/PROPOSED PROJECT

The proposed Eagle Lodge Base Area Development would develop permanent skier amenities. Figure 5 on page 19 provides a conceptual site plan for the project. The project would include a mixed use of day skier commercial services, general commercial services and a mix of residential product type that will encourage high transient occupancy. Plaza areas and outdoor seating would connect the on-site facilities, which would be housed in two buildings. Amenities would include ticket sales, ski rental and repair, food services, lockers, day spa, retail, ski school, and day care.[11] The project is described in more detail below.

[11] *In addition, on-hill improvements are anticipated in the future and would include a new detachable four seat ("quad") beginner chair lift and beginner ski run as well as additional magic carpets located adjacent to the proposed new base lodge. These improvements would be located entirely on Inyo Forest Land and would require environmental review and approval through the U.S. Forest Service. As the detachable quad lift is not proposed or anticipated at this time, it is not reasonably foreseeable.*



PCR

N

0 100 200 Feet

Scale in approximate feet

Source: Gensler, 2005

Figure 5
Conceptual Site Plan

The lodge and associated commercial uses would be located within two buildings. The main building or lodge would front on Majestic Pines Road. The main building, which would include the majority of the visitor accommodations, the day lodge cafeteria and the Ski School/Day Care, would be located on the north side of the site stretching from the eastern boundary to the northwestern corner of the site adjacent to the slopes. The Day Care would provide services for patrons of the ski area. A second, smaller building, the Skier Services Building, would be located parallel to Meridian Boulevard. The Skier Services Building would include a convenience market, retail space, and skier ticketing area.

The two buildings would be connected by outdoor plazas. An arrival or lower plaza would be created adjacent to the vehicular access to the south side of the site. The lower plaza would provide access to the two buildings. Stairs would lead up to the upper plaza, creating an entrance for skiers and visitors not residing at the lodge. The skier or upper plaza would connect the buildings and would connect the open ice rink with the facility. The skier plaza would be located at the bottom of the ski slopes and would be accessed by stairs from the lower plaza or from the adjacent slopes.

Although the majority of day lodge uses contemplated in the project are geared towards winter time use, the facilities would also lend themselves to summer uses such as a summertime outdoor performing arts venue, potential access to the summer mountain bike park, and assembly opportunities. The site location provides easy access to the roads leading up to the Twin Lakes, which is a popular spot for hiking and fishing. While the peak use would be winter, the development would accommodate and provide for year-round use of the facility.

a. Commercial Uses

Table 2 on page 21 shows the proposed uses as well as approximate square footage within the facility. As shown in Table 2, the ski-related commercial uses within the facility would occupy approximately 40,000 gross square feet. Ski-related commercial uses would include a rental/demo/repair shop, retail shop, ticketing, ski school, food and beverage services and back-of-house space for administration, ski patrol, employee break room, and maintenance.

The first floor of the lodge would include the ticketing and ski rental/demo shop that would front on the lower plaza and be accessible to skiers entering from Meridian Boulevard. As shown in Table 2, the lodge would contain an approximately 12,000 square foot Locker Club. The Locker Club would be located on the street level of the lodge and would have approximately 300 members. Membership to the Locker Club would include understructure parking access, exclusive members only access to the Club facilities, oversized wood lockers, men's and women's restroom and shower facilities, a business center, concierge services including a continental breakfast bar, afternoon bar services, ski tuning and other valet services.

Table 2

Commercial Uses and Square Footage

Description	Approximate Square Feet
Commercial Ski-Related Uses	
Skier Food Service	9,500
Dining Area (250 seats)	
Servery	
Kitchen/storage/office	
Food Prep	
Bar & Coffee Bar	
Skier Commercial Services	9,200
Rental/Demo/Repair Shop/Basket Ck	
Retail Shop	
Ski School/Day Care	
Skier Staging Facilities	6,300
Ticketing/Lobby	
Public Restrooms	
Administrative Facilities	5,000
Administrative Offices	
Employee Break Room/Locker Room	
Ski Patrol	
Maintenance / Loading Dock	
Mechanical / Cell Site	
Net Day Lodge Program	30,000
Inefficiencies @ 25%	10,000
Subtotal: Gross Day Lodge Square Footage	*40,000*
Additional Commercial Uses	
Day Spa	8,000
Locker Club	12,000
Convenience Market	4,000
Restaurant (seating for up to 200 patrons)	4,000
Meeting/Conference Room	4,000
Net Commercial Program	32,000
Inefficiencies @ 20%	8,000
Subtotal: Gross Commercial Square Footage	*40,000*
Total Commercial Square Footage	**80,000**

Source: MMSA and PCR Services Corporation, 2006

The second level, or ski plaza level of the lodge would include an 8,000 square foot Day Spa, which would provide traditional full service wet/dry spa services. The Day Spa would be open to guests and the public.

The ski-plaza level would include a full-service food court (cafeteria style) located in the northern portion of the lodge. The food court would provide indoor dining for up to 250 persons. The outdoor patio would provide an additional 250 seats scattered throughout the patio area. An indoor/outdoor bar would also be provided as part of the food court.

The first floor of the lodge would also include administrative offices, an employee break room, ski patrol office, building maintenance shop, mechanical rooms, and a loading dock with dry and refrigerated storage.

A Ski School/Day Care facility would be located in the northwestern portion of the site adjacent to the slopes. The Day Care center would be a supplementary operation of the Ski School, available to guests, and would only be available during the term of the annual ski season. Generally, the Day Care center would not be available to local residents of the community but rather to patrons of the ski area and the ski school in particular.

The main building would also contain an approximately 4,000 square foot meeting/conference facility that would be used to support the hospitality functions of the lodge. The meeting/conference facility would be available to the general public on an as-available commercial basis. During peak ski operations, the meeting/conference facilities would not be available to the public until the close of the chairlift operations and therefore, would not generate external traffic. The conference room could accommodate up to 200 people. In general, the meeting conference facilities would be operated so as to not conflict with peak parking demand during the ski season. It is anticipated the meeting/conference facilities would create incremental off ski season demand for lodging facilities thus promoting the year-round utilization of the lodge.

The Skier Services Building, which is the smaller, separate building on the southern portion of the site, would contain an approximately 4,000 square foot neighborhood convenience market that would provide general food and groceries on the ground floor. The intent of the market would be to provide goods for users of adjacent residential developments and guests of the lodge.

The second level of the Skier Services Building would contain a restaurant, retail space, and café. The restaurant would be located adjacent to the ski slope and ice rink. The restaurant operation would accommodate approximately 120 people at a time with an additional 80 seats provided on an outdoor patio. With the indoor and outdoor dining, the restaurant could

accommodate up to 200 persons at one time. It is anticipated this full-service restaurant would operate year-round.

b. Residential Uses

The proposed Eagle Lodge Base Area Development would include hotel/condominium or hospitality operations that would provide housing for transient visitors. As shown in Table 3 on page 24, the project would include 62 condo/hotel units and 21 fractional ownership condominiums. The 62 condo/hotel units would be wholly owned, individual units and would be located on the third through fifth level of the lodge. The 21 fractional ownership condominium units would be located in the eastern portion of the main building on the first through fourth levels. On-site lodging would accommodate up to 360 people. Related program elements of the hospitality component include a front desk operation, meeting/conference room facilities, as previously mentioned, and a club room. In addition, an outdoor pool and spa for the residents would be located on the southern side of the lodge adjacent to Meridian Boulevard.

Guests staying at the lodge and arriving by vehicle would enter a porte cochere covered driveway on Majestic Pines Road where they could park temporarily to check-in at the front desk. Front desk operations would be linked to the skier day lodge facilities so that guests registering at the lodge, for example, would be able to purchase lift tickets and other skier services such as ski school.

A hotel scenario is also being considered within the proposed building envelope.[12] The proposed building envelope could accommodate up to 213 hotel rooms. Based on this scenario and assuming two visitors per room, the hotel option could accommodate up to 426 visitors. As with the hotel/condominium option, related program elements would include a front desk operation and meeting/conference room facilities. In addition, an outdoor pool and spa would be provided for visitors.

c. Other

In addition to the skiing related services, the proposed base lodge would include a 60 foot by 120 foot outdoor ice skating rink which would be located on the skier plaza adjacent to the ski slope. An insulated blanket would be placed over the ice rink during non-operating hours. Skate rentals would be available at the base lodge rental shop. The ice skating rink could be converted

[12] *The analysis provided in the environmental document considers the scenario that would result in the greatest level of impacts. The consequences of any combination inside the envelope of what is identified in the document would not be permitted if it were determined that impacts would be greater.*

Table 3

Residential/Hospitality Uses and Square Footage

Description	Number of Units	Square Feet per Unit	Total Square Feet
Condo Hotel (average unit)	62	925	57,365 sf
Private Residence Club (avg unit)	21	2,030	42,635 sf
Commercial Management Office	1	2,000	2,000 sf
PRC Club Room	1	1,120	1,120 sf
Back-of-House Service Areas	1	5,000	5,000 sf
Net Lodging Program			108,120 sf
Inefficiencies @ 20%			27,030 sf
Gross Lodging Program			135,150 sf

Note: Although the residential/hospitality lodging uses currently contemplate a mix of ownership type units, another scenario would be to substitute a pure hotel program within the proposed building envelope. The proposed building envelope could accommodate 213 hotel rooms. The overall intent of the hospitality mix is to encourage the highest level of transient occupancy possible given the constraints of current financial markets.

Source: MMSA, 2006

to seating and a stage for use during the non-winter months. The area would be able to accommodate approximately 200 people.

The project could include a climbing wall, which would be located between the trail and the ski plaza near the ice rink, for warm-weather use. The wall would be approximately 30 feet in height and would be seasonal and the structure would be removed during the winter months.

A snow management plan would be incorporated as part of the project. Snow storage would occur adjacent to the edge of the westernmost development on the site, along Majestic Pines adjacent to the vehicular access points, and just west of the site on the detention pond area.

The existing detention basins within the project boundary would not be used for drainage. However, due to the proximity of development relative to the existing basins it is likely that some landscape maintenance or repair work may be necessary. In terms of site drainage, the project would include the installation of two underground detention facilities. One facility would be located along the eastern boundary of the project site and another along the project's northern boundary near the lodge entrance.

