The following transportation and circulation analysis is based upon the Traffic Study prepared by LSC Transportation Consultants, Inc., dated August 2006, which is provided in Appendix B of this Draft EIR/EA. This section includes an analysis of impacts to intersections and roadway segments during construction and operation of the project, with operational impacts based on service level thresholds established in the Town's General Plan. Impacts regarding parking are evaluated based on standards set forth in the Town's Municipal Code. The project's internal circulation and emergency access are evaluated to determine if safety hazards would occur. In addition, a consistency analysis with the applicable transportation-related goals, policies and implementation measures in the Town's General Plan is provided.

3.3.1 REGULATORY FRAMEWORK

a. Town of Mammoth Lakes General Plan (1987)

The Town of Mammoth Lakes General Plan includes a Transportation and Circulation Element adopted in 2001 that identifies transportation-related goals and policies to guide future development in the Town. Goals and polices in the Town primarily focus on providing safety improvements to existing highways and roadways, and developing a trail system for use by non-motorized methods of transportation, such as bicycling, walking, horseback riding and cross country skiing, and promoting public transit. The goals and policies support the Town's overall goal of minimizing the use of motor vehicles in order to improve air quality, support a pedestrian friendly community, avoid the need for significant street improvements, and enhance the mountain resort image of the Town.

The General Plan establishes level of service (LOS) standards for the Town's roadways. According to Policy 1.7, a LOS D or better must be established or maintained on a typical winter Saturday peak-hour for signalized intersections and for primary through movements for un-signalized intersections along arterial and collector roads. This standard is expressly not applied to absolute peak conditions, as it would result in construction of roadway improvements that are warranted only a limited number of days per year and that would unduly impact pedestrian and visual conditions. Definitions of LOS are provided in Section 3.3.2.b, below. The evaluation of transportation-related impacts within section 3.3.3, Environmental Consequences, below, includes a consistency analysis between the project development and the applicable General Plan goals and policies.

b. The Town of Mammoth Lakes Draft General Plan (Update 2005)

The Town is currently in the process of revising its General Plan. The preliminary draft, dated April 2005, includes updated goals/objectives, policies and implementation measures that have been designed to realize the community's vision and support Guiding Principal VII of the Vision Statement: "Mammoth Lakes has a variety of transportation options that emphasize connectivity, convenience, and alternatives to personal vehicle use with a strong pedestrian emphasis." The LOS standards in the Draft General Plan Update are the same as the standards included in the 2001 Transportation Element. Although the 2005 General Plan Update has not yet been adopted, there are numerous policies (P) and implementation measures (IM) from the Draft General Plan Update that have been identified that are applicable to the project. Many of the policies and implementation measures are based upon goals and/or policies in the 2001 Transportation and Circulation Element. The evaluation of transportation-related impacts within Section 3.3.3, Environmental Consequences, below, includes a consistency analysis between the project development and the applicable Draft General Plan Update goals and policies.

c. Town of Mammoth Lakes Municipal Code

Title 17, Zoning, within the Town of Mammoth Lakes Municipal Code includes minimum parking space requirements for development projects in the Town. As the project site is located within the boundaries of the Juniper Springs Master Plan, the parking provisions of the Master Plan would also be applicable to development of the site. The Master Plan requires that all off-street parking be provided for all uses in accordance with the requirements and design standards of Title 17 of the Municipal Code. The proposed mix of land uses would result in variations in the need for parking over the day and would allow for shared parking. The use of shared parking would serve to reduce the overall parking demand of the project. Therefore, the project would include an amendment to the Master Plan to allow for parking requirements to be analyzed through a needs-based analysis, rather than an hours-of-use analysis. As discussed below in Section 3.3.3, Environmental Consequences, the parking requirements in the Town's Code are applicable to the project, unless the parking requirements rates were found to not be applicable based on a needs-based analysis.

3.3.2 AFFECTED ENVIRONMENT

a. Existing Roadway System

The characteristics of the roadways within the traffic study area are summarized below.

SR 203 (Main Street) provides the major access into the Town of Mammoth Lakes, which intersects with US Highway 395 just to the east of the Town limits. SR 203 is a four-lane road from US 395 through the majority of the developed portion of the Town. SR 203 returns to two lanes north of the intersection of Main Street and Minaret Road. The highway continues from the developed area of the Town to the Mammoth Mountain Ski Area Main Lodge, and terminates at the Mono-Madera County line. Portions of SR 203 are augmented by frontage roads. According to Caltrans' classification system, SR 203 is a minor arterial for the first 8.5 miles from US 395 eastward through the Town, and a minor collector for the westernmost 0.7 miles. Mammoth Scenic Loop, a two-lane road off of SR 203, provides secondary access from the Town to US 395 to the north.

Meridian Boulevard is an arterial with an east-west alignment. The roadway contains a four-lane cross section west of Sierra Park Road and a two-lane cross section east of Sierra Park Road. This roadway provides access to the Cerro Coso College, commercial uses near Old Mammoth Road, residential uses, and lodging uses.

Minaret Road is a two-lane arterial with a north-south alignment. It provides access to the Village area, as well as residential areas to the south. Its intersections with both Main Street and Meridian Boulevard are signalized.

Old Mammoth Road serves as a north-south arterial in the eastern portion of Mammoth Lakes, as well as an east-west arterial in the southern portion of Mammoth Lakes. East of Minaret Road, Old Mammoth Road is an arterial roadway that provides access to commercial, residential, and lodging facilities. Within the study area, the roadway is a three-lane roadway with two travel lanes and a center two-way left-turn lane.

Lake Mary Road is a collector roadway that connects Main Street (SR 203) with the western portion of town, including the Tamarack Lodge and Twin Lakes. Within the past five years, a traffic signal was installed at its intersection with realigned Canyon Boulevard, which provides access to residential uses and a skier portal.

Majestic Pines Drive is a two-lane collector roadway that connects residential uses with Meridian Boulevard. Along with Kelly Road, this roadway provides an alternate north-south through route between Meridian Boulevard and Lake Mary Road.

Kelly Road is a two-lane collector roadway connecting residential uses to Lake Mary Road. Along with Majestic Pines Drive, it provides an alternate north-south through route between Meridian Boulevard and Lake Mary Road.

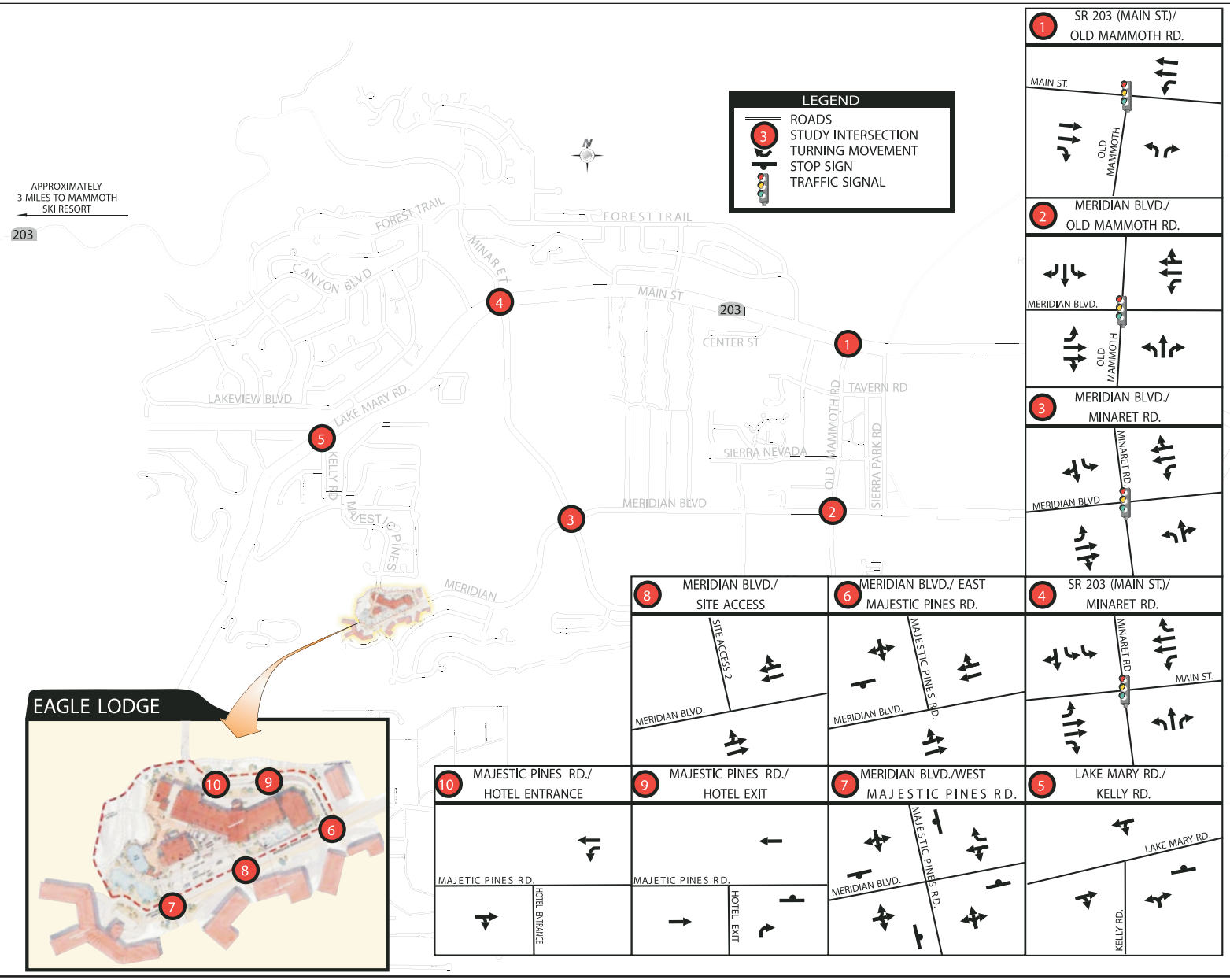
Figure 11 on page 98 shows the study area and the 10 intersections analyzed in the Traffic Study and also illustrates the existing turn lanes and stop controls of these intersections. The following are the intersections analyzed in the study area:

- Old Mammoth Road/SR 203 (signalized);
- Old Mammoth Road/Meridian Boulevard (signalized);
- Minaret Road/Meridian Boulevard (signalized);
- Minaret Road/SR 203 (signalized);
- Lake Mary Road/Kelly Road (unsignalized);
- Meridian Boulevard/Majestic Pines Drive (East) (unsignalized);
- Meridian Boulevard/Majestic Pines Drive (West) (unsignalized);
- Meridian Boulevard/Drop Off Area (unsignalized);
- Majestic Pines Drive/Hotel Exit (unsignalized); and
- Majestic Pines Drive/Hotel Entrance (unsignalized).

b. Existing Traffic Volumes

The traffic volumes throughout the Town of Mammoth Lakes vary greatly by time of day, day of week and, more importantly, by season. To avoid the development of facilities that are only needed a relatively few days per year, the traffic engineering profession has adopted a standard procedure of basing roadway design on volumes slightly below the absolute peak volumes. *A Policy on Geometric Design of Highways and Streets* states that, "the design hourly volume for rural highways should generally be the 30th highest volume of the future year chosen for design."[23] The Town of Mammoth Lakes has focused its design policies on a typical winter Saturday peak hour, rather than the highest winter peak hour. During winter peak periods in the Town, traffic volumes occasionally exceed the resulting intersection and roadway capacity. However, to avoid the development of facilities that are only needed during peak periods on a relatively few days per year, the typical winter Saturday peak hour was analyzed, which is consistent with standard engineering design practice. The 2005 without project traffic volumes are illustrated in Figure 12 on page 99. The traffic volumes are based on intersection turning movement counts conducted in December 2005 and January 2006 and data provided by MMSA regarding estimated number of skiers visiting the Eagle Lodge portal and all other portals at Mammoth Mountain. Please refer to the Traffic Study for a detailed discussion of the methodology used to calculate the 2005 existing winter weekday P.M. peak hour traffic volumes.