The existing temporary tent would be removed as part of the project. The area around Chair 15 would be regraded so as to change the queuing line from the north side to the south side of the chairlift. Existing fill that is located to the north of the chairlift would be removed. Once the fill area and the tent have been removed, the area would be regraded and revegetated with native grasses.

d. On-Site Circulation and Parking

The lodge would front on Majestic Pines Road. Two vehicular access points would be provided along Majestic Pines Road. The southernmost driveway closest to Meridian Boulevard would provide access to a keyed parking structure for use by hotel guests and residents. Guests staying at the lodge and arriving by vehicle could enter the northernmost driveway on Majestic Pines Road and park under a porte cochere temporarily to check-in at the front desk. In addition, service vehicles would access the site from Majestic Pines Road. A fully enclosed loading dock would be located parallel to Majestic Pines Road in the central portion of the lodge. An ambulance bay would also be provided along Majestic Pines Road.

Two public vehicular access points would be provided to the site along Meridian Boulevard. The easternmost driveway would provide one-way westerly access along the arrival plaza, exiting at the westernmost driveway adjacent to the Juniper Springs Lodge. This driveway would provide site access for auto and transit drop-off. Vehicles would enter the driveway and would drop day skiers off at the arrival plaza. The auto drop-off lane is designed to accommodate up to 16 vehicles at one time. In addition, a bus lane with pullout pockets for up to four buses at one time would be located adjacent to the arrival plaza. The cars and buses would exit the site using the westernmost driveway adjacent to the Juniper Springs Lodge. The westernmost driveway, which would be two-way, would also provide access to underground parking for day users of the facility.

The project proposes a 246,250-square-foot subterranean parking garage with up to 544-spaces. The parking garage would include 2 full levels and one partial level or subterranean parking. The partial level of the parking structure located at the northwestern portion of the building would include an exclusive drop-off parking area that would provide direct access to the ski school facilities above. At the commencement of ski school classes (i.e., 11:00 A.M.) this partial level would convert to day skier parking.

The project proposes to extend the Mammoth Loop Trail through the site. The Trail would be constructed from Majestic Pines Road, across from where the Trail currently ends, along the northwestern side of the lodge to the western end of the site. In addition, the project would include a pedestrian link from the northern end of the lodge to the single family neighborhood to the north of the site. The trail would intersect with the Mammoth Loop Trail.

Additional at grade pedestrian improvements would provide access along the southern and western boundaries of the project site to the adjacent multi-family residential developments.

e. Architecture

As discussed above, the facility would be constructed on multiple levels. Figure 6 and Figure 7 on pages 27 and 28 are renderings of the development from Meridian Boulevard and Majestic Pines Road, respectively. The structure would be articulated in order to break up the massing of the building. There would be an approximately 15 foot elevation difference between the upper skier plaza, lift loading elevation and that of the lower, east end of the site. The elevation difference between the arrival plaza and the skier plaza would provide further variation in the building massing. Story heights from the arrival plaza area would vary from three, four and five stories. However, from the skier plaza end of the development, some portions of the day lodge and commercial uses would be one story from grade.

The average building height above finished grade would be approximately 64 feet for the Skier Services Building. The peak building height of this building would be approximately 71 feet above the Meridian Boulevard street grade (8065 feet above mean sea level). The primary structure, the lodge, would have an average building height of approximately 61 feet. The peak building height of the lodge would be approximately 87 feet above the Majestic Pines Road street grade (8065 feet above mean sea level).[13]

Building materials would include heavy timbers and natural stone. The buildings would have pitched composite shingle roofs. The plazas would be finished with interlocking pavers. Landscaping would be provided on the plazas. The eagle statue that is currently on the site would be relocated to the arrival plaza at the base of the stairs.

The proposed project would be developed in accordance with the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) standards. The goal is to achieve certification level or above. LEED aims to improve occupant well being, environmental performance and economic returns of buildings using established and innovative practices, standards and technology. Major areas of evaluation include the following: Sustainable Sites, Water Efficiency, Energy & Atmosphere, Materials & Resources, Indoor Environmental Quality, Innovation & Design Process.

[13] *Please see Appendix G .for a detailed height analysis for the Proposed Action.*

PCR

Figure 6
Rendering from Meridian Boulevard

Source: Gensler, 2005

PCR

Figure 7
Rendering from Majestic Pines Road

Source: Gensler, 2005

2.4 CONSTRUCTION

Construction of the project is expected to begin in Spring 2007 and would take approximately two years to complete. Construction would begin with the excavation of the parking garage moving from the western to the eastern portion of the site. Excavation for the project is estimated to be approximately 116,085 cubic yards (cy) of material. The project would require approximately 32,350 cubic yards of backfill material. Approximately 14,000 cy of excavated soil would be hauled off road and temporarily stored on the Lower Pumpkin Ski Trail. An additional approximately 20,000 cy of material would be hauled on Town roads to the MMSA Slash Pit near Chair 2 where it would be temporarily stored. These two locations would be used for temporary storage and the material would be returned to the site and used as backfill. The remaining approximately 82,000 cy of excavated material would be hauled on Town roads to Canyon Lodge near the base of Chair 7.[14] The approximately 82,000 cy of material would be stored for a longer term and the material would be used for a slope regrading project at Canyon Lodge.

With regard to haul routes that are not on Town roads, existing roads and trails would be used whenever possible. Any temporary roads that would be constructed for hauling of material would be removed and the area revegetated upon completion of the project. Best Management Practices (BMPs), such as check dams and sediment barriers (i.e., silt fence, weed-free hay bales, wattles, etc.) would be used to control runoff velocity and encourage sediment deposition. All stockpiled material would be protected from wind and water erosion.

A portion of the garage would be completed for the 2007/2008 ski season such that the usable portion of the parking garage would replace the approximately 225 surface parking spaces so as to result in no loss of parking during the interim ski season. Construction would continue through the winter months. The lodge would be completed by the 2008/2009 ski season. Final completion of the residential/hospitality portions of the project would occur in Spring 2009. The project would include the removal of the existing temporary tent facility and a fill area to the north of Chair 15 and the regrading of the area. Revegetation of the area would also occur.

2.5 PROPOSED ALTERNATIVES

NEPA and CEQA both require the consideration of a range of reasonable alternatives to the Proposed Action. Alternatives must be feasible and must meet the purpose and need of the

[14] *The permanent fill site at the base of Chair 7 at Canyon Lodge would be addressed as a separate NEPA action prior to implementation of hauling operations.*

Proposed Action. Under CEQA, alternatives must attain most of the basic project objectives that are described in Chapter 1. Alternatives must also lessen one or more of the potentially significant effects of the project.

The range of alternatives required is governed by a "rule of reason," which means that only those feasible alternatives necessary to permit a reasoned choice need to be considered. Reasonable alternatives are those that are practical or feasible based on technical, economic and other considerations. Analysis of the No Action or No Project alternative is specifically required, as is a discussion of those alternatives considered but rejected from detailed consideration.

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. CEQA Guidelines Section 15126.6(f)(1) states that:

> *"Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site . . . ."*

Section 15126.6 of CEQA also requires an EIR to identify the environmentally superior alternative. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.

The four alternatives analyzed in the document are described below. Table 4 on page 31 summarizes the key components of the Proposed Action and the alternatives.

a. Alternative 1 - Development in Accordance with Existing Regulations Alternative

In accordance with CEQA Guidelines § 15126.6(e)(2), this Alternative represents what would be reasonably expected to occur in the foreseeable future if the project as proposed were not approved. Development would be consistent with the existing Juniper Ridge Master Plan. In addition, in accordance with CEQA Guidelines § 15126.6(e)(3)(B), this Alternative represents "predictable actions by others, such as some other project" if disapproval of the project under consideration were to occur.

In accordance with the adopted Juniper Ridge Master Plan, the site (Area 4) would be developed with a parking structure and 35,000 square feet of commercial space replacing the existing surface parking lot. The existing temporary tent facility would be removed and uses would be relocated into the new commercial building. The 35,000 square feet of commercial uses would primarily serve the day skiers, residents, and transient occupants of the lodging units

Table 4

Comparison of the Components of the Proposed Action and Alternatives

Alternative No.	Alternative	Site Size	Disposition of Temporary Tent	Commercial	Residential	Parking	Height
Proposed Action	Proposed Action	8.67 acres on USFS and private land	Removed	40,000 sf ski-related uses; 40,000 sf other commercial uses	62 condo/hotel units and 21 fractional ownership condominiums OR up to 213 hotel rooms	544 spaces	Lodge – 87 ft above Majestic Pines Road; Skier Services Bldg – 71 ft above Meridian Blvd.
1	Development in Accordance with Existing Regulations	8.67 acres on USFS and private land	Removed	35,000 sf primarily serving day skiers, residents, and transient occupants in the vicinity of the site	0	566 spaces	Comm'l structure - up to 45 ft from street grade; Parking structure - maximum of 35 ft
2	Reduced Intensity Alternative	8.67 acres on USFS and private land	Removed	52,000 sf primarily serving day skiers, residents, and transient occupants in the vicinity of the site	54 condominiums OR up to 138 hotel rooms	350 spaces	45 to 55 ft
3	Alternate Design Alternative	8.67 acres on USFS and private land	Removed	40,000 sf ski-related uses; 40,000 sf other commercial uses	62 condo/hotel units and 21 fractional ownership condominiums OR up to 213 hotel rooms	544 spaces	Lodge - 102 ft above Majestic Pines Road; Skier Services Bldg - 71 ft above Meridian Blvd
4	No Action	8.67 acres on USFS and private land	Removed	0	0	0	NA

Source: PCR Services Corporation, 2006

in the vicinity of the site. The commercial structure would be up to 45 feet in height as measured from street grade, with a setback of 20 feet from Meridian Boulevard and Majestic Pines Drive. The parking structure would be a maximum of 35 feet in height, and would contain a maximum of 566 parking spaces.

Vehicular access to the site would be provided only from Meridian Boulevard. With regard to pedestrian circulation, Alternative 2 would provide an easement of 14 feet in width in non-steep areas of the site and 12 feet in steep areas for a recreational trail.

b. Alternative 2 - Reduced Intensity Alternative

The Reduced Intensity Alternative would provide accommodations for transient visitors as well as commercial uses. The Reduced Intensity would result in a three story structure in order to preserve views to Sherwin Mountain range including Mammoth Rock, Crystal Crag, and Mammoth Crest. Alternative 2 would result in an approximately 35 percent reduction compared with the Proposed Action.