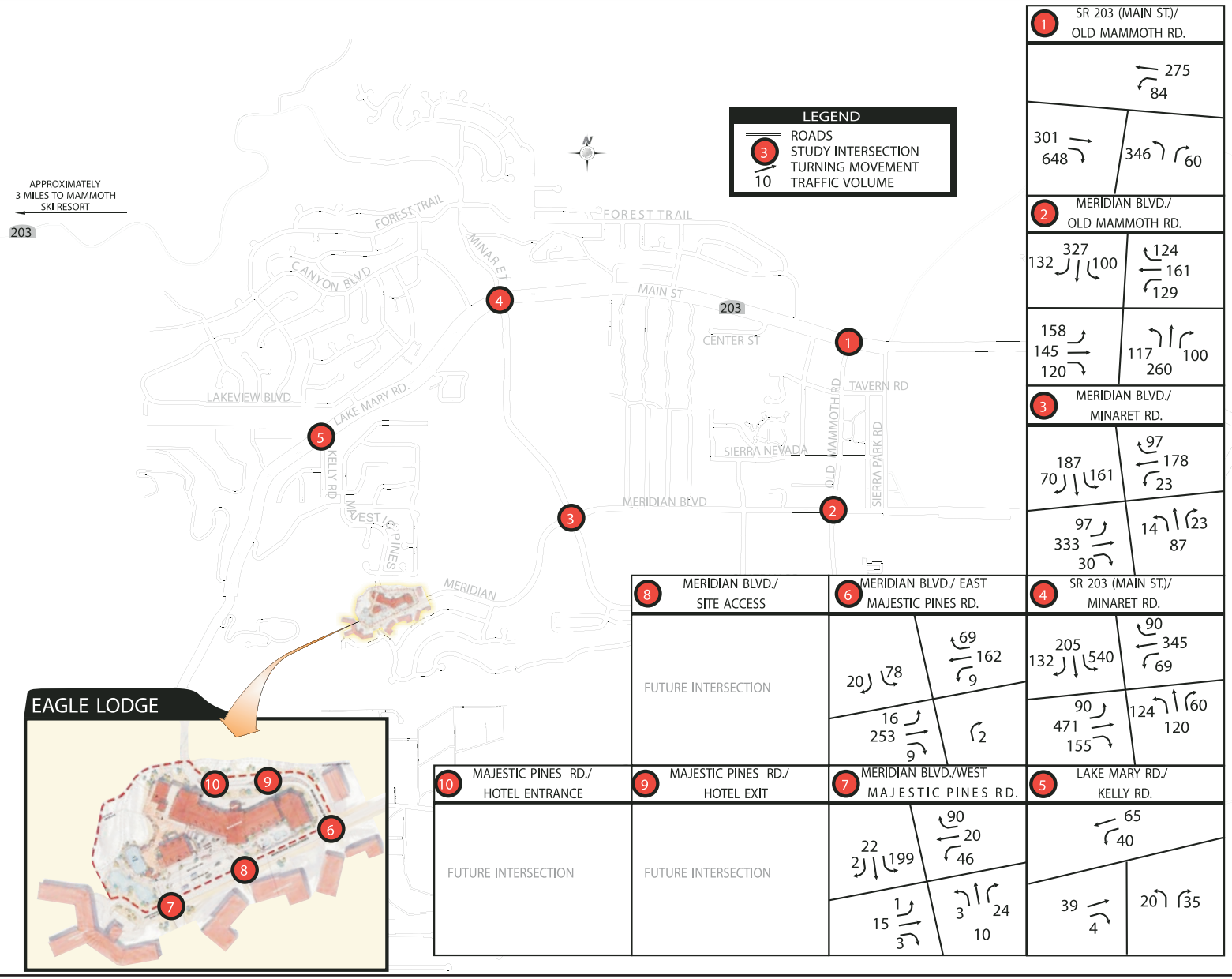
[23] *A Policy on Geometric Design of Highways and Streets, prepared by the American Association of State Highway and Transportation Officials, 2001.*



PCR

Source: Transportation Consultants, Inc., 2006

Figure 11
Existing Intersection Geometry and Land Configuration



PCR

Source: Transportation Consultants, Inc., 2006

Figure 12
Typical Winter Saturday P.M. Peak-Hour Traffic Volumes

c. Existing Levels of Service

LOS is defined as a qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. A LOS definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service are defined for each type of roadway facility. They are given letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst. The LOS are described in Table 7 on page 101. Table 8 on page 102 shows the LOS criteria at unsignalized and signalized intersections in terms of delay per vehicle.

Table 9 on page 103 indicates the results for existing (2005) LOS the study are intersections. As shown in Table 9, the LOS at all the study intersections is LOS C or better. Based on the Town's General Plan standards (refer to Policy 1.7 in the 2001 Transportation and Circulation Element) that require a LOS D or better on a typical winter Saturday peak-hour for signalized intersections and for primary through movements for un-signalized intersections along arterial and collector roads, all the study intersection are operating at an acceptable service level under existing conditions.

d. Existing Roadway Capacity

Based on default directional lane split assumptions included within the Highway Capacity Manual and reductions to roadway capacity, as required on individual segments, to account for the presence of pedestrian crossings, on-street parking maneuvers, vehicles searching for parking spaces, and conflicting driveway turning movements, the capacity of the roadways within the study area were determined. The existing roadway capacities are shown in Table 10 on page 104. As shown in Table 10, the study roadways volume to capacity ratio is less than one. Thus, all of the study area roadways are operating below capacity.

e. Existing Parking Conditions

Due to snow storage and parking efficiency variations from day-to-day, the existing surface parking lot on the site currently contains roughly 220 to 240 parking spaces, 26 (not including two charter bus spaces) of which are designated for Juniper Springs Lodge per an agreement between MMSA and the Lodge. The number of parking spaces cited is in a range since the parking lot is an unmarked, unstriped lot. In addition, skiers park vehicles in parallel parking spaces along Meridian Boulevard. Parking is allowed along Meridian Boulevard from the west Majestic Pines Drive/Meridian Boulevard intersection eastward to Sierra Star Parkway. However, on most ski weekends, vehicles are parked along Meridian Boulevard from the west Majestic Pines Drive/Meridian Boulevard intersection all the way to Minaret Road. On very

Table 7

Level of Service Definitions

LOS	Characteristics
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This level of service represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted with platoons of vehicles.
C	This level of service still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level of service encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this level of service. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level of service describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Highway Capacity Manual, 1985

busy days vehicles sometimes are parked in the area that begins to widen to provide an eastbound left-turn lane at the Meridian Boulevard/Minaret Road intersection.

f. Existing Transit Service

Mammoth Area Shuttle (MAS) offers several free public shuttles in the Town of Mammoth Lakes during the winter season. The following five routes operate during daytime hours:

The *Main Lodge/Snow Creek Line (Red Line)* provides service to and from the Main Lodge and Snowcreek Athletic Club, traveling along Minaret Road, Main Street, Old Mammoth Road, and Chateau Road. At Gondola Village riders can transfer to all other lines. The Red Line service begins daily at 7:00 A.M. at the Snowcreek Athletic Club and ends at 5:30 P.M., with 15-minute headways.

Table 8

Level of Service Criteria for Unsignalized and Signalized Intersections

LOS	Unsignalized Intersection Average Delay per Vehicle (sec)	Signalized Intersection Average Delay per Vehicle (sec)
A	≤ 10	≤ 10
B	>10 and ≤ 15	>10 and ≤ 20
C	>15 and ≤ 25	>20 and ≤ 35
D	>25 and ≤ 35	>35 and ≤ 55
E	35 and ≤ 50	>55 and ≤ 80
F	> 50	> 80

Source: LSC Transportation Consultants, Inc., 2006

The *Canyon Lodge Line (Blue Line*) provides service to and from Gondola Village and Canyon Lodge, traveling along Lakeview Boulevard, Canyon Boulevard, and Forest Trail. Riders can transfer to all other lines at Gondola Village. Service begins daily at Gondola Village at 7:00 A.M. and ends at 5:30 P.M., with half-hour headways.

The *Juniper Springs Line (Green Line)* provides service to and from Eagle Lodge and Old Mammoth Road, traveling along Azimuth, Meridian, and Sierra Nevada Boulevards. Riders can transfer to all other lines at stop #32 (the intersection of Sierra Nevada Boulevard and Old Mammoth Road). The Green Line operates daily beginning at 7:30 A.M. and ends at 5:30 P.M., providing half-hour headways.

The *Canyon Lodge/Juniper Springs Line (Yellow Line)* provides service to and from Canyon Lodge and Chair 15 Outpost (Juniper Springs), traveling along Canyon Boulevard, Lake Mary Road, Kelly Road, and Majestic Pines Drive. Riders can transfer to all other lines at Gondola Village. Providing up to half-hour headways, the Yellow Line operates daily from 7:30 A.M. to 5:30 P.M.

The *Tamarack Lodge/Gondola Village Line (Orange Line*) provides service to and from Tamarack Lodge and Gondola Village, traveling along Lake Mary Road. Riders can transfer to all other lines at Gondola Village. The bus departs from Tamarack Lodge three times a day (9:00 A.M., noon, and 4 P.M.).

There are also four routes that provide service during evening hours. Riders can transfer between the following four Nightlines at Gondola Village:

The *Gondola Village/Snowcreek Nightline (Red Line)* provides service to and from Gondola Village and Snowcreek Athletic Club. The Red Line services Main Street, Old

Table 9

2005 Typical Winter Saturday Intersection LOS

Intersection	Unmitigated Traffic Control	Approach	Delay (seconds per vehicle)	LOS
Old Mammoth Road/Main Street	Traffic Signal	Total Intersection	22.9	C
Old Mammoth Road/Meridian Boulevard	Traffic Signal	Total Intersection	21.4	C
Minaret Road/Meridian Boulevard	Traffic Signal	Total Intersection	20.5	C
Minaret Road/Main Street	Traffic Signal	Total Intersection	20.8	C
Lake Mary Road/Kelly Road (North)	Two-Way Stop Controlled	Worst Approach	3.5	A
		Total Intersection	1.5	A
Meridian Boulevard/Majestic Pines Drive (East)	Two-Way Stop Controlled	Worst Approach	8.3	A
		Total Intersection	1.6	A
Meridian Boulevard/Majestic Pines Drive (West)	All-Way Stop Controlled	Worst Approach	9.7	A
		Total Intersection	8.9	A

Source: LSC Transportation Consultants, Inc., 2006

Mammoth Road, Chateau Road, and Minaret Road. Beginning at Gondola Village, the bus departs every half-hour from 5:00 P.M. to Midnight.