The existing temporary tent facility would be removed and the uses would be relocated into the permanent structure. The Reduced Intensity Alternative would include 54 residential units or up to 138 hotel rooms. This Alternative would include 52,000 square feet of commercial uses that would primarily serve the day skiers, residents, and transient occupants of the lodging units in the vicinity of the site. The mix of commercial uses would be reduced and the day spa and meeting/conference room would not be provided under this Alternative.

The transient housing and commercial services would be located within two buildings. The main building, which would include the majority of the visitor accommodations, the day lodge cafeteria and the Ski School/Day Care, would be located on the north side of the site. A second, smaller building, the Skier Services Building, would be located parallel to Meridian Boulevard. The Skier Services Building would include a small convenience market, retail space, restaurant, ticketing, and employee and administrative space.

The structure would vary slightly in height with the terrain and would be up to approximately 45 to 55 feet in height. The northern portion of the building would be 8115 feet above mean sea level (amsl), which would be 50 feet above the Majestic Pines Road street grade (8065 feet amsl). The Skier Services Building would have a roof height of 8121 feet amsl, which would be 45 feet above the grade of Meridian Boulevard (8076 feet amsl).

Vehicular access to the site would be provided from Majestic Pines Road for the lodge and Meridian Boulevard for the day skier activity. Alternative 2 would provide approximately 350 parking spaces in a two-level subterranean parking structure.

Alternative 2 would include two underground detention facilities along the eastern and northern boundaries of the project site. This Alternative would also include the extension of the Mammoth Loop Trail through the site as well as a pedestrian link from the northern end of the lodge to the single family neighborhood to the north of the site.

c. Alternative 3 - Alternate Design Alternative

The Alternate Design Alternative would contain the same program as the Proposed Action and would include approximately 40,000 gross square feet ski-related commercial uses and 40,000 gross square feet of other commercial uses. In addition, Alternative 3 would include 62 condo/hotel units and 21 fractional ownership condominiums or up to 213 hotel rooms. As with the Proposed Action, on-site amenities, such as meeting/conference room facilities, a club room, an outdoor pool and spa, and outdoor ice skating rink would also be provided.

The transient housing and commercial services would be located within two buildings. The main building or lodge would front on Majestic Pines Road. The main building, which would include the majority of the visitor accommodations, the day lodge cafeteria and the Ski School/Day Care, would be located on the north side of the site. The commercial services would be provided in the first three levels of the western portion of the building. The residential or hotel units would be located above the commercial services on the fourth through seventh levels and in the eastern portion of the building.

A second, smaller building, the Skier Services Building, would be located parallel to Meridian Boulevard. The Skier Services Building would include a convenience market, retail space, restaurant, ticketing, and employee and administrative space on the first two levels of the building. Residential or hotel units would be located on levels four and five of the Skier Services Building.

Under the Alternate Design Alternative, the facility would be constructed on multiple levels and the structure would range from two to seven stories in height. (See Visual Simulations provided in Appendix I of this document.) The northern portion of the building would be 8147 feet above mean sea level (amsl) at its closest point to Majestic Pines Road, which would be 82 feet above the Majestic Pines Road street grade (8065 feet amsl). The highest peak, which would occur in the central portion of the building, would be at 8167 feet amsl. The peak building height from the lowest street grade of Majestic Pines Road (8065 feet amsl) would be 102 feet. The Skier Services Building would have a building peak of 8147 feet amsl, which would be 71 feet above the grade of Meridian Boulevard (8076 feet amsl).

Under Alternative 3, vehicular circulation would occur the same as with the Proposed Action. Two vehicular access points would be provided along Majestic Pines Road for the lodge

and two public vehicular access points would be provided along Meridian Boulevard for the ski operations. Access improvements on Majestic Pines Road to accommodate the proposed site access would occur under the Alternate Design Alternative. Parking would be provided in the 544 space subterranean garage.

The Alternative would include two underground detention facilities along the eastern and northern boundaries of the project site. This Alternative would also include the extension of the Mammoth Loop Trail through the site as well as a pedestrian link from the northern end of the lodge to the single family neighborhood to the north of the site.

d. Alternative 4 - No Action Alternative

The No Action Alternative could occur if the Proposed Action, or the development of the permanent lodge facility, were not approved. As a result, the environmental effects which could occur from the Proposed Action would not occur. Under the No Action Alternative no modifications would be made to the operation of the ski facility. However, the temporary tent that is currently located on Forest Service land would be removed. The existing surface parking lot would remain. No transient lodging or associated commercial activities would be developed on the site.

e. Alternatives Considered but Eliminated from Detailed Consideration

Federal agencies are required by NEPA to rigorously explore and objectively evaluate all reasonable alternatives to the Proposed Action and to briefly discuss the reasons for eliminating any alternatives that were not analyzed in detail. Eight public comments (letters and emails) received in response to the Proposed Action provided suggestions for alternative methods for achieving the project purpose and need. Some of the alternatives may have been considered outside the scope of the proposal, duplicative of the alternatives considered in detail, or determined to be components that would cause unnecessary environmental harm. Therefore, a number of alternatives were considered, but dismissed from detailed consideration for reasons summarized below.

In accordance with CEQA Guidelines Section 15126.6©, an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives that have been considered and rejected as infeasible include:

Development on USFS Land: A project that included development of the lodge entirely on U.S. Forest Service Land. This development was the focus of the 1997 EA. This project or alternative was rejected since development on the existing surface lot would minimize the loss of suitable terrain for skier and lift staging.

Development with Majestic Pines Relocated to the Previous Alignment: A project that included the development of the lodge primarily on private land with the same mix of uses as that proposed under the project. The building massing would be located closer to the single family residences to the north of the site compared with the project under consideration. This project or alternative included the relocation of Majestic Pines to its previous location to the west, running directly through the site. The project or alternative included the creation of a land bridge/tunnel over the relocated road to tie grade separated pedestrian access from the ski slope to the lodge facility. This project or alternative was rejected as it was not the design preferred by the public during a December 2004 open house conducted by MMSA. The conclusion was that this project or alternative resulted in a more confusing traffic circulation pattern. In addition, this project or alternative would have greater shade and shadow impacts on adjacent homeowners than the current Proposed Action. Finally, there were infrastructural challenges to create the tunnel/bridge across the previous alignment of Majestic Pines Drive.

Site Plan with Access on Meridian Boulevard (January 2006 Project): A project that was described in the Notice of Preparation that was circulated in January 2006 and presented at a scooping meeting on January 31, 2006 had the building oriented to Meridian Boulevard. Vehicular access was from Meridian Boulevard. The project would provide the same accommodations and amount of commercial space as proposed with the project analyzed in the EIR. However, upon further analysis by the applicant, the Site Plan with Access on Meridian Boulevard was rejected. The applicant determined that the Site Plan with Access on Meridian Boulevard would create conflicts with regard to vehicular traffic circulating around the building. In addition, Site Plan with Access on Meridian Boulevard would create a large amount of asphalt on the south side of the building. Finally, the plan would locate the building closer to the adjacent single family residences to the north. Consequently, the Site Plan was withdrawn and a new Notice of Preparation was circulated for a 30-day period beginning on March 2, 2006.

Alternate Site: The purpose of the project is to locate a lodge adjacent to the ski slopes to serve the existing portal at Eagle Base. There is no other location on private land owned by MMSA located at the base of the lift that could provide the accommodations and commercial square footage within proximity of the Mountain.

f. Comparison of Alternatives, Federal Lead Agency Preferred and Environmentally Preferable Alternative, and State Lead Agency Environmentally Superior Alternative

Table 5 on page 40 provides a comparison of impacts of the Proposed Action and the four alternatives after application of required mitigation measures. The table provides summaries of the individual environmental issue area impact and mitigation analyses in Section 3, some of which are also supported by technical reports. The No Action Alternative would result in minimal construction and no operation impacts, but also would result in none of the socioeconomic and scientific benefits of the Proposed Action.

The Proposed Action would result in impacts in the following issue areas:

Transportation: temporary impacts with regard to construction parking and traffic; operational impacts at two intersections: meridian Boulevard/Minaret Road and Majestic Pine Drive East/Meridian Boulevard; on-site parking shortfall of 311 spaces; and vehicular safety hazards within the site's internal circulation system. With the incorporation of mitigation measures all impacts related to transportation would be reduced to a less than significant level.

Noise: temporary impacts with regard to construction noise; cumulative roadway noise impacts due to cumulative traffic volumes. With the incorporation of mitigation measures construction noise impacts would be reduced to a less than significant level. The project's contribution to the Town's buildout traffic noise would be significant and unavoidable.

Biological Resources: adjacent drainage to northwestern boundary of site; nesting birds. With the incorporation of mitigation measures construction impacts to biological resources would be reduced to a less than significant level.

Cultural Resources: With the incorporation of mitigation measures impacts to cultural resources would be reduced to a less than significant level.

Employment, Population, and Housing: potential impact to housing from construction workers. With the incorporation of a mitigation measure impacts on housing during construction would be reduced to a less than significant level.

Aesthetics: View from Key Observation Point #2. Significant and unavoidable based on CEQA threshold.

Hydrology and Water Quality: groundwater supply and recharge and water quality during operation. With the incorporation of mitigation measures impacts to hydrology and water quality would be reduced to a less than significant level.

Water Supply: periodic maintenance and repair of MCWD's Well 16; fire flow; and cumulative impact relative to water supply at Town buildout in 2025. With the incorporation of mitigation measures project impacts to water supply would be reduced to a less than significant level. The project's contribution to the 2025 Town buildout water supply impact would be significant and unavoidable.

Wastewater: With incorporation of a mitigation measure impacts to existing wastewater treatment facilities and wastewater systems would be reduced to a less than significant level.

Mitigation measures are provided where feasible to reduce the level of impacts to a less than significant level. In all cases, except aesthetics, cumulative noise and cumulative water supply, the mitigation measures would reduce the impacts to a less than significant level. With regard to aesthetics, the Proposed Action would result in a significant and unavoidable impact based on CEQA thresholds from Key Observation Point #2.

Based on these considerations and the comparison in Table 5, the USDA Forest Service and the Town of Mammoth Lakes have made the following conclusions:

USDA Forest Service (NEPA Lead Agency) - The No Action Alternative provides the least environmental impact and, as such, would be the Environmentally Preferable Alternative under the NEPA regulations at 40 CFR 1505.2(b). The USDA Forest Service has not identified an Environmentally Preferable Alternative among the action alternatives.

The Town of Mammoth Lakes (CEQA Lead Agency) - Section 15126.6 of the CEQA Guidelines indicates that an analysis of alternatives to the proposed project shall identify one alternative to the project as the environmentally superior alternative. Furthermore, if the environmentally superior alternative is the No Project (No Action) Alternative, the EIR shall also identify the environmentally superior alternative from among the other alternatives.

Under CEQA Guidelines Section 15126(e)(2), the Town of Mammoth Lakes has identified the No Action Alternative as the Environmentally Superior Alternative as it would not involve construction or changes that would result in physical impacts on the environment. However, the No Action Alternative would not achieve the project objectives or provide beneficial effects as it would not provide transient lodging within close proximity to the portal and would not provide commercial uses within close proximity to existing residences.

Although the No Action Alternative is considered environmentally superior to the Proposed Action, in accordance with CEQA, an Environmentally Superior Alternative among the build alternatives must also be identified. A comparative evaluation of the remaining alternatives indicates that the Reduced Intensity Alternative would be environmentally superior as it would reduce the significant and unavoidable impact from Key Observation Point #2 that would occur as a result of the Proposed Action. In addition, the Reduced Intensity Alternative would reduce the level of impacts in other issue areas. The Reduced Intensity Alternative would not substantially reduce the cumulative impacts relative to traffic noise and water supply.

With regard to the applicant's objectives, while the Reduced Intensity Alternative would meet some of the objectives, the Alternative would not meet the objectives to the same extent as would the proposed project. While the Reduced Intensity Alternative could result in a world-class base area that would support numerous forms of outdoor recreation, the facility under this Alternative would not provide the mix of uses and the level of amenities. For example, the day skier services would be reduced and the day spa and meeting/conference room would not be provided under this Alternative. The Reduced Intensity Alternative would generally meet the objective of providing a variety of uses to encourage family-oriented recreational opportunities but not to the same extent as the project because of the reduction in commercial floor area. In addition, the Reduced Intensity Alternative would not provide the extent of amenities for the surrounding neighborhood given that the community market would be reduced in size. Therefore, this Alternative would not provide commercial goods and services within close proximity to residents so as to reduce trips to other parts of Town to the same extent as the project.

The Reduced Intensity Alternative would not contribute to the improvement of the Town's economic stability to the same extent as the project since this Alternative would not include the mix and amount of non-residential uses. For example, the Reduced Intensity Alternative would not provide a meeting/conference room to facilitate indoor assembly areas to support community cultural events and group meetings during the non-ski season.

This Alternative would meet the objective to create an architectural landmark that blends in with the alpine setting and character of the Mammoth area. The Alternative would also respect the natural environment of the area through the use of landscape elements such as large boulders, indigenous species of trees, shrubs and wildflowers that echo the distinct geography of the site. The Reduced Intensity Alternative could incorporate environmental sustainability through the design and construction implementation processes. As with the project, the Reduced Intensity Alternative would contribute to the Town's trail network through the completion of the Mammoth Loop Trail on the site.

While the Reduced Intensity Alternative would meet the Town's objective to encourage the pedestrian orientation by locating increased transient lodging density immediately adjacent to

the ski area base lifts, the Alternative would not achieve this objective to the same level as the project due to the reduction in the unit or bed count. The Reduced Intensity Alternative would also not meet the objective to develop high occupancy transient bed base especially in developments that are located within 500 feet of a base area chair lifts to the same extent as the project because of the reduction in the lodging. Therefore, the Reduced Intensity Alternative would not contribute to the long term economic sustainability of the Town's revenue sources to the same extent as the project.

Table 5

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
Land Use				
The Proposed Action would result in the development of a permanent recreational, commercial and lodging facility to replace the existing temporary structure. The Proposed Action would be compatible with surrounding land uses. The Proposed Action includes a General Plan amendment for Lot 87; amendments to the Juniper Ridge Master Plan for parking, height, density, setbacks, access, and land use; and an administrative change to the 1984 MMSA Development Plan Update to reflect a Peak Design Capacity (PDC) of 5,960 at Base VII. With the proposed changes to the applicable plans, the Proposed Action would be compatible with applicable plans. The proposed rezoning of a portion of the Juniper Springs	Alternative 1 proposes a permanent commercial facility to replace the existing temporary structure. Alternative 1 would be compatible with surrounding land uses. Alternative 1 would be developed in accordance with existing regulations and amendments would not be necessary. However, an administrative change to the 1984 MMSA Development Plan Update to reflect a Peak Design Capacity (PDC) of 5,960 at Base VII would be required. Alternative 1 would be compatible with applicable plans. Therefore, implementation of Alternative 1 would result in a less than significant impact to land use.	Alternative 2 proposes a permanent recreational, commercial and lodging facility to replace the existing temporary structure. Alternative 2 would be compatible with surrounding land uses. Alternative 2 includes a General Plan amendment for Lot 87; amendments to the Juniper Ridge Master Plan for parking, height, density, setbacks, access, and land use; and an administrative change to the 1984 MMSA Development Plan Update to reflect a Peak Design Capacity (PDC) of 5,960 at Base VII. With the proposed changes to the applicable plans, Alternative 2 would be compatible with applicable plans. Therefore, implementation of Alternative 2 would result in a less than significant impact to land use.	Alternative 3 proposes a permanent recreational, commercial and lodging facility to replace the existing temporary structure. Alternative 3 would be compatible with surrounding land uses. Alternative 3 includes a General Plan (1987) redesignation; amendments to the Juniper Ridge Master Plan in the areas of parking, height, density, setbacks, access, and land use; and an administrative change to the 1984 Mammoth Mountain Ski Area (MMSA) Development Plan Update to reflect a Peak Design Capacity (PDC) of 5,960 at Base VII. With the proposed changes to the applicable plans, Alternative 3 would be compatible with existing regulations. Therefore, implementation of Alternative 3 would result in a less than significant impact to	Under the No Action Alternative, no modifications would be made to the operation of the ski facility. However, the temporary tent that is currently located on Forest Service land would be removed. The existing surface parking lot would remain. As such, the No Action Alternative would not fulfill the goals and policies of the General Plan (1987) or the long-range vision of the Town, the USDA Forest Service, and the MMSA to develop a mixed use, year-round resort facility.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
Master Plan area to Open Space in the 2005 Draft General Plan Update would decrease the permitted density within the area. As such, if the 2005 Draft General Plan were adopted, the hotel scenario would require a reduction in density or a General Plan amendment for the proposed density. The condominium/hotel and fractional ownership unit scenario would be consistent with the density allowed in the 2005 Draft General Plan.			land use. The proposed rezoning of a portion of the Juniper Springs Master Plan area to Open Space in the 2005 Draft General Plan Update would decrease the permitted density within the area. As such, if the 2005 Draft General Plan were adopted, the hotel scenario would require a reduction in density or a General Plan amendment for the proposed density. The condominium/hotel and fractional ownership unit scenario would be consistent with the density allowed in the 2005 Draft General Plan.	
Transportation				
The Proposed Action would result in temporary impacts with regard to parking and traffic during construction. With implementation of the prescribed mitigation measures requiring preparation of a construction parking plan, haul rout plan and traffic	Alternative 1would result in temporary impacts with regard to parking and traffic during construction. With implementation of the prescribed mitigation measures requiring preparation of a construction parking plan, haul rout plan	Alternative 2 would result in temporary impacts with regard to parking and traffic during construction. With implementation of the prescribed mitigation measures requiring preparation of a construction parking plan, haul rout plan and traffic	Alternative 3 would result in temporary impacts with regard to parking and traffic during construction. With implementation of the prescribed mitigation measures requiring preparation of a construction parking plan, haul rout plan	No short-term parking or traffic impacts would occur as the No Action Alternative would not result in new construction.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
management procedures, construction traffic impacts would be reduced to a less than significant level.	and traffic management procedures, construction traffic impacts would be reduced to a less than significant level.	management procedures, construction traffic impacts would be reduced to a less than significant level.	and traffic management procedures, construction traffic impacts would be reduced to a less than significant level.	
Long-term operational traffic would result in significant traffic impacts at the following two intersections: Meridian Boulevard/Minaret Road and Majestic Pine Drive East/Meridian Boulevard. No roadway segments would be significantly impacted.	Alternative 1 would result in significant traffic impacts at the following two intersections: Meridian Boulevard/Minaret Road and Majestic Pine Drive East/Meridian Boulevard. No roadway segments would be significantly impacted.	Alternative 2 would result in significant traffic impacts at the following two intersections: Meridian Boulevard/Minaret Road and Majestic Pine Drive East/Meridian Boulevard. No roadway segments would be significantly impacted.	Alternative 3 would result in significant traffic impacts at the following two intersections: Meridian Boulevard/Minaret Road and Majestic Pine Drive East/Meridian Boulevard. No roadway segments would be significantly impacted.	The operation of the ski facility would not change from existing conditions, therefore any additional operational traffic impacts would not occur.
Impacts to the two intersections would be reduced to a less than significant level by mitigation requiring the payment of development impact fees and fair share contributions towards necessary improvements.	Impacts to the two intersections would be reduced to a less than significant level by mitigation requiring the payment of development impact fees and fair share contributions towards necessary improvements.	Impacts to the two intersections would be reduced to a less than significant level by mitigation requiring the payment of development impact fees and fair share contributions towards necessary improvements.	Impacts to the two intersections would be reduced to a less than significant level by mitigation requiring the payment of development impact fees and fair share contributions towards necessary improvements.	
The Proposed Action would result in a parking shortfall of 311 spaces. With implementation of mitigation that identifies three mitigation parking options that include increased transit service, off-	Alternative 1 would result in a parking shortfall of 41 spaces. This Alternative would require implementation of similar mitigation measures as the Proposed Action, but would	Alternative 2 would result in a parking shortfall of 147 spaces. This Alternative would require implementation of similar mitigation measures as the Proposed Action, but would include a proportionate	Alternative 3 would result in a parking shortfall of 311 spaces. With implementation of mitigation that identifies three parking mitigation options that include increased transit service, off-site parking	Parking would continue to occur similar to existing conditions. No additional parking impacts would occur beyond existing conditions.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
site parking and/or in lieu parking fees, parking impacts would be reduced to a less than significant level.	include a proportionate decrease in increased transit, off-site parking and/or in lieu fees, during operation to ensure that long-term parking impacts are reduced to a less than significant level.	decrease in increased transit, off-site parking and/or in lieu fees, during operation to ensure that long-term parking impacts are reduced to a less than significant level.	and/or in lieu parking fees, parking impacts would be reduced to a less than significant level.	
The Proposed Action would increase access to public transit services. Thus, the Proposed Action would result in less than significant impacts with regard to alternative transportation	Alternative 1 would increase access to public transit services. Thus, alternative transportation impacts would be less than significant.	Alternative 2 would increase access to public transit services. Thus, alternative transportation impacts would be less than significant.	Alternative 3 would increase access to public transit services. Thus, alternative transportation impacts would be less than significant.	Alternative transportation would continue to be provided similar to existing conditions. No additional alternative transportation impacts would occur beyond existing conditions.
As access to the project site would be provided from two roadways, adequate emergency access would be provided and no impacts would occur.	As access to the project site would be provided from two roadways, adequate emergency access would be provided.	As access to the project site would be provided from two roadways, adequate emergency access would be provided.	As access to the project site would be provided from two roadways, adequate emergency access would be provided.	Access would continue to be provided from two roadways. Thus, no additional impacts would occur beyond existing conditions.
The Proposed Action could result in vehicular safety hazards within the site's internal circulation system. Mitigation measures addressing the internal circulation of the project site	Internal site circulation would be designed to promote the safe movement of pedestrians and vehicles, and would be subject to design review by the Town of Mammoth Lakes to ensure that safety impacts	Alternative 2 could result in vehicular safety hazards within the site's internal circulation system. Mitigation measures addressing the internal circulation of the project site along with design review by	Alternative 3 could result in vehicular safety hazards within the site's internal circulation system. Mitigation measures addressing the internal circulation of the project site along with design	This Alternative would not include the development of pedestrian and transit friendly drop-off areas. No additional internal site circulation impacts would occur