The *Canyon Lodge Nightline (Blue Line)* provides service to and from Gondola Village and Canyon Lodge. The Green Line night service operates on Friday and Saturday nights only, every half hour from 5:00 P.M. to Midnight.

The *Juniper Springs Line (Green Line)* provides night service to and from Eagle Lodge and Old Mammoth Road, traveling along Azimuth, Meridian, and Sierra Nevada Boulevards. The Green Line night service operates on Friday and Saturday nights only, every half hour from 5:00 P.M. to Midnight.

The *Canyon Lodge/Juniper Springs Line (Yellow Line)* provides service to and from Canyon Lodge and Chair 15 Outpost (Juniper Springs), traveling along Canyon Boulevard, Lake Mary Road, Kelly Road, and Majestic Pines Drive. The Yellow Line night service operates on Friday and Saturday nights only, every half hour from 5:00 P.M. to Midnight.

In addition, the Town of Mammoth Lakes, through Inyo-Mono Transit, operates "The Lift" bus service during the non-winter seasons, as well as a summer-only rubber-tired Trolley

Table 10

2005 Roadway Capacity Summary

Roadway Segment	Capacity (Vehicles per Hour per Peak Direction)	Existing Conditions		
		Maximum Vehicles per Direction per Hour	Volume/ Capacity	Capacity Exceeded?
Main Street East of Old Mammoth Road	2,600	361	0.14	No
Main Street West of Old Mammoth Road	2,600	949	0.37	No
Main Street East of Minaret Road	2,600	1,071	0.41	No
Lake Mary Road West of Minaret Road	1,600	716	0.45	No
Lake Mary Road West of Kelly Road	1,600	85	0.05	No
Old Mammoth Road South of Main Street	1,600	732	0.46	No
Old Mammoth Road North of Meridian Boulevard	1,600	559	0.35	No
Old Mammoth Road South of Meridian Boulevard	1,600	576	0.36	No
Meridian Boulevard East of Old Mammoth Road	1,600	414	0.26	No
Meridian Boulevard West of Old Mammoth Road	2,600	423	0.16	No
Meridian Boulevard East of Minaret Boulevard	2,600	517	0.20	No
Meridian Boulevard West of Minaret Road	2,600	460	0.18	No
Meridian Boulevard East of Majestic Pines Road North	2,600	333	0.13	No
Meridian Boulevard West of Majestic Pines Road North	2,600	278	0.11	No
Minaret Road Main Street to Forest Trail	1,300	877	0.67	No
Minaret Road South of Main	1,600	429	0.27	No
Majestic Pines Drive North of Meridian	1,600	98	0.06	No
Majestic Pines Drive South of Meridian Boulevard	800	711	0.09	No
Kelly Road South of Lake Mary Road	800	55	0.07	No

Source: LSC Transportation Consultants, Inc., 2006

program. These services do not serve the Eagle Lodge site. The entire Town, including the Eagle Lodge site, is served by a Dial-A-Ride program.

3.3.3 ENVIRONMENTAL CONSEQUENCES

a. Significance Criteria

(1) Local Transportation System

(a) Construction Traffic

The proposed project would result in a significant construction traffic impact if it would cause a substantial temporary inconvenience or hazardous condition.

(b) Intersections and Roadway Capacity

Based on the LOS standards adopted in the Town's General Plan, the following thresholds are applicable to determining impacts to intersections in the study area:

For Signalized Intersections: Total intersection LOS D or better must be maintained. Therefore, if a signalized intersection is found to operate at a total intersection LOS E or F, mitigation is required. This same threshold applies to roundabouts.

For Unsignalized Intersections: In order to avoid the identification of a LOS failure for intersections that result in only a few vehicles experiencing a delay greater than 50 seconds (such as at a driveway serving a few homes that accesses onto a busy street), a LOS deficiency is not identified for all intersections with approach LOS E or F. Instead, a LOS deficiency is assumed to occur at an unsignalized intersection only if an individual minor street movement operates at LOS E or F and total minor approach delay exceeds four vehicle hours for a single lane approach and five vehicle hours for a multi-lane approach. In other words, a deficiency is found to occur if the average number of vehicles queued over the peak-hour exceeds four at a single-lane approach, or exceeds five at a multi-lane approach.

In addition, impacts are considered significant if the in the future year scenarios (2009 and 2024) with the project, the volume to capacity ratio along any of the study area roadways is greater than one.

(2) Parking

Based on minimum parking requirements set forth in the Town of Mammoth Lakes Municipal Code, parking impacts are considered to be significant if the project's parking demand, including reductions and shared parking, plus the 26 spaces (not including two charter bus spaces) to be allocated for the Juniper Springs Lodge is greater than the number of parking spaces to be provided by the project.

(3) Internal Site Circulation

Impacts regarding internal site circulation are considered significant if the project would substantially increase hazards due to a design feature or incompatible uses.

(4) Emergency Access

Impacts regarding emergency access would occur if the project did not provide adequate space and/or access for emergency vehicles to serve the project site or its surroundings.

(5) Alternative Transportation

Alternative transportation impacts would occur if the project would conflict with adopted policies, plans or programs supporting alternative transportation (i.e., bus routs, bicycle paths).

(6) Consistency with Applicable Regulations

Impacts would occur if the project would conflict with the goals and/or polices in the Town's adopted 1997 General Plan or polices and/or implementation measures in the proposed 2005 General Plan Update for the purpose of avoiding or mitigating an impact to the transportation system.

b. Methodology

(1) Local Transportation System

(a) Construction Traffic

Construction traffic (e.g., worker travel, hauling activities, and the delivery of construction materials) could affect existing traffic in the project vicinity. Construction impacts are analyzed based on the anticipated number of worker and haul trips to and from the site. The configuration of Meridian Boulevard, which is a four-lane roadway, is considered in determining if construction activities would cause substantial delays and disruption of existing traffic.

(b) Intersections and Roadway Capacity

The net impact of the added traffic volumes to the study area intersections and roadway capacity expected to be generated by the proposed project during the typical winter Saturday P.M. peak hour was evaluated based on analysis of future operating conditions at the 10 study intersections, with and without the proposed project. The previously discussed LOS and roadway capacity analysis methodology was utilized to evaluate the future characteristics at each study location intersection and roadway segment. Traffix (Version 7.1, Dowling Associates) software was utilized to calculate the LOS at the study area intersections and the aaSIDRA Software (version 2.1, Akcelik & Associates Pty Ltd.) was utilized to calculate the LOS for roundabouts.

(i) Project Trip Generation and Distribution

Because of the unique transportation factors impacting ski area access and the need to consider the interaction between the various uses proposed for the site, as well as the interaction with other nearby land uses, an analysis was conducted for typical P.M. peak hour winter and summer conditions. The project's net impact (total site trip generation minus existing site trip generation) on typical summer Saturday Summer P.M. peak-hour traffic is 523 trips, which is three percent higher than the winter net impact of 509 trips, as described below. However, as traffic volumes are greater during the winter and because the project generates approximately 40 percent less traffic during the summer than the winter, the winter condition is evaluated in this analysis as the worse case. In addition, the trip generation is based on the hotel only development scenario, as it would generate more trips when compared to the hotel/condominium development scenario. If the hotel/condominium development scenario were to be developed instead, the traffic analysis and mitigation measures, if necessary, would be analyzed upon project definition to determine the proportionate decrease in traffic impacts. Please refer to the Traffic Study for a detailed discussion of the summer trip generation.

The project's net impact on trip generation during typical P.M. peak hour winter conditions is shown in Table 11 on page 108. As shown in Table 11, upon project buildout on a typical winter Saturday, the project would generate a total of 914 P.M. peak-hour trips (320 entering and 594 exiting). Deducting the existing 405 trips generated under existing conditions results in a net increase of 509 P.M. peak-hour trips (219 entering and 290 exiting). Please refer to Figures 3 and 5 in the Traffic Study for an illustration of the distribution of project-generated trips and the net increase in trips as a result of the project on existing winter traffic volumes, respectively.

(ii) Year 2009 (Project Buildout Conditions) and Year 2024 (General Plan Buildout Traffic Conditions

Two future traffic year scenarios were analyzed: Year 2009 (project buildout) and Year 2024 (General Plan buildout) with project traffic included. The methodology for forecasting project impacts under these scenarios is as follows:

The 2009 without project traffic volumes were forecasted as follows:

1. A list of 28 projects assumed to be built by 2009 was provided by the Town of Mammoth Lakes. These projects were added to the existing land uses defined in the Mammoth Lakes Transportation Demand Model. Please refer to Chapter 4.0, Cumulative Effects, for a list of the projects.

Table 11

Project Auto Trip Distribution - Winter

Use	P.M. Peak Hour External Trips			Reductions for External Walking Trips	P.M. Peak Hour External Auto Trips			Percent Pass-By	P.M. Peak Hour New External Auto Trips		
	In	Out	Total		In	Out	Total		In	Out	Total
Skiers [a]	213	415	628	--	213	415	628	0%	213	415	628
Base Lodge	0	43	43	0%	0	43	43	0%	0	43	43
Ice Rink	3	3	6	5%	3	3	6	0%	3	3	6
Commercial	175	172	347	42%	102	100	202	25%	77	75	152
Lodging	20	51	71	0%	20	51	71	0%	20	51	71
Buses	2	2	4	0%	2	2	4	0%	2	2	4
Trucks	5	5	10	0%	5	5	10	0%	5	5	10
Total	**418**	**691**	**1,109**		**345**	**619**	**964**		**320**	**594**	**914**
Existing Traffic Generated by Site									**101**	**304**	**405**
Project's Net Impact on Trip Generation									**219**	**290**	**509**

[a] *Reduction for walking trips reflected in Appendix A of the Traffic Study (Table A), which is provided in Appendix B of this document.*

Source: LSC Transportation Consultants, Inc., 2006

2. The growth at the external nodes was estimated by straight line interpolation between the volumes at each node in the 2004 and 2024 traffic models.

3. The Mammoth Lakes Transportation Demand Model was run to estimate a set of 2009 traffic volumes, assuming development on the Eagle Lodge site.

4. The traffic volumes generated by the Eagle Lodge Transportation Analysis Zone (TAZ) in the model were then subtracted from the model-generated traffic volumes.

5. The traffic currently generated by the site (from the 2005 counts) was then added to the traffic volumes, as the no project condition assumes no change in traffic from today's current condition.

The 2024 without project traffic volumes were forecasted as follows:

1. The land uses contained in the 2024 Existing General Plan Mammoth Lakes Transportation Demand Model were updated to better represent the current development proposals for the Cerro Coso College site. The need for this update was generated based upon comments received as part of the General Plan Update process.

2. The 2024 Mammoth Lakes Transportation Demand Model was then re-run to develop a set of 2024 traffic volumes that assume development on the Eagle Lodge site consistent with the model assumptions.