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
along with design review by the Town of Mammoth Lakes would ensure that internal circulation/safety impacts would be less than significant.	would be less than significant.	the Town of Mammoth Lakes would ensure that internal circulation/safety impacts would be less than significant.	review by the Town of Mammoth Lakes would ensure that internal circulation/safety impacts would be less than significant.	beyond existing conditions.
Air Quality				
The Proposed Action would involve demolition, earthwork, hauling, and construction activities. The APCD requires the implementation of specific dust control measures during construction activities, which have been included in the analyses. The air emissions resulting from construction of the project would be below the significance criteria of 250 tpy for each of the criteria pollutants, VOC (an O_3 precursor), NOx, SO_2, CO, and PM_{10}. Thus, impacts to air quality would be less than significant.	Alternative 1 would involve demolition, earthwork, hauling, and construction activities. The APCD requires the implementation of specific dust control measures during construction activities, which have been included in the analyses. The air emissions resulting from construction of Alternative 1 would be below the significance criteria of 250 tpy for each of the criteria pollutants, VOC (an O_3 precursor), NOx, SO_2, CO, and PM_{10}. Thus, impacts to air quality would be less than significant.	Alternative 2 would involve demolition, earthwork, hauling, and construction activities. The APCD requires the implementation of specific dust control measures during construction activities, which have been included in the analyses. The air emissions resulting from construction of Alternative 2 would be below the significance criteria of 250 tpy for each of the criteria pollutants, VOC (an O_3 precursor), NOx, SO_2, CO, and PM_{10}. Thus, impacts to air quality would be less than significant.	Alternative 3 would involve the same level of construction as the Proposed Action as the program would be the same Alternative 3 would involve demolition, earthwork, hauling, and construction activities. The APCD requires the implementation of specific dust control measures during construction activities, which have been included in the analyses. The air emissions resulting from construction of Alternative 3 would be below the significance criteria of 250 tpy for each of the criteria pollutants, VOC (an O_3 precursor), NOx, SO_2, CO, and PM_{10}. Thus, impacts to air quality would be less than significant	Alternative 4 would result in a minimal amount of construction activity and would result in a less than significant impact with regard to construction emissions.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
Operation of the Proposed Action would involve various air pollutant generating activities. The resulting net increase in emissions of VOC, NOx, SO_2, CO, and PM_{10} would be below the significance criteria of 250 tpy for each criteria or precursor pollutant. Average Daily Trips (ADT) for the Proposed Action would result in 6,356. The Town is currently classified as nonattainment of the State O_3 standard and nonattainment of the Federal PM_{10} standard. Ozone exceedances are attributable to transport from the San Joaquin Valley, and project related emissions of ozone precursors are not predicted to exasperate local O_3 levels. The Town is subject to a State Implementation Plan (SIP) to obtain the Federal PM_{10} standard, which includes a maximum allowable daily VMT for the Town. The maximum VMT from the Proposed Action would be below the daily established	Operation of the Alternative 1 would involve various air pollutant generating activities. The resulting net increase in emissions of VOC, NOx, SO_2, CO, and PM_{10} would be below the significance criteria of 250 tpy for each criteria or precursor pollutant. Average Daily Trips (ADT) for Alternative 1 would result in 1,433, which would equate to less VMT. The Town is currently classified as nonattainment of the State O_3 standard and nonattainment of the Federal PM_{10} standard. Ozone exceedances are attributable to transport from the San Joaquin Valley, and project related emissions of ozone precursors are not predicted to exasperate local O_3 levels. The Town is subject to a State Implementation Plan (SIP) to obtain the Federal PM_{10} standard, which includes a maximum allowable daily VMT for the Town. The	Operation of the Alternative 2 would involve various air pollutant generating activities. The resulting net increase in emissions of VOC, NOx, SO_2, CO, and PM_{10} would be below the significance criteria of 250 tpy for each criteria or precursor pollutant. Average Daily Trips (ADT) for Alternative 2 would result in 2,222, which would equate to less VMT. The Town is currently classified as nonattainment of the State O_3 standard and nonattainment of the Federal PM_{10} standard. Ozone exceedances are attributable to transport from the San Joaquin Valley, and project related emissions of ozone precursors are not predicted to exasperate local O_3 levels. The Town is subject to a State Implementation Plan (SIP) to obtain the Federal PM_{10} standard, which includes a maximum allowable daily VMT for the Town. The maximum VMT from the Alternative 2 would be below	Operation of the Alternative 3 would involve various air pollutant generating activities. The resulting net increase in emissions of VOC, NOx, SO_2, CO, and PM_{10} would be below the significance criteria of 250 tpy for each criteria or precursor pollutant. The Town is currently classified as nonattainment of the State O_3 standard and nonattainment of the Federal PM_{10} standard. Ozone exceedances are attributable to transport from the San Joaquin Valley, and project related emissions of ozone precursors are not predicted to exasperate local O_3 levels. The Town is subject to a State Implementation Plan (SIP) to obtain the Federal PM_{10} standard, which includes a maximum allowable daily VMT for the Town. The maximum VMT from the Alternative 3 would be below the daily established level of 106,600 VMT. Therefore, impacts to air quality would	The No Action Alternative would not generate any new trips. Therefore, this Alternative would not increase localized CO or PM10 concentrations within the project vicinity over existing conditions. The localized CO and PM10 hotspot emissions would be less than significant. This Alternative would not increase operational emissions as compared to existing conditions, and Alternative 4 would result in less than significant impacts to air quality during operation.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
level of 106,600 VMT. Therefore, impacts to air quality would be less than significant.	maximum VMT from the Alternative 1 would be below the daily established level of 106,600 VMT. Therefore, impacts to air quality would be less than significant.	the daily established level of 106,600 VMT. Therefore, impacts to air quality would be less than significant.	be less than significant.	
Noise				
The worst-case construction hourly L_{eq} would exceed the allowable construction noise limit at the nearest single-family residence to the north of the site but would not exceed the allowable construction noise limit at the sensitive receptors to the south and southwest of the site. When blasting is required the closest residences could experience a high impulse noise level (L_{max}) of 86 dBA. With the implementation of mitigation measures construction noise and vibration impacts would be less than significant.	Construction activities associated with Alternative 1 would be considerably less than the Proposed Action since the majority of construction would only occur within Area 4 of the Juniper Ridge Master Plan. Under this Alternative fewer noise sensitive receptors would be impacted and there would be fewer days of construction activity since less area would be developed. In addition, less blasting would likely be necessary which would lessen overall blasting vibration at nearby sensitive receptors. With the incorporation of mitigation measures noise and vibration impacts would be less than significant.	Construction activities associated with Alternative 2 would be less than the Proposed Action since less development would be constructed under this Alternative. Under this Alternative fewer noise sensitive receptors would be impacted and there would be fewer days of construction activity. The parking structure would not require as deep of excavation as the proposed subterranean parking structure. Less blasting would likely be necessary which would lessen overall blasting vibration at nearby sensitive receptors. With the incorporation of mitigation measures noise and vibration impacts would be less than significant.	Under Alternative 3 construction activities would be similar to the Proposed Action, since the scope of development would be the same. With the implementation of mitigation measures construction noise and vibration impacts would be less than significant.	No development would occur within the project site under this Alternative and the existing tent would be removed. Construction noise impacts would be less than significant.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
The potential composite noise level impact at sensitive land uses was evaluated by accounting for individual noise sources (e.g.., loading dock, ice skating rink, etc.) present on the site and comparing the composite noise level to the Town's standards and background ambient noise level. The maximum project related noise increase is below the 5 dBA significance threshold, where existing noise levels are less than 60 dB L_{dn} and below the 3 dBA significance threshold, where existing noise levels are greater than 60 dB L_{dn}. Operational noise from on-site noise sources would have a less than significant impact on all nearby residential areas.	Alternative 1 would result in a reduction in noise levels associated with operational on-site equipment and activity compared with the Proposed Action. No outdoor shows and events would occur with this Alternative. On-site equipment and activity would result in a less than significant impact. An expected reduction of 37 percent in traffic volumes associated with alternative 1 would result in a slight reduction in comparison to the Proposed Action traffic noise. This Alternative would result in a less than significant roadway noise impact.	Alternative 2 would result in a reduction in noise levels associated with operational on-site equipment and activity. A reduction of 11 percent in traffic volumes associated with Alternative 2 would result in a slight reduction in comparison to the Proposed Action traffic noise. Alternative 2 would result in a less than significant roadway noise impact.	On-site equipment and activity areas would be the same under Alternative 3 as would occur with the Proposed Action. The on-site equipment and activity noise levels would be less than significant. Total daily traffic would be the same as the Proposed Action. Alternative 3 would result in a less than significant roadway noise impact.	Alternative 4 would not generate any new or increased sources of noise on the project site or within the surrounding vicinity. Impacts would be less than significant.
Biological Resources				
The Proposed Action would result in less than significant impacts to sensitive plant species, sensitive wildlife species, and sensitive plant communities. No impacts are	The footprint of Alternative 1 would be somewhat smaller than the Proposed Action. Alternative 1would result in similar impacts to the impacts described for the Proposed	The footprint of Alternative 2 would be the same as that of the Proposed Action. Implementation of Alternative 2 would result in the same potential impacts as the	The footprint of Alternative 3 would be the same as that of the Proposed Action. Implementation of Alternative 3 would result in the same potential impacts as the	Implementation of the No Action Alternative would avoid any impacts to biological resources within the project site.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
expected to jurisdictional features as a result of the proposed project; however, mitigation measures are recommended to protect the drainage adjacent to northwestern boundary of the project site. Compliance with Town guidelines for the protection of jurisdictional trees would reduce any impacts to a less than significant level. Mitigation measures for the protection of nesting birds would reduce any potential impacts to a less than significant level.	Action; however, impacts to common vegetation communities would be reduced.	Proposed Action.	Proposed Action.	
Cultural Resources				
The Proposed Action includes excavation into undisturbed sediments below the modern ground surface of the project site, which has the potential to encounter previously undiscovered archaeological, Native American, or paleontological resources. As the nature of undiscovered cultural resources is currently unknown, it is not possible to	The footprint of Alternative 1 would be somewhat smaller than the Proposed Action. However, as this Alternative would require excavation more than three feet below the present ground surface of the site. Therefore, previously undiscovered archaeological deposits may be encountered and disturbed. With implementation of the	The footprint of Alternative 2 would be the same as that of the Proposed Action. Since this Alternative would require excavation more than three feet below the present ground surface within the site, previously undiscovered archaeological deposits may be encountered and disturbed. With implementation of the mitigation measures impact on	The footprint of Alternative 3 would be the same as the Proposed Action. Since this Alternative would require excavation more than three feet below the present ground surface of the project site, previously undiscovered archaeological deposits may be encountered and disturbed. With implementation of the mitigation measures impact on	Implementation of the No Action Alternative would include the removal of the tent and some minor regrading. Because of the potential for subsurface cultural deposits demonstrated by excavations at nearby site CA-MNO-1529, monitoring is recommended for any

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
determine the effect of excavation on those resources. With implementation of the mitigation measures impact of the Proposed Action on undiscovered resources would be reduced to a less than significant level.	mitigation measures impacts on undiscovered resources would be reduced to a less than significant level.	undiscovered resources would be reduced to a less than significant level.	undiscovered resources would be reduced to a less than significant level.	future ground-disturbing activity on the project site that would extend to depths greater than three feet below the current ground surface.
Employment, Population, and Housing				
Construction employment associated with the Proposed Action is anticipated to draw from the regional population. However, in the event that construction workers are drawn from outside Mono or Inyo Counties, a mitigation measure is recommended that would provide for the temporary housing of such employees, which would reduce the impact to less than significant. The proposed recreational, commercial, and lodging facilities would generate service-related employment opportunities, which in turn	Construction employment associated with Alternative 1 is anticipated to draw from the regional population. However, in the event that construction workers are drawn from outside Mono or Inyo Counties, a mitigation measure is recommended that would provide for the temporary housing of such employees, which would reduce the impact to less than significant. The proposed commercial facilities would generate service-related employment opportunities, which in turn would generate a demand for	Construction employment associated with Alternative 2 is anticipated to draw from the regional population. However, in the event that construction workers are drawn from outside Mono or Inyo Counties, a mitigation measure is recommended that would provide for the temporary housing of such employees, which would reduce the impact to less than significant. The proposed recreational, commercial, and lodging facilities would generate service-related employment opportunities, which in turn would generate a demand for	Construction employment associated with Alternative 3 is anticipated to draw from the regional population. However, in the event that construction workers are drawn from outside Mono or Inyo Counties, a mitigation measure is recommended that would provide for the temporary housing of such employees, which would reduce the impact to less than significant. The proposed recreational, commercial, and lodging facilities would generate service-related employment opportunities, which in turn	Alternative 4 would result in a minimal amount of construction, primarily the removal of the existing tent structure. Therefore, no impacts to housing would occur during construction. Implementation of Alternative 4 would not provide lodging for the transient population. In addition, Alternative 4 would not generate additional employment opportunities within the Town.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
would generate a demand for affordable housing. During operation, the Proposed Action would result in a less than significant impact, as the applicant would comply with the Town's requirements relative to affordable housing.	affordable housing. During operation, Alternative 1 would result in a less than significant impact, as the applicant would comply with the Town's requirements relative to affordable housing.	affordable housing. During operation, Alternative 2 would result in a less than significant impact, as the applicant would comply with the Town's requirements relative to affordable housing.	would generate a demand for affordable housing. During operation, Alternative 3 would result in a less than significant impact, as the applicant would comply with the Town's requirements relative to affordable housing.	
<u>Aesthetics</u>				
Construction vehicle trips could affect sensitive uses in the project vicinity. In addition, temporary construction barriers and pedestrian walkways are subject to unwanted posting. However, construction activities would be short-term and with the incorporation of recommended mitigation measures, the impact of construction activities to the site's visual quality and character would be less than significant pursuant to CEQA standards. Similarly, the prescribed mitigation measures would ensure that no significant adverse visual	Construction vehicle trips could affect sensitive uses in the project vicinity. In addition, temporary construction barriers and pedestrian walkways are subject to unwanted posting. However, construction activities would be short-term and with the incorporation of recommended mitigation measures, the impact of construction activities to the site's visual quality and character would be less than significant pursuant to CEQA standards. Similarly, the prescribed mitigation measures would ensure that no significant adverse visual	Construction vehicle trips could affect sensitive uses in the project vicinity. In addition, temporary construction barriers and pedestrian walkways are subject to unwanted posting. However, construction activities would be short-term and with the incorporation of recommended mitigation measures, the impact of construction activities to the site's visual quality and character would be less than significant pursuant to CEQA standards. Similarly, the prescribed mitigation measures would ensure that no significant adverse visual	Construction vehicle trips could affect sensitive uses in the project vicinity. In addition, temporary construction barriers and pedestrian walkways are subject to unwanted posting. However, construction activities would be short-term and with the incorporation of recommended mitigation measures, the impact of construction activities to the site's visual quality and character would be less than significant pursuant to CEQA standards. Similarly, the prescribed mitigation measures would ensure that no significant adverse visual	The on site tent would be removed under this Alternative. This action would not result in short-term aesthetics impacts. No additional aesthetics impacts would occur beyond existing conditions.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
impacts would occur pursuant to NEPA.	impacts would occur pursuant to NEPA.	impacts would occur pursuant to NEPA.	impacts would occur pursuant to NEPA.	
The Proposed Action would be consistent with the "Maximum Modification" management objective assigned to the project site as determined by the Scenic Management System (SMS) Methodology. Impacts to the visual character and quality of the site and its surrounding would be less than significant under CEQA. Similarly, no adverse impacts would occur under NEPA.	Alternative 1 would be consistent with the "Maximum Modification" management objective assigned to the project site as determined by SMS Methodology. Impacts to the visual character and quality of the site and its surrounding would be less than significant under CEQA. Similarly, no adverse impacts would occur under NEPA.	Alternative 2 would be consistent with the "Maximum Modification" management objective assigned to the project site as determined by the SMS Methodology. Impacts to the visual character and quality of the site and its surrounding would be less than significant under CEQA. Similarly, no adverse impacts would occur under NEPA.	Alternative 3 would be consistent with the "Maximum Modification" management objective assigned to the project site as determined by the SMS Methodology. Impacts to the visual character and quality of the site and its surrounding would be less than significant under CEQA. Similarly, no adverse impacts would occur under NEPA.	The operation of the ski facility would not change from existing conditions, with the exception that the on site tent would be removed. Therefore, no visual quality impacts would occur.
No significant impacts to scenic views under both CEQA and NEPA would occur at all of the eight identified Key Observation Points (KOPs), with the exception of KOP #2. The valued visual resources to the south, including the Sherwin Mountains, would be substantially obstructed from KOP #2. Visual impacts at KOP #2 would be significant under CEQA standards only, not NEPA. As no mitigation measures are provided to	Scenic views of valued visual resources under this Alternative would not be substantially altered at all of the eight identified KOPs. Thus, less than significant impacts would occur under CEQA. Foreground views would be consistent with the urban context of the existing setting. Middleground views of the valued visual resources, including the Sherwin Mountains to the south, would be partially	Scenic views of valued visual resources under this Alternative would not be substantially altered at all of the eight identified KOPs. Thus, less than significant impacts would occur under CEQA. Foreground views would be consistent with the urban context of the existing setting. Middleground views of the valued visual resources, including the Sherwin Mountains to the south, would be partially retained from this	No significant impacts to scenic views under both CEQA and NEPA would occur at all of the eight identified KOPs, with the exception of KOP #2. The valued visual resources to the south, including the Sherwin Mountains, would be substantially obstructed from KOP #2. Visual impacts at KOP #2 would be significant under CEQA standards only, not NEPA. As no mitigation measures are provided to	The operation of the ski facility would not change from existing conditions, with the exception that the on site tent facility would be removed. Therefore, no new view impacts would occur.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
reduce the significance of impacts to the identified visual resources from this vantage point, view impacts from KOP #2 would be significant and unavoidable under CEQA.	retained from this KOP, which is consistent with the visual quality objective for Management Prescription Area #13. No adverse visual impacts would occur at all eight KOPs pursuant to NEPA.	KOP, which is consistent with the visual quality objective for Management Prescription Area #13. No adverse visual impacts would occur at all eight KOPs pursuant to NEPA.	reduce the significance of impacts to the identified visual resources from this vantage point, view impacts from KOP #2 would be significant and unavoidable under CEQA.	
Additional northbound traffic along this Majestic Pines Road could result in significant impacts under CEQA and NEPA to single-family residences to the north of Majestic Pines Road from vehicle headlights. In addition, potentially significant light intrusion impacts from the project site to the single-family residences to the north and condominium/resort units to the south and southwest could occur. With implementation of the prescribed mitigation measures requiring enhancement of the berm along the northern side of Majestic Pines Road and an approved outdoor lighting plan and landscaping, the Proposed Action would result in less	Additional northbound traffic along this Majestic Pines Road could result in significant impacts under CEQA and NEPA to single-family residences to the north of Majestic Pines Road from vehicle headlights. In addition, potentially significant light intrusion impacts from the project site to the single-family residences to the north and condominium/resort units to the south and southwest could occur. With implementation of the prescribed mitigation measures requiring enhancement of the berm along the northern side of Majestic Pines Road and an approved outdoor lighting plan and landscaping, this	Additional northbound traffic along this Majestic Pines Road could result in significant impacts under CEQA and NEPA to single-family residences to the north of Majestic Pines Road from vehicle headlights. In addition, potentially significant light intrusion impacts from the project site to the single-family residences to the north and condominium/resort units to the south and southwest could occur. With implementation of the prescribed mitigation measures requiring enhancement of the berm along the northern side of Majestic Pines Road and an approved outdoor lighting plan and landscaping, this Alternative would result in less than	Additional northbound traffic along this Majestic Pines Road could result in significant impacts under CEQA and NEPA to single-family residences to the north of Majestic Pines Road from vehicle headlights. In addition, potentially significant light intrusion impacts from the project site to the single-family residences to the north and condominium/resort units to the south and southwest could occur. With implementation of the prescribed mitigation measures requiring enhancement of the berm along the northern side of Majestic Pines Road and an approved outdoor lighting plan and landscaping, this	The operation of the facility would not change from existing conditions, with the exception that the on site tent facility would be removed. Therefore, no new lighting impacts would occur.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
than significant lighting impacts under CEQA. Similarly, the prescribed mitigation measures would ensure that no significant adverse impacts from vehicular headlights and operational lighting would occur pursuant to NEPA.	Alternative would result in less than significant lighting impacts under CEQA. Similarly, the prescribed mitigation measures would ensure that no significant adverse impacts from vehicular headlights and operational lighting would occur pursuant to NEPA.	significant lighting impacts under CEQA. Similarly, the prescribed mitigation measures would ensure that no significant adverse impacts from vehicular headlights and operational lighting would occur pursuant to NEPA.	Alternative would result in less than significant lighting impacts under CEQA. Similarly, the prescribed mitigation measures would ensure that no significant adverse impacts from vehicular headlights and operational lighting would occur pursuant to NEPA.	
Daytime views would not be affected by glare emitted from the project site and less than significant glare impacts would occur under CEQA. Similarly, no adverse glare impacts would occur under NEPA.	Daytime views would not be affected by glare emitted from the project site and less than significant glare impacts would occur under CEQA. Similarly, no adverse glare impacts would occur under NEPA.	Daytime views would not be affected by glare emitted from the project site and less than significant glare impacts would occur under CEQA. Similarly, no adverse glare impacts would occur under NEPA.	Daytime views would not be affected by glare emitted from the project site and less than significant glare impacts would occur under CEQA. Similarly, no adverse glare impacts would occur under NEPA.	The operation of the facility would not change from existing conditions with the exception that the on site tent facility would be removed. Therefore, no new glare impacts would occur.
Shading would not adversely affect residents and persons utilizing the Mammoth Loop Trail to the north. However, shading could result in significant adverse safety hazards (i.e., black ice) along Majestic Pines Road. With implementation of the prescribed mitigation requiring implementation of a snow plowing and cindering plan or	Shading would not adversely affect residents and persons utilizing the Mammoth Loop Trail to the north. However, shading could result in significant adverse safety hazards along Majestic Pines Road. With implementation of the prescribed mitigation requiring implementation of a snow plowing and cindering plan or installation of heat	Shading would not adversely affect residents and persons utilizing the Mammoth Loop Trail to the north. However, shading could result in significant adverse safety hazards along Majestic Pines Road. With implementation of the prescribed mitigation requiring implementation of a snow plowing and cindering plan or installation of heat	Shading would not adversely affect residents and persons utilizing the Mammoth Loop Trail to the north. However, shading could result in significant adverse safety hazards along Majestic Pines Road. With implementation of the prescribed mitigation requiring implementation of a snow plowing and cindering plan or installation of heat	The operation of the facility would not change from existing conditions, with the exception that the on site tent facility would be removed. Therefore, no new shading impacts would occur.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
installation of heat traced pavement, the Proposed Action would result in less than significant shading impacts.	traced pavement, this Alternative would result in less than significant shading impacts.	traced pavement, this Alternative would result in less than significant shading impacts.	traced pavement, this Alternative would result in less than significant shading impacts.	
Hydrology and Water Quality				
Runoff would not exceed the capacity of existing or planned drainage systems. With implementation of the proposed drainage and grading plans, impacts regarding hydrology and drainage would be less than significant.	Under Alternative 1, runoff would not exceed the capacity of existing or planned drainage systems. The grading and drainage plans for Alternative 1 would ensure that hydrology and drainage impacts would be less than significant.	Under Alternative 2, runoff would not exceed the capacity of existing or planned drainage systems. The grading and drainage plans for Alternative 2 would ensure that hydrology and drainage impacts would be less than significant.	Under Alternative 3, runoff would not exceed the capacity of existing or planned drainage systems. The grading and drainage plans for Alternative 3 would ensure that hydrology and drainage impacts would be less than significant.	Alternative 4 would result in the removal of the existing tent. The operation of the ski area would not change from existing conditions. Therefore, Alternative 4 would result in no new operational hydrology or drainage impacts.
Dewatering activities associated with construction of the subterranean parking garage could significantly impact groundwater supplies or substantially interfere with groundwater recharge. Compliance with the Lahontan Regional Water Quality Control Board (RWQCB) and Town regulations and implementation of the prescribed mitigation measures requiring the monitoring of the	This Alternative would not require dewatering activities during construction activities. Thus, no impacts would occur regarding water supply or recharge during construction activities.	Dewatering activities associated with construction of the subterranean parking garage could significantly impact groundwater supplies or substantially interfere with groundwater recharge. Compliance with the Lahontan Regional Water Quality Control Board (RWQCB) and Town regulations and implementation of the prescribed mitigation measures requiring the monitoring of the	Dewatering activities associated with construction of the subterranean parking garage could significantly impact groundwater supplies or substantially interfere with groundwater recharge. Compliance with the RWQCB and Town regulations and implementation of the prescribed mitigation measures requiring the monitoring of the existing on site well and installation of	Alternative 4 would result in the removal of the existing tent. However, no construction-related impacts regarding groundwater recharge and supply would occur.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
existing on site well and installation of new wells would ensure that construction activities, including dewatering, would not substantially deplete groundwater supplies or interfere with groundwater recharge. Thus, impacts regarding groundwater supply and recharge during construction would be less than significant.		existing on site well and installation of new wells would ensure that construction activities, including dewatering, would not substantially deplete groundwater supplies or interfere with groundwater recharge. Thus, impacts regarding groundwater supply and recharge during construction would be less than significant.	new wells would ensure that construction activities, including dewatering, would not substantially deplete groundwater supplies or interfere with groundwater recharge. Thus, impacts regarding groundwater supply and recharge during construction would be less than significant.	
During operation, due to the small increase in impermeable area combined with the fact that groundwater flow through the site area should be continuous and not static, this increase would not substantially affect groundwater recharge. Furthermore, the Proposed Action would not require the use of groundwater and, thus, would not deplete groundwater supplies. Thus, less than significant impacts regarding groundwater supply and recharge would occur during	At buildout of this Alternative there would be a negligible change in the amount of impermeable surface when compared to existing site conditions, would not substantially affect groundwater recharge. Furthermore, this Alternative would not require the use of groundwater and, thus, would not deplete groundwater supplies. Thus, less than significant impacts regarding groundwater supply and recharge would occur during	At buildout of this Alternative there would be a negligible change in the amount of impermeable surface when compared to existing site conditions, would not substantially affect groundwater recharge. Furthermore, this Alternative would not require the use of groundwater and, thus, would not deplete groundwater supplies. Thus, less than significant impacts regarding groundwater supply and recharge would occur during	During operation, due to the small increase in impermeable area combined with the fact that groundwater flow through the site area should be continuous and not static, this increase would not substantially affect groundwater recharge. Furthermore, this Alternative would not require the use of groundwater and, thus, would not deplete groundwater supplies. Thus, less than significant impacts regarding groundwater supply and recharge would occur during	The operation of the facility would not change from existing conditions, therefore no new impacts regarding groundwater recharge and supply would occur.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
operation of the Proposed Action.	operation of this Alternative.	operation of this Alternative.	operation of this Alternative.	
Construction activities associated with the Proposed Action could result in potentially significant short-term water quality impacts. However, compliance with regulatory requirements, including the Construction General Permit that requires implementation of Best Management Practices (BMPs) identified in a Storm Water Pollution Prevention Plan (SWPPP) would reduce short-term construction impacts to surface and groundwater quality to a less than significant level.	Construction activities associated with this Alternative could result in potentially significant short-term water quality impacts. However, compliance with regulatory requirements, including the Construction General Permit that requires implementation BMPs identified in a SWPPP would reduce short-term construction impacts to surface and groundwater quality to a less than significant level.	Construction activities associated with this Alternative could result in potentially significant short-term water quality impacts. However, compliance with regulatory requirements, including the Construction General Permit that requires implementation BMPs identified in a SWPPP would reduce short-term construction impacts to surface and groundwater quality to a less than significant level.	Construction activities could result in potentially significant short-term water quality impacts. However, compliance with regulatory requirements, including the Construction General Permit that requires implementation of BMPs identified in a SWPPP would reduce short-term construction impacts to surface and groundwater quality to a less than significant level.	Alternative 4 would result in the removal of the existing tent. However, no construction-related impacts regarding water quality would occur.
Operation of the Proposed Action could result in potentially significant water quality impacts as a result of vehicle-related pollutants in the subterranean parking garage and runoff from the project site. Implementation of the prescribed mitigation measures requiring the	Since Alternative 1 would not include a subterranean parking garage, no operational water quality impacts would occur from vehicle pollutants in the garage. Operation could result in potentially significant water quality impacts as a result of runoff	Operation of Alternative 2 could result in potentially significant water quality impacts as a result of vehicle-related pollutants in the subterranean parking garage and runoff from the project site. Implementation of the prescribed mitigation measures requiring the installation of	Operation of Alternative 3 could result in potentially significant water quality impacts as a result of vehicle-related pollutants in the subterranean parking garage and runoff from the project site. Implementation of the prescribed mitigation measures requiring the	Alternative 4 would result in the removal of the existing tent. However, the operation of the ski facility would not change from existing conditions, therefore no new water quality impacts as a result of operational activities would occur.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
installation of sump pump system in the parking garage that removes contaminates and on-site detention/retention facilities to remove pollutants from rainfall, as well as compliance with the applicable regulatory requirements, including preparation of a SWPPP, would reduce potentially significant impacts to water quality during operation to a less than significant level.	from the project site. This Alternative would be subject to regulatory requirements of the NPDES, Lahontan RWQCB, and Town of Mammoth Lakes that would minimize runoff pollutants at the project site. Nonetheless, mitigation requiring the installation of on-site detention/retention facilities to remove pollutants from rainfall would be required to reduce potentially significant water quality impacts during operations to a less than significant level.	sump pump system in the parking garage that removes contaminates and on-site detention/retention facilities to remove pollutants from rainfall, as well as compliance with the applicable regulatory requirements, including preparation of a SWPPP, would reduce potentially significant impacts to water quality during operation of this Alternative to a less than significant level.	installation of sump pump system in the parking garage that removes contaminates and on-site detention/retention facilities to remove pollutants from rainfall, as well as compliance with the applicable regulatory requirements, including preparation of a SWPPP, would reduce potentially significant impacts to water quality during operation of this Alternative to a less than significant level.	
Water Supply				
Implementation of the Proposed Action would result in a net total potable water demand of 18,050 gpd or 20.2 acre-feet per year for the condo/hotel and fractional ownership option, with a peak net water demand of 26,915 gpd. The hotel only option would generate a net total potable water demand of 26,790 gpd or 30.0 acre-feet	Operation of the commercial uses under Alternative 1 would generate an average potable water demand of 5,250 gallons per day (gpd), or 5.9 acre feet, and a peak water demand of 9,100 gpd. MCWD would be able to meet the water demand of the Town plus Alternative 1 at 2009 buildout of the site. Therefore, impacts to water	Alternative 2 would generate a net total potable water demand of 10,950 gpd or 12.3 acre-feet per year for the residential option, with a peak net water demand of 16,030 gpd. The hotel only option would generate a net total potable water demand of 16,590 gpd or 18.6 acre-feet per year, with a peak net water demand of 26,920 gpd. MCWD would be	Alternative 3 would generate a net total potable water demand of 18,050 gpd or 20.2 acre-feet per year for the condo/hotel and fractional ownership option, with a peak net water demand of 26,915 gpd. The hotel only option would generate a net total potable water demand of 26,790 gpd or 30.0 acre-feet per year, with a peak net water	Under the No Action Alternative, no demand for water supply would occur as the existing uses on the site would be removed. As such, the No Project Alternative would generate a less than significant impact to water supply and infrastructure.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
per year, with a peak net water demand of 43,760 gpd. MCWD would be able to meet the water demand of the Town plus the Proposed Action at 2009 buildout of the site. Therefore, impacts to water supply would be reduced to a less than significant level in normal, single dry, and multiple dry water years with the incorporation of mitigation measures relative to water infrastructure.	supply would be reduced to a less than significant level in normal, single dry, and multiple dry water years.	able to meet the water demand of the Town plus Alternative 2 at 2009 buildout of the site. Therefore, impacts to water supply would be reduced to a less than significant level in normal, single dry, and multiple dry water years.	demand of 43,760 gpd. MCWD would be able to meet the water demand of the Town plus Alternative 3 at 2009 buildout of the site. Therefore, impacts to water supply would be reduced to a less than significant level in normal, single dry, and multiple dry water years with the incorporation of mitigation measures relative to water infrastructure.	
Wastewater				
Wastewater generated by the Proposed Action would result in a less than significant impact on the existing wastewater infrastructure with implementation of the prescribed mitigation measure requiring MCWD to upgrade and have operational Groundwater Treatment Plant No. 2 prior to the issuance of a certificate of occupancy. This upgrade would increase the capacity of the existing sewer lines and accommodate the	Wastewater generated by Alternative 1 would result in a less than significant impact to the existing wastewater infrastructure and facilities with implementation of similar mitigation measures as the Proposed Action. The construction and operation of Alternative 1 would generate 9,800 gallons per day of wastewater on a peak day which would be accommodated by the 4.9 mgd capacity of the existing	Wastewater generated by Alternative 2 would result in a less than significant impact to the existing wastewater infrastructure and facilities with implementation of similar mitigation measures as the Proposed Action. The construction and operation of Alternative 2 would generate 13,800 gallons per day of wastewater on a peak day which would be accommodated by the 4.9 mgd capacity of the existing	Wastewater generated by Alternative 3 would result in a less than significant impact on the existing wastewater infrastructure and facilities with implementation of the prescribed mitigation measure requiring MCWD to upgrade and have operational Groundwater Treatment Plant No. 2 prior to the issuance of a certificate of occupancy. This upgrade would increase the capacity of the existing sewer lines and accommodate	This Alternative would result in less than significant impacts to the existing wastewater infrastructure and wastewater facilities as no wastewater would be generated on-site with the removal of the existing tent.