3. The traffic volumes generated by the Eagle Lodge TAZ were then subtracted from the model traffic volumes.

4. The traffic currently generated by the site was then added to the traffic volumes.

(2) Parking

The parking demand generated by the various uses within the project was projected using the Town of Mammoth Lakes parking requirements set forth in the Municipal Code, unless the parking requirements were not found to be applicable. The following are the primary assumptions that were used to estimate parking demand for the project.

- As most of the uses contained in the Base Lodge are skier amenities, no customer parking would be required aside from the skier parking. However, parking would be required for employees, the ice rink, and day care/ski school drop offs.

- The parking demand for Day Care drop-off was estimated based upon the Day Care A.M. peak-hour trip generation rate identified in the *ITE Trip Generation Manual*. It was also assumed that 40 percent of the drop off vehicles per hour would enter the site within the peak 15 minutes. Each Day Care parking space was assumed to turn over every 15 minutes. Based upon these assumptions (reflecting the relatively long time needed for the paperwork associated with first-time visitor daycare customers), it is estimated that five day care drop-off spaces are required.

- According to MMSA, the maximum drop-off activity for the ski school would occur at between 9:00 and 10:00 A.M., during which time 223 students arrive at the ski school. Assuming half of these students are dropped off, an average student vehicle occupancy of 1.5 (2.5 skiers per vehicle minus the driver), 27 parking spaces would be required for ski school drop off.

- The employee schedule was used to estimate how many employees for the base lodge would park on site at one time.[24] Assuming an average employee vehicle occupancy of 1.2, 0.83 parking spaces would be required per employee of the Base Lodge.[25]

[24] *Based upon a review of parking permits at the existing employee housing and the Town of Mammoth Lakes Employer/Employee Commute Survey, it was assumed that 25 percent of the employees would take transit to get to/from work.*

- As the Town does not have a parking requirement for a day spa, the *ITE Parking Generation Manua*l was used to estimate a parking demand rate based upon the Health/Fitness Club land use (5.19 spaces per 1,000 square feet of floor area).

- Similarly, as the Town does not have specific parking demand rates for a convenience market, the ITE Parking Generation rate was used.

- The parking demand for the hotel only development scenario, based upon the Mammoth parking requirements, was calculated as it represents a worse case scenario of parking impacts when compared to the hotel/condominium development scenario.

Next, parking reductions for internal and pedestrian/bicycle trips were calculated. As the project is a mixed-use development near other trip generators, there could be internal pedestrian trips that could tend to reduce parking needs as well as pedestrian trips to other nearby land uses. However, the applicable internal reductions for a parking analysis are not the same as a trip generation analysis. If, for example, a person decides to go skiing and then, afterwards, go out to dinner at the ski base, the ski area to dinner trip generates no auto trips. However, the parking demand remains on-site even though the land use generating the parking demand shifts. Therefore, it is only appropriate to make reductions in parking demand for the following two types of trips:

- Trips with one trip end internal to the site and one trip end external to the site that occur via non-auto modes. As skier walking trips between the Base Lodge and residences is already accounted for in the skier parking calculation, this reduction primarily applies to the commercial uses and is consistent with the assumptions identified in the trip generation analysis above.

- Walking trips between the lodging and commercial uses. As 95 percent of the hotel parking are assumed to be dedicated for hotel guest use only, an internal reduction is applicable for trips between lodging and other uses. A reduction of four to seven percent was applied to the ice rink, skier, and commercial uses, based upon the internal trip analysis presented in Appendix A of the Traffic Study.

A shared parking demand analysis was conducted based upon the methodology for assessment of shared parking developed by the Urban Land Institute.[26] A shared parking analysis considers how two or more individual land uses can be provided with adequate shared

[25] *This vehicle occupancy is consistent with journey to work vehicle occupancy of 1.14 per the 2001 national Household Travel Survey, factored up to account for the fact that ski area employees are more likely to carpool.*

[26] *Shared Parking, Second Edition, Urban Land Institute, 2005.*

parking, considering the variation in the peak accumulation of parked vehicles for different nearby land uses by time of day. This strategy recognizes the fact that some land uses (such as skiing) have peak parking needs that occur at different times than other land uses (such as lodging). In mixed-use development the parking supply required to accommodate the needs of all land uses is less than the sum of the peak parking needs for the individual land uses.

The basis for this analysis is an hour-by-hour assessment of parking needs for individual land uses, which can then be added to identify the peak parking needs for the total land uses, and when this peak in demand occurs. Accordingly, parking demand for each individual land use in a development block by time of day is estimated. Based on these estimates, the total number of parking spaces required for all the land uses during a particular hour is calculated by adding the parking requirements for all the land uses within the block for that hour.

Accounting for the parking reductions from the internal and pedestrian/bicycle trips and shared parking, the parking demand for the project is calculated. The 26 spaces allocated to the Juniper Springs Lodge were added to the project's parking demand. In addition to these 26 parking spaces, two existing on site charter bus parking spaces, although currently unofficial and not striped, are required to be maintained per an agreement between Juniper Springs Lodge and MMSA.[27]

(3) Internal Site Circulation

The proposed auto and bus drop off-zones were reviewed with respect to drop-off space supply and demand. The internal site circulation analysis evaluates whether project design features would result in safety hazards. The proposed layout and circulation were reviewed to ensure safe and efficient operation. Access to the hotel from Majestic Pines Drive was reviewed to ensure that hotel access approaches would not result in safety hazards. The skier/public parking area was reviewed to ensure that parking space size and aisle widths would be consistent with Town standards. Truck access to the site was reviewed to ensure that adequate space would be provided in the proposed truck turnaround.

(4) Emergency Access

The proposed emergency access was evaluated to determine if the project design is consistent with the requirements of the Mammoth Lakes Fire Department.

[27] *Letter from Inyo-Mono Title Company to MMSA: File No. 128681, June 8, 2006.*

(5) Alternative Transportation

Alternative transportation was analyzed to evaluate the adequacy of the proposed transit facilities (i.e., bus drop-off area). In addition, the proposed pedestrian and bicycle facilities were reviewed to determine consistency with the Town of Mammoth Lakes 2003 Sidewalk Master Plan.

(6) Consistency with Applicable Regulations

The General Plan was reviewed to identify applicable goals and polices. A consistency analysis with the applicable goals and polices stated in the 2001 Transportation and Circulation Element and the policies and implementation measures in the proposed 2005 General Plan Update is provided. As the policies and implementation measures in the proposed 2005 General Plan Update are based on the 2001 Transportation and Circulation Element, the consistency analysis table cross references the policies in the adopted and Draft General Plan.

c. Environmental Consequences of the Proposed Action

(1) Local Transportation System

(a) Construction Traffic

Project construction would generate traffic from construction worker travel, as well as the arrival and departure of trucks delivering construction materials to the site and the hauling of materials generated by on-site grading activities. Both the number of construction workers and trucks would vary throughout the construction process in order to maintain a reasonable schedule of completion. The number of on-site construction workers, based on the specific construction activity underway (i.e., grading, building erection, etc.), could range from approximately 25 to 50, with the lower end of the range occurring during building site grading and the upper end of the range occurring during finishing work (i.e., drywall, paring, electrical, etc.).

In general, it is anticipated that the majority of the construction workers would arrive and depart the site during off-peak hours (i.e., arrive prior to 7:00 A.M. and depart between 3:00 to 4:00 P.M.). The construction work force would likely be from all parts of the Mammoth region, but would access the site via Meridian Boulevard. During the non ski-season, construction workers would park along the shoulder of Meridian Boulevard and on site, depending on the nature of the construction activities. During the ski season, construction workers would park at the Sierra Star Golf Course and on site. However, construction personnel could park on adjacent residential streets throughout the construction period resulting in short-term parking impacts. Mitigation Measure TR-1 requires the applicant to prepare a construction parking plan for

construction personnel to be reviewed and approved by the Town of Mammoth Lakes. With implementation of Mitigation Measure TR-1, potentially significant short-term construction parking impacts would be reduced to a less than significant level.

Depending upon the specific nature of the construction activity (e.g., grading, finish construction, landscaping), it is assumed that the majority of truck traffic would be distributed evenly across the workday. It is anticipated that during peak construction activity, project construction would generate up to approximately 170 peak daily truck trips during the excavation stage. However, an average construction day would include approximately 20 trips per day (e.g., concrete pours, debris hauls, deliveries, etc.).. Anticipated haul routes for semi-trailers, trucks and trailers, and other construction-related vehicles would access the project site via Meridian Boulevard. However, other roadways would be utilized when transporting excavated materials from the site to temporary and/or permanent off-site storage areas. All on-road construction traffic routes would be subject to review and approval by the Town of Mammoth Lakes. Mitigation Measure AES-2 requires the applicant to prepare and submit a construction hauling plan to be reviewed and approved by the Community Development Department prior to issuance of grading permit. The plan would ensure that on-road construction haul routes do not affect sensitive uses in the project vicinity, including residential uses along Majestic Pines Road.

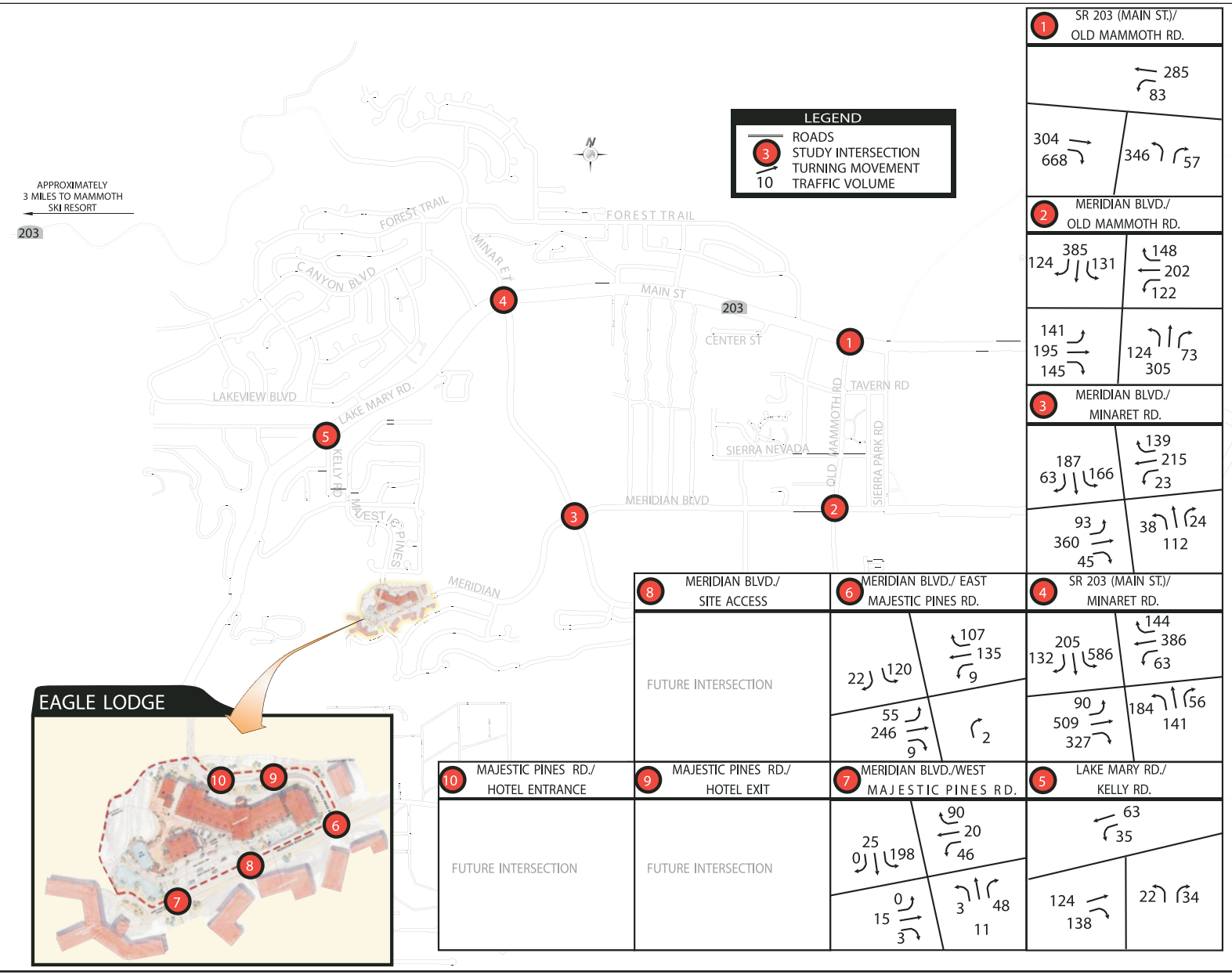
Given the off-peak nature of construction worker traffic and number of hourly construction-related trips, construction traffic is not anticipated to cause substantial delays and disruption to existing traffic. Given that Meridian Boulevard is a four-lane highway, traffic delays during construction activities are not likely to occur. Nonetheless, it is plausible that delays could occur during construction activities at various stages. Therefore, Mitigation Measure TR-2 has been prescribed to ensure that construction activities do not cause substantial delays and disruption of existing traffic. With implementation of Mitigation Measures TR-2 and AES-2, traffic impacts during construction would be less than significant.

(b) Operational Traffic

(i) Year 2009 (Project Buildout) Traffic Conditions

The Year 2009 without and with project turning movement traffic volumes are shown in Figure 13 on page 114 and Figure 14 on page 115, respectively.

The study area intersections were evaluated to determine operational conditions during the 2009 typical Saturday winter P.M. peak hour both with and without the project. As shown in Table 12 on page 116, intersection LOS does not exceed LOS D at any of the study intersections in 2009 with or without the project, with the exception of the southbound approach to the



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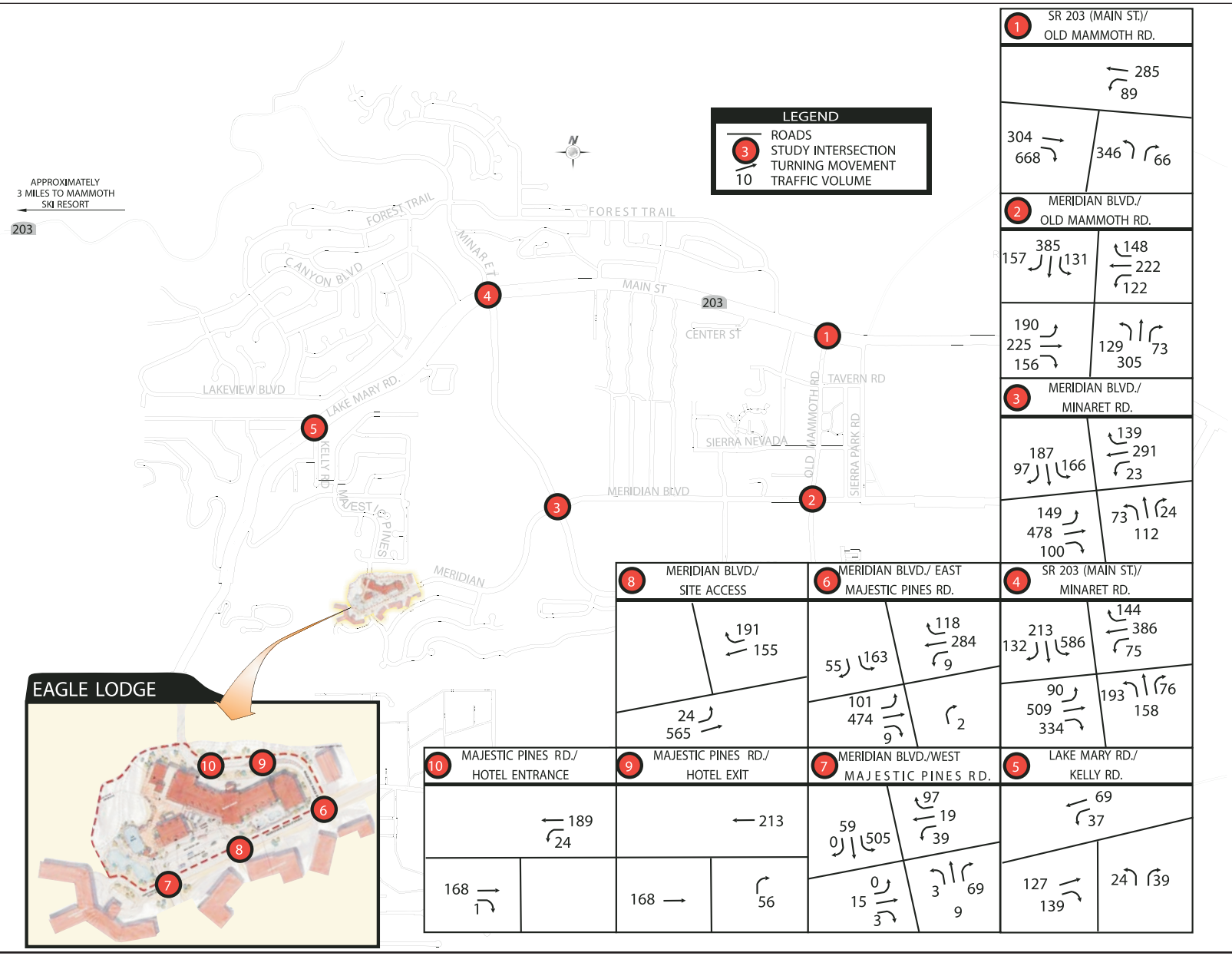
Source: Transportation Consultants, Inc., 2006

Figure 13
2009 Without Project Winter Saturday P.M. Peak - Hour Traffic Volumes



Source: Transportation Consultants, Inc., 2006

Figure 14

2009 With Project Winter Saturday P.M. Peak - Hour Traffic Volumes

Table 12

2009 Typical Winter Saturday Intersection LOS

Intersection	Unmitigated Traffic Control	Approach	Without Project		With Project		
			Delay (sec. per vehicle)	LOS	Delay (sec. per vehicle)	LOS	Approach Vehicle Hours of Delay[a]
Old Mammoth Road/Main Street	Traffic Signal	Total Intersection	20.8	C	21.1	C	--
Old Mammoth Road/Meridian Boulevard	Traffic Signal	Total Intersection	23.8	C	25.6	C	--
Minaret Road/Meridian Boulevard	Traffic Signal	Total Intersection	21.3	C	27.4	C	--
Minaret Road/Main Street	Traffic Signal	Total Intersection	26.8	C	28.5	C	--
Lake Mary Road/Kelly Road (North)	Two-Way Stop Control	Worst Approach	10.2	B	10.3	B	--
		Total Intersection	2.0	A	2.2	A	--
Meridian Boulevard/Majestic Pines Drive (East)	Two-Way Stop Control	Worst Approach	15.1	C	52.0	F	3.3
		Total Intersection	3.8	A	10.1	B	--
Meridian Boulevard/Majestic Pines Drive (West)	All-Way Stop Control	Worst Approach	9.5	A	21.6	C	--
		Total Intersection	8.7	A	17.7	C	--
Meridian Boulevard/Drop Off Area	Two-Way Stop Control	Worst Approach	--	--	9.0	A	--
		Total Intersection	--	--	0.2	A	--
Majestic Pines Drive/Hotel Exit	Two-Way Stop Control	Worst Approach	--	--	9.4	A	--
		Total Intersection	--	--	1.2	A	--
Majestic Pines Drive/Hotel Entrance	Two-Way Stop Control	Worst Approach	--	--	12.0	B	--
		Total Intersection	--	--	0.5	A	--

[a] *Worst Approach vehicles hours of delay reported only if approach LOS exceeds threshold.*

Source: LSC Transportation Consultants, Inc., 2006

Majestic Pine Drive East/Meridian Boulevard intersection. With project implementation, the southbound approach at this intersection would change from LOS C to LOS F. However, the approach delay would be 3.3 vehicle hours, which does not exceed the four vehicle hour delay threshold for unsignalized intersections. Thus, the project would result in less than significant LOS impacts at the study area intersections during Year 2009.

In addition, the study area roadway segments were evaluated to determine whether there would be available capacity on the roadways to serve the project. Table 13 on page 118 provides a summary of the roadway capacity in Year 2009 with and without project conditions. As shown in Table 13, the volume to capacity ratio of the study area roadway segments would be less than one under without and with project conditions. As such, the study roadways would operate at acceptable levels of service. Therefore, the project would result in less than significant roadway capacity impacts along the study area roadway segments during Year 2009.

(ii) Year 2024 (General Plan Buildout) Traffic Conditions

The 2024 without and with project traffic turning movement volumes are shown in Figure 15 on page 119 and Figure 16 on page 120, respectively.

The study intersections were evaluated to determine operational conditions during the 2024 typical Saturday winter P.M. peak hour both with and without the project. As shown in Table 14 on page 121, LOS D standards would be exceeded in 2024 at the following intersections:

- Meridian Boulevard/Minaret Road (LOS E with the project)
- Majestic Pine Drive East/Meridian Boulevard (LOS E without the project and LOS F with the project)

At the Meridian Boulevard/Minaret Road intersection, the provision of an eastbound right-turn lane would result in an acceptable LOS D condition. In addition, the construction of a dual lane roundabout at this location would result in an acceptable LOS B. As the current Development Impact Fee program includes the cost associated with construction of a roundabout at this intersection, this potentially significant impact would be mitigated to a less than significant level by payment of the Development Impact Fee, as prescribed in Mitigation Measure TR-3.