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
41,630 gallons per day of wastewater that would be generated by the Proposed Action on a peak day. The existing wastewater treatment facility currently has a capacity of 4.9 million gallons per day which would be able to accommodate the wastewater generated by the Proposed Action. Thus, impacts to wastewater treatment facilities would be less than significant. The Proposed Action would comply with applicable policies and regulations as well as the LRWQCB wastewater treatment requirements during the construction and operation of the Proposed Action. Thus, construction and operation impacts regarding wastewater would be less than significant.	wastewater treatment facility. Alternative 1 would comply with applicable policies and regulations as well as the LRWQCB wastewater treatment requirements during construction and operation. Thus, construction and operation impacts regarding wastewater would be less than significant.	wastewater treatment facility. Alternative 2 would comply with applicable policies and regulations as well as the LRWQCB wastewater treatment requirements during the construction and operation. Thus, construction and operation impacts regarding wastewater would be less than significant.	the 30,700 gallons per day of wastewater that would be generated by this Alternative on a peak day. The existing wastewater treatment facility currently has a capacity of 4.9 million gallons per day which would be able to accommodate the wastewater generated by Alternative 3. Thus, impacts to wastewater treatment facilities would be less than significant. This Alternative would comply with applicable policies and regulations as well as the LRWQCB wastewater treatment requirements during the construction and operation. Thus, construction and operation impacts regarding wastewater would be less than significant.	
Stormwater				
Impacts to stormwater drainage facilities from the Proposed Action would be reduced to a less than	Impacts to stormwater drainage facilities from Alternative 1 would be reduced to a less than	Impacts to stormwater drainage facilities from Alternative 2 would be reduced to a less than significant level with the	Impacts to stormwater drainage facilities from Alternative 3 would be reduced to a less than	The No Action Alternative would result in less than significant impacts as a result of the reduction in