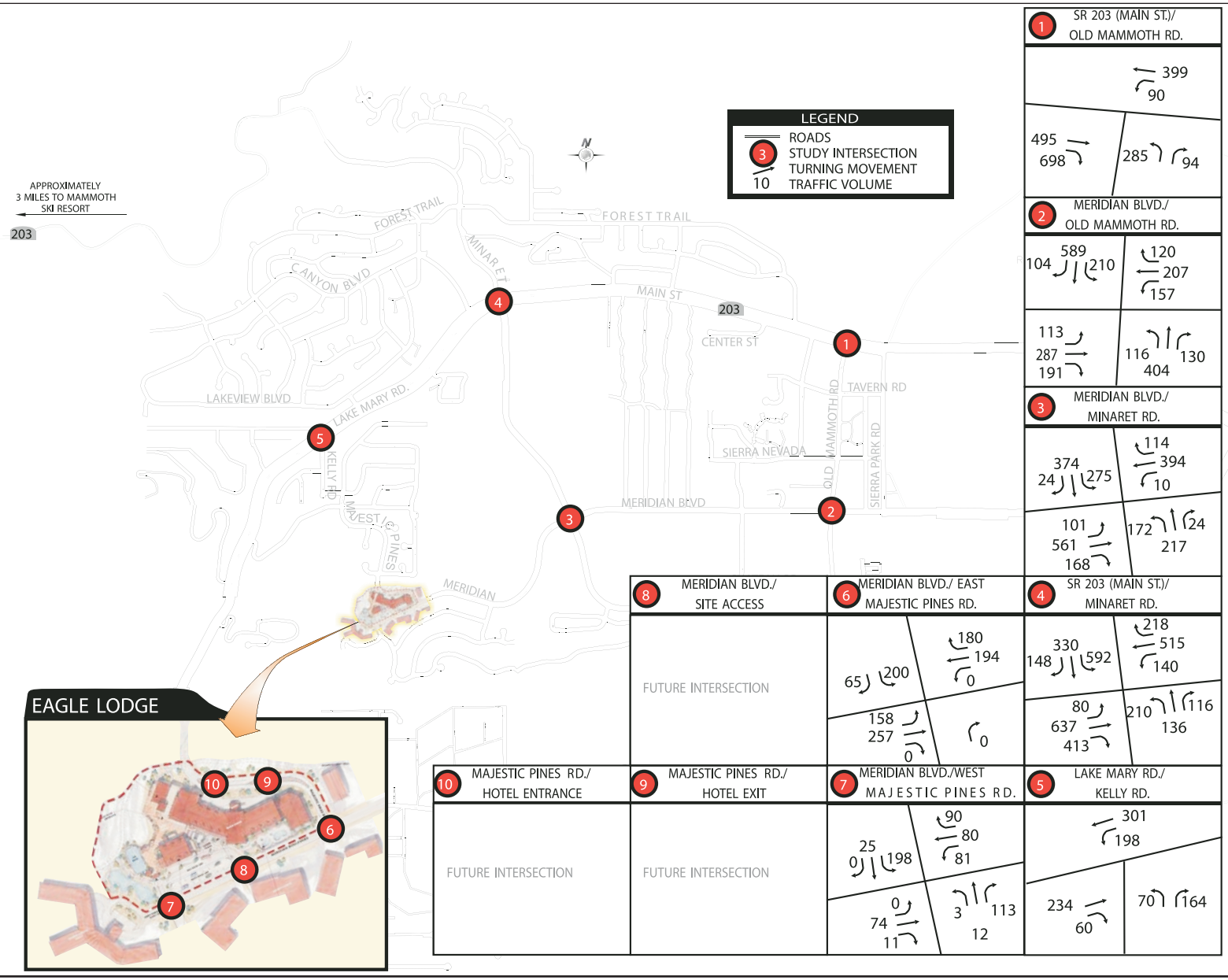
At the Majestic Pines Drive/Meridian Boulevard intersection, the traffic analysis that was prepared for the Mammoth Lakes Capital Improvement Program indicates that the provision of a two-way left-turn lane along Meridian Boulevard to provide for two-stage southbound left turns

Table 13

2009 Roadway Capacity Summary

Roadway Segment	Capacity (Vehicles per Hour per Peak Direction	Without Project			With Project			Percent Increase in Peak-Hour Traffic Generated by the Project
		Maximum Vehicles per Direction per Hour	Volume/ Capacity	Capacity Exceeded?	Maximum Vehicles per Direction per Hour	Volume/ Capacity	Capacity Exceeded?	
Main Street East of Old Mammoth Road	2600	368	0.14	No	374	0.14	No	2%
Main Street West of Old Mammoth Road	2600	972	0.37	No	972	0.37	No	0%
Main Street East of Minaret Road	2600	1,151	0.44	No	1,171	0.45	No	2%
Lake Mary Road West of Minaret Road	1600	926	0.58	No	933	0.58	No	1%
Lake Mary Road West of Kelly Road	1600	262	0.16	No	266	0.17	No	2%
Old Mammoth Road South of Main Street	1600	751	0.47	No	757	0.47	No	1%
Old Mammoth Road North of Meridian Boulevard	1600	640	0.40	No	673	0.42	No	5%
Old Mammoth Road South of Meridian Boulevard	1600	652	0.41	No	663	0.41	No	2%
Meridian Boulevard East of Old Mammoth Road	1600	472	0.30	No	492	0.31	No	4%
Meridian Boulevard West of Old Mammoth Road	2600	481	0.19	No	571	0.22	No	19%
Meridian Boulevard East of Minaret Boulevard	2600	550	0.21	No	668	0.26	No	21%
Meridian Boulevard West of Minaret Road	2600	498	0.19	No	727	0.28	No	46%
Meridian Boulevard East of Majestic Pines Road North	2600	368	0.14	No	639	0.25	No	74%
Meridian Boulevard West of Majestic Pines Road North	2600	310	0.12	No	584	0.22	No	88%
Minaret Road Main Street to Forest Trail	1300	923	0.71	No	931	0.72	No	1%
Minaret Road South of Main	1600	595	0.37	No	622	0.39	No	5%
Majestic Pines Drive North of Meridian	1600	162	0.10	No	219	0.14	No	35%
Majestic Pines Drive South of Meridian Boulevard	800	74	0.09	No	101	0.13	No	36%
Kelly Road South of Lake Mary Road	800	173	0.22	No	176	0.22	No	2%

Source: LSC Transportation Consultants, Inc., 2006



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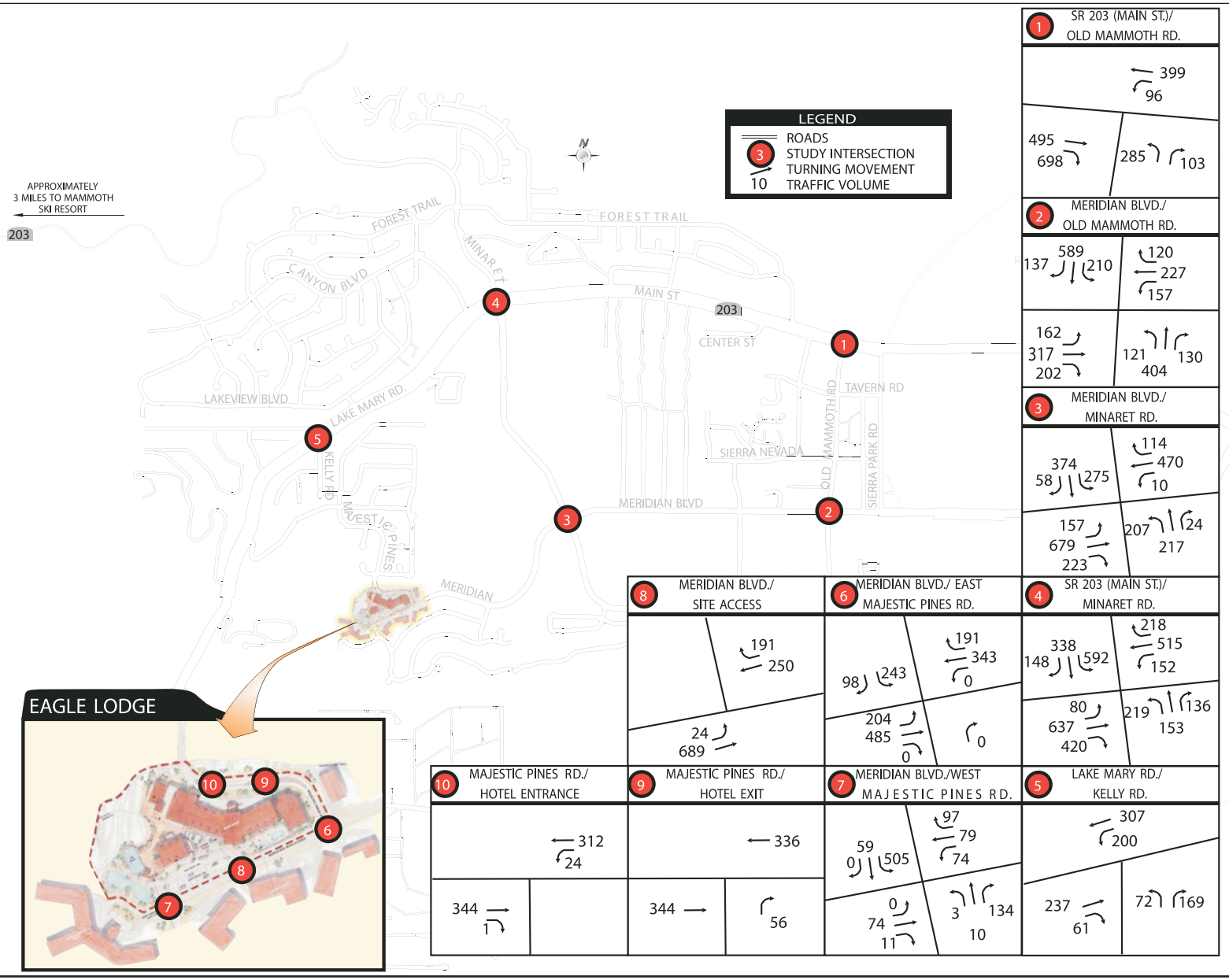
Source: Transportation Consultants, Inc., 2006

Figure 15

2024 Without Project Winter Saturday P.M. Peak - Hour Traffic Volumes



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Source: Transportation Consultants, Inc., 2006

Figure 16

2024 With Project Winter Saturday P.M. Peak - Hour Traffic Volumes

Table 14

2024 Typical Winter Saturday Intersection LOS

Intersection	Unmitigated Traffic Control	Approach	No Project			Plus Project		
			Delay (seconds per vehicle)	LOS	Approach Vehicle Hours of Delay a	Delay (seconds per vehicle)	LOS	Approach Vehicle Hours of Delay 1
Old Mammoth Road/Main Street	Traffic Signal	Total Intersection	17.4	B	--	17.7	B	--
Old Mammoth Road/Meridian Boulevard	Traffic Signal	Total Intersection	34.8	C	--	36.7	D	--
Minaret Road/Meridian Boulevard	Traffic Signal	Total Intersection	45.7	D	--	69.6	E	--
Minaret Road/Main Street	Traffic Signal	Total Intersection	49.5	D	--	53.1	D	--
Lake Mary Road/Kelly Road (North)	Two-Way Stop Controlled	Worst Approach	22.3	C	--	23.4	C	--
		Total Intersection	6.7	A	--	7.0	A	--
Meridian Boulevard/Majestic Pines Drive (East)	Two-Way Stop Controlled	Worst Approach	43.1	E	3.3	394.8	F	39.4
		Total Intersection	12.1	B	--	87.3	F	--
Meridian Boulevard/Majestic Pines Drive (West)	All-Way Stop Controlled	Worst Approach	10.7	B	--	34.6	D	--
		Total Intersection	9.7	A	--	23.6	C	--
Meridian Boulevard/Drop Off Area	Two-Way Stop Controlled	Worst Approach	--	--	--	9.0	A	--
		Total Intersection	--	--	--	0.2	A	--
Majestic Pines Drive/Hotel Exit	Two-Way Stop Controlled	Worst Approach	--	--	--	10.7	B	--
		Total Intersection	--	--	--	0.8	A	--
Majestic Pines Drive/Hotel Entrance	Two-Way Stop Controlled	Worst Approach	--	--	--	8.0	A	--
		Total Intersection	--	--	--	0.3	A	--

[a] *Worst approach vehicles hours of delay reported only if approach LOS exceeds threshold.*

Source: LSC Transportation Consultants, Inc., 2006

out of Majestic Pines onto Meridian Boulevard would result in a LOS D or better at this intersection. However, this provision does not mitigate the LOS to an acceptable level under 2024 with project conditions. The provision of a separate left-turn lane at this location would reduce the vehicle hours of delay for the southbound approach to 3.9 vehicle hours, which would no longer exceed Town thresholds. However, if Meridian Boulevard were reduced to a three-lane cross section (one lane per direction plus a center turn lane), the addition of these lanes would not result in an acceptable LOS of D or better.