Table 5 (Continued)

Summary and Comparison of Environmental Consequences

Proposed Action	Alternative 1 - Development in Accordance with Existing Regulations	Alternative 2 - Reduced Intensity Alternative	Alternative 3 - Alternate Design Alternative	Alternative 4 - No Action
significant level with the installation of two underground detention facilities on-site to capture the first flush of a 20-year intensity storm as well as the Town's continued upgrades to its existing undersized conveyance pipelines. Stormwater generated on-site would have peak flows of 8.8 cfs which would be conveyed to the Murphy Gulch watershed. Stormwater drainage impact fees would be paid by the applicant as required by the Town's Municipal Code. The implementation of a SWPPP and BMPs would reduce impacts to a less than significant level. Thus, construction and operation impacts with regard to stormwater drainage facilities would be less than significant.	significant level with the installation of two underground detention facilities on-site to capture the first flush of a 20-year intensity storm as well as the Town's continued upgrades to its undersized conveyance pipelines. Stormwater drainage impact fees would be paid by the applicant as required by the Town's Municipal Code. The implementation of a SWPPP and BMPs would reduce impacts to a less than significant level. Thus, construction and operation impacts with regard to stormwater drainage facilities would be less than significant.	installation of two underground detention facilities on-site that would capture the first flush of a 20-year intensity storm, drainage facilities on and off-site and the Town's continued upgrades to its undersized conveyance pipelines. Stormwater drainage impact fees would be paid by the applicant as required by the Town's Municipal Code. The implementation of a SWPPP and BMPs would reduce impacts to a less than significant level. Thus, construction and operation impacts with regard to stormwater drainage facilities would be less than significant.	significant level with the installation of two underground detention facilities on-site to capture the first flush of a 20-year intensity storm in addition to the Town's continued upgrades to its undersized conveyance pipelines. Stormwater drainage impact fees would be paid by the applicant as required by the Town's Municipal Code. The implementation of a SWPPP and BMPs would reduce impacts to a less than significant level. Thus, construction and operation impacts with regard to stormwater drainage facilities would be less than significant.	stormwater runoff from the project site. However, the Alternative would not result in the installation of underground detention facilities on-site which would decrease peak flows to the stormwater infrastructure thereby increasing the capacity of the system.

Source: PCR Services Corporation, 2006