Therefore, the construction of a single-lane roundabout at this location is recommended, which would allow for the narrowing of Meridian Boulevard from four lanes to three lanes (one lane in each direction plus a center turn lane). As discussed below, adequate roadway capacity along Meridian Boulevard would still be provided with a three-lane configuration. A single-lane roundabout with a 100-foot inscribed diameter would operate result in LOS B at the worst approach and LOS A for the total intersection. The current Development

Fee Impact program includes the construction of a two-way left-turn lane along Meridian Boulevard at this intersection. However, it does not include the cost of a separate southbound left-turn lane at this intersection. Therefore, as prescribed in Mitigation Measure TR-4, the project would be responsible for paying its fair share towards the cost of constructing a southbound left-turn lane at this intersection. This fee would be utilized by the Town to construct the single-lane roundabout at the intersection. In addition, the project would be responsible for paying development impact fees towards the cost of improvements identified in the Mammoth Lakes Capital Improvement Program for this intersection. With implementation of Mitigation Measures TR-3 and TR-4, potentially significant impacts to the Majestic Pines Drive and Meridian Boulevard intersection would be reduced to a less than significant level.

In addition, the study area roadway segments were evaluated to determine whether there would be available capacity on the roadways to serve the project. Roadway capacities for Year 2005 and Year 2024 would be the same. Table 15 on page 123 provides a summary of the roadway capacity under Year 2024 with and without project conditions. As shown in Table 15, the volume to capacity ratio of the study area roadway segments would be less than one without and with the project. As such, the study roadways would operate at acceptable levels of service. Therefore, the project would result in less than significant roadway capacity impacts along the study area roadway segments during Year 2024.

(2) Parking

As shown in Table 16 on page 124, the total parking demand for the project would be 994 parking spaces, without reductions for internal trips, walking trips, or shared parking. Table 17 on page 125 presents the shared parking analysis for typical winter weekend conditions. As

Table 15

2024 Roadway Capacity Summary [a]

		No Project Condition			Plus Project Condition			
Roadway Segment	**Capacity (Vehicles per Hour per Peak Direction)**	**Maximum Vehicles per Direction per Hour**	**Volume/ Capacity**	**Capacity Exceeded**	**Maximum Vehicles per Direction per Hour**	**Volume/ Capacity**	**Capacity Exceeded**	**Percent Increase in Peak-Hour Traffic Generated by Project**
Main Street East of Old Mammoth Road	2,600	589	0.23	NO	598	0.23	NO	2%
Main Street West of Old Mammoth Road	2,600	1,193	0.46	NO	1,193	0.46	NO	0%
Main Street East of Minaret Road	2,600	1,345	0.52	NO	1,365	0.53	NO	1%
Lake Mary Road West of Minaret Road	1,600	1,130	0.71	NO	1,137	0.71	NO	1%
Lake Mary Road West of Kelly Road	1,600	371	0.23	NO	379	0.24	NO	2%
Old Mammoth Road South of Main Street	1,600	788	0.49	NO	794	0.50	NO	1%
Old Mammoth Road North of Meridian Boulevard	1,600	903	0.56	NO	936	0.59	NO	4%
Old Mammoth Road South of Meridian Boulevard	1,600	937	0.59	NO	948	0.59	NO	1%
Meridian Boulevard East of Old Mammoth Road	1,600	627	0.39	NO	657	0.41	NO	5%
Meridian Boulevard West of Old Mammoth Road	2,600	591	0.23	NO	681	0.26	NO	15%
Meridian Boulevard East of Minaret Boulevard	2,600	860	0.33	NO	978	0.38	NO	14%
Meridian Boulevard West of Minaret Road	2,600	830	0.32	NO	1,059	0.41	NO	28%
Meridian Boulevard East of Majestic Pines Road North	2,600	457	0.18	NO	728	0.28	NO	59%
Meridian Boulevard West of Majestic Pines Road North	2,600	415	0.16	NO	689	0.27	NO	66%
Minaret Road Main Street to Forest Trail	1,300	1,070	0.82	NO	1,078	0.83	NO	1%
Minaret Road South of Main	1,600	883	0.55	NO	910	0.57	NO	3%
Majestic Pines Drive North of Meridian	1,600	338	0.21	NO	395	0.25	NO	17%
Majestic Pines Drive South of Meridian Boulevard	800	128	0.16	NO	147	0.18	NO	15%
Kelly Road South of Lake Mary Road	800	258	0.32	NO	261	0.33	NO	1%

[a] *As a three-lane roadway, the capacity of Meridian Boulevard would be reduced to 1,600 vehicles per hour per direction.*

Source: LSC Transportation Consultants, Inc., 2006

Table 16

Base Parking Demand

Land Use	Quantity	Unit	Parking Demand Rate	Source of Rate	Parking Demand
Skiers	6,000	Skiers per Day	See Table A in Appendix A of Traffic Study		497
Base Lodge					
Food and Beverage	8.74	KSF [a]	No Incremental Parking Demand		
Bar and Coffee Bar	0.7	KSF	No Incremental Parking Demand		
Rental / Demo / Repair Shop / Basket Check	3.7	KSF	No Incremental Parking Demand		
Retail Shop	1.2	KSF	No Incremental Parking Demand		
Ski School / Day Care (Drop Off Only) [b]	4.3	KSF	7.44	LSC	32
Ticketing / Lobby	2.6	KSF	No Incremental Parking Demand		
Restrooms	4.5	KSF	No Incremental Parking Demand		
Administrative	1.03	KSF	No Incremental Parking Demand		
Employee Break Room	1.55	KSF	No Incremental Parking Demand		
Ski Patrol	0.46	KSF	No Incremental Parking Demand		
Maintenance/Loading Dock	1.5	KSF	No Incremental Parking Demand		
Mechanical / Cell Site	0.55	KSF	No Incremental Parking Demand		
Ice Rink	5	KSF	3.60	LSC	18
Maximum Employees at One Time	122	Employees	0.83	LSC	101
Commercial					
Day Spa	8	KSF	5.19	ITE	42
Locker Club	12	KSF	No Incremental Parking Demand		
Convenience Market	4	KSF	3.4	ITE	14
Sit-Down Restaurant	200	Seats	0.33	Town Code	66
Lodging					
Hotel Equivalents	213	Rooms	1.05	Town Code	224
TOTAL					**994**

[a] *KSF = 1,000 square feet of floor area.*

[b] *Demand parking is estimated based on the Day Care A.M. peak hour trip generation rate identified in Trip Generation Manual (ITE, 2003). While Ski School parking demand is estimated based on the maximum number of Ski School attendees and skier vehicle occupancy. Each drop off activity is assumed to take 15 minutes.*

Source: LSC Transportation Consultants, Inc., 2006

shown in Table 17, during the weekend a total of 829 shared parking spaces would be required upon buildout of the project, assuming only 5 percent of the hotel spaces are not designated and can be shared. This, with the 26 spaces required for the Juniper Springs Lodge per a previous agreement, the project's shared parking demand (not including drop-off zones) would be 855 spaces. As the project proposes to provide 544 parking spaces, the project would result in a parking shortfall of 311 parking spaces. Since the project would result in a shortfall of parking relative to the projected demand based on a shared parking analysis, the project would result in a

Table 17

Parking Demand by Hour for Shared Parking Analysis[a]

Land Use	Quantity	Unit	Parking Demand Rate	Source of Rate	Parking Demand	Total Reduction for Non-Auto Access [b]	Dedicated Parking	Available Spaces for Shared Parking	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	Max Required Spaces Without Shared Use	Max Required Spaces With Shared Use
Skiers[c]	6,000	skiers/day	See Table A in App. A of Traffic Study		497	5.0%	0	472	0	3	80	208	328	402	447	472	466	435	356	162	3	0	0	0	0	0	0	472	472
Base Lodge																													
Ice Rink[d]	5	KSF[e]	3.6	LSC	18	5.0%	0	17	0	1	3	7	10	12	16	17	17	17	16	15	14	13	11	9	6	3	0	17	17
Employees[f]	122	Employees	0.83	LSC	101	25.0%	0	76	26	59	71	73	76	76	74	72	72	69	68	36	24	20	19	15	8	0	0	76	72
Ski School / Day Care [g]	4.3	KSF	--	ITE	32	0.0%		0	32	32	32	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	32
Commercial																													
Day Spa[h]	8	KSF	5.19	ITE	42	16.0%	0	35	18	17	17	18	17	18	18	17	17	17	26	35	35	26	17	7	7	7	0	35	17
Convenience Market	4	KSF	3.4	ITE	14	54.0%	0	6	0	0	1	2	3	4	6	6	6	6	6	5	5	5	4	3	2	1	0	6	6
Sit-Down Restaurant[i]	200	Seats	0.33	Town Code	66	16.0%	0	55	4	9	14	20	25	25	28	24	19	25	27	36	48	55	45	21	17	12	8	55	48
Lodging																													
Hotel	213	Rooms	1.05	Town Code	224	0.0%	0	224																					
Hotel Parking Available for Shared Use[j]	11				11				9	9	10	9	8	8	8	8	8	8	9	9	9	9	9	10	10	10	10	11	8
Dedicated Hotel Parking	213				0				213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213
TOTAL	**1,005**				**896**				**302**	**343**	**441**	**582**	**712**	**758**	**810**	**829**	**818**	**790**	**721**	**511**	**351**	**341**	**318**	**278**	**263**	**246**	**231**	**906**	**829**

[a] *The parking analysis is prepared for weekend conditions, as parking demand would be higher on weekends due to high skier visitor numbers.*
[b] *Estimated walking trips from nearby residences.*
[c] *The variation by time of day of skier parking spaces is based upon accumulation counts provided by the Northstar-at-Tahoe and Heavenly Valley ski areas.*
[d] *The hourly variation in the parking demand generated by the ice rink was assumed to equal that of a shopping center.*
[e] *KSF = 1,000 square feet*
[f] *The hourly variation in parking demand for employees is estimated based upon the employee schedule provided by MMSA.*
[g] *As the Ski School / Day Care parking will be provided as drop-off spaces and peak parking demand is assumed to occur during A.M. peak hour of skier traffic, all drop-off parking spaces were assumed to be utilized during A.M. peak hour and not available for shared parking. It was also assumed that the ski school and day care parking spaces would be available to skiers from 11:00 A.M. on.*
[h] *The hourly variation in the parking demand generated by the Day Spa is assumed to equal that of a health club.*
[i] *The parking demand for the restaurant was reduced by 50 percent during the noon peak hours to account for the fact that people will be less likely to travel to the site during this time period since the area would be crowded with skiers. It is assumed that more customers would be skiers during this hour.*
[j] *Only five percent of the parking for lodging is not considered to be dedicated and therefore can be shared with other uses.*

Source: LSC Transportation Consultants, Inc., 2006

significant project impact. However, this represents a worst case scenario. If the project is built to include 83 multi-family units, the peak parking shortfall of the site would be reduced to 263 spaces.

To mitigate this impact to a less than significant level, the Traffic Study identifies three options, prescribed within Mitigation Measure TR-5. The following provides a summary of the options.

Parking Mitigation Option 1 - Based upon the assumptions used in this analysis, an additional 950 skiers per day would be required to use transit on a typical winter Saturday to access the Eagle Lodge base in order to reduce the parking demand of the site to 544. Assuming a bus standing capacity of 60 passengers, an additional 16 bus trips would be needed to the site during a peak day, and in the afternoon an additional 16 bus trips would be needed from the site. Assuming a half-hour route cycle length and a 2.5-hour-long peak period, four additional buses would be needed to provide this capacity. The applicant would be responsible for purchasing and operating the additional four vehicles. So long as good transit ridership can be maintained on both routes, this would mitigate the parking impact. Therefore, the project applicant would be required to provide 16 additional bus round trips to the site during each weekend day and holiday from Christmas week to the end of March.

The requirement for the project applicant to purchase and operate four additional buses is based on the assumption that the Eagle Lodge portal would be operating at or near capacity on a typical winter Saturday. Under the 83 multi-family unit option, the project would be required to provide 14 additional bus round trips per day, which would require three new buses. However, as transit demand is dependent on the number of skiers, the number of buses needed is dependent upon the skier visitors per day. Therefore, the number of buses that the applicant would be required to purchase and operate would be tied to the number of skier visits per day, as follows:

Additional Bus Requirements Beyond Existing Service	Maximum Number of Skiers per Day (213 Hotel Units)	Maximum Number of Skiers per Day (83 Dwelling Units)
No additional buses	5,050	5,200
One additional bus	5,350	5,500
Two additional buses	5,650	5,800
Three additional buses	5,950	>5,800
Four additional buses	> 5,950	Not Applicable

If the applicant provides data to the Town that demonstrates three or fewer additional buses are adequate to accommodate the transit demand based on the number of skiers for a particle weekend(s) or holiday and the Town approves such data, the applicant would operate the requisite number of buses based on the criteria stated above.

In addition, as the project would result in a parking shortfall, it could be expected to increase the occurrence of illegal parking within the project vicinity. Therefore, the project applicant would be required to provide a monitoring report to the Town of Mammoth Lakes for the first year of operation for the period from the Saturday before Christmas through the end of March. This report would provide monitoring data regarding on-street parking, conducted at a minimum two times per day on all weekends and holidays between 9:00 A.M. and 3:00 P.M. If the report identifies illegal parking is occurring at nearby residential/lodging sites within 1,000 feet of the portal, the project applicant would be responsible for any incremental cost necessary for enforcement. Beyond the initial monitoring period, if future complaints indicate that a parking problem is occurring generated by Eagle Lodge or ski area activities, the project applicant would be responsible for conducting additional monitoring as identified by the Town of Mammoth Lakes and be responsible for funding the necessary measures to address any identified impact.

Parking Mitigation Option 2 - To mitigate the potential parking impacts, the project could also provide off-site employee parking, increased transit service, and provide parking monitoring and enforcement. If all Eagle Lodge employees were required to park off site the peak parking demand would be reduced by 76 spaces. The remainder of the parking demand could be reduced by adding more transit such that an additional 750 skiers arrive to the site per day on transit. Assuming a bus standing capacity of 60 passengers, an additional 13 bus trips would be needed to the site during a peak day, and in the afternoon an additional 13 bus trips would be needed from the site. Three additional buses would be needed to provide this capacity. The applicant would be responsible for purchasing and operating the additional three vehicles. The project applicant would be required to provide 13 additional bus round trips to the site during each weekend day and holiday from Christmas week to the end of March. However, under the 83 multi-family unit option, the project would be required to provide 10 additional bus round trips per day, which would require two new buses.

Similar to Mitigation Option 1, the number of buses assumed necessary under Parking Mitigation Option 2 is based on the assumption that the Eagle Lodge portal is operating at capacity during a typical winter Saturday. However, as transit demand is dependent on the number of skiers, the number of buses needed is dependent upon the skier visitors per day. Therefore, the number of buses that the applicant would be required to purchase and operate would be tied to the number of skier visits per day, as follows:

Additional Bus Requirements Beyond Existing Conditions	Maximum Number of Skiers per Day (213 Hotel Units)	Maximum Number of Skiers per Day (83 Dwelling Units)
No additional buses	5,250	5,400
One additional bus	5,550	5,700
Two additional buses	5,850	>5,700
Three additional buses	> 5,850	Not Applicable

If the applicant provides data to the Town that demonstrates two or fewer additional buses are adequate to accommodate the transit demand based on the number of skiers for a particle weekend(s) or holiday and the Town approves such data, the applicant would operate the requisite number of buses based on the criteria stated above.

In addition, the project applicant would be required to provide a monitoring report regarding illegal parking within the project vicinity to the Town of Mammoth Lakes for the first year of operation for the period from the Saturday before Christmas through the end of March, as described under Parking Mitigation Option 1.

Parking Mitigation Option 3- The project could request a zone code amendment from the Town to develop an in lieu parking fee program. This would allow the project to pay a fee that would go towards the construction of off site parking lots. The fee would be calculated based upon the additional number of spaces that are required. If the parking structures are not provided within a reasonable 1,000-foot walking distance, a parking shuttle to provide access between the project site and the parking lots would need to be provided.

With implementation of one of the three parking mitigation options, parking impacts would be reduced to a less than significant level.

(3) Internal Site Circulation

(a) General Site Circulation and Layout

One-way circulation is proposed throughout the drop zones, and a two-way drive aisle is provided at the western access point. This configuration would allow for safe and efficient operation.

A left-turn lane warrant analysis was performed for the project access point along Meridian Boulevard using the "Guidelines for Left-Turn Lanes" presented in the ITE 1990 *Compendium of Technical Papers*. The analysis concluded that a left-turn lane into the auto and bus drop off area on Meridian Boulevard is not warranted and, therefore, need not be provided.[27]

(b) Auto and Bus Drop Zones

The proposed auto and bus drop zones were reviewed with respect to layout and circulation and drop-off space supply and demand.

[27] *Refer to Table 14 in the Traffic Study for a detailed summary of the left-turn warrant analysis.*

Auto Drop-Off Activity

Approximately 800 skiers per day would be dropped off at the project site. Dividing 800 skiers per day by an average vehicle occupancy of 1.5 skiers per car, approximately 530 vehicles are expected to use the drop-off zone over the course of a peak day. To determine the drop zone parking demand, the highest number of vehicles entering the drop zone at once was estimated based on use patterns at the Northstar-at-Tahoe Ski Area. According to the Northstar Village Drop-Off Area Design Review, the highest number of vehicles entering the drop zone within any 5-minute period was 22 vehicles.[28] However, a maximum of 20 vehicles were observed in the drop zone at any one time. The total number of skiers (paid and ski pass) at Northstar-at-Tahoe on the peak day during the 2002/2003 ski season was approximately 9,732. In comparison, the total number of skiers on the peak day at the proposed Eagle Lodge site is expected to be approximately 6,000. Dividing this figure (6,000) by the total number of skiers at Northstar-at-Tahoe (9,732) yields a factor of approximately 0.62. This factor can be applied to the Northstar drop zone activity, in order to estimate the Eagle Lodge drop zone activity. The resulting maximum number of vehicles expected in the proposed auto drop zone at any one time is therefore 20 multiplied by 0.62, or approximately 12 vehicles. The project would include 18 auto drop-off spaces not including ski school drop-off spaces. Therefore, the proposed auto drop zone would be adequate.

According to the MMSA, the maximum drop off activity for the ski school would occur at 10:00 A.M., during which time 223 students arrive at the ski school. Assuming half of these students are dropped off and an average student vehicle occupancy of 1.5 (2.5 people per vehicle minus the driver), 27 parking spaces would be required for ski school drop off. As the project proposes to construct 38 short-term parking spaces at the ski school, the project would provide adequate ski school drop-off parking.

The proposed auto drop zone would provide parallel parking spaces along both sides of a one-way drive aisle. To ensure that impacts regarding safety hazards are minimized to the extent feasible, Mitigation Measure TR-6 would require various signs to be posted. A sign with an arrow would need to be posted along the north side of Meridian Boulevard to direct skiers to the Skier Drop-Off zone. In addition, the mitigation requires that Bus Only signage be posted at the entrance to the bus drop zone to discourage autos from entering the bus drop zone. The measure would also require the posting of No Parking signs along Meridian Boulevard adjacent to the auto drop zone and Do Not Enter signs at the west end of the auto and bus drop zones.

In addition, Mitigation Measure TR-7 requires that the curbs at the west end of the auto drop zone be modified to move the intersection of the drop zone and the main parking garage

[28] *LSC Transportation Consultants, Inc., 2003.*

access further north. This would increase the stopping sight distance for drivers on the two-way western driveway, increase the corner sight distance for autos exiting the drop zone, and make the right-turn movement easier for drivers going from the auto drop zone to the parking structure. Without this, drivers exiting the auto drop-off zone would not be able to make an adequate left turn to approach the Meridian Boulevard/Majestic Pines (west) intersection at a right-angle, and instead would often end up at the Stop bar at an angle, potentially blocking the inbound lane to the parking structure. With implementation of the prescribed mitigation measures, potentially significant safety impacts regarding internal site circulation within the drop-off areas would be less than significant.

The proposed ski school drop-off area would be located inside the parking structure at the street level. Two lanes of circulation are proposed through the ski school drop zone, providing access to 38 drop-off spaces. Due to the sharp corners at the north end of the drop zone and the two structural columns shown on the inside of the circulating lanes, it would not be possible for larger vehicles (such as SUVs) using the inside lane to stay in that lane while circulating through this area. Therefore, in order to decrease the potential for vehicular conflict in the ski school drop zone, Mitigation Measure TR-8 has been prescribed that requires the circulating area to be striped for one lane of traffic and one-way operation. Implementation of this mitigation measure would ensure that potentially significant safety impacts within the ski-school drop zone would be reduced to a less than significant level.

Bus Drop-Off Activity

The proposed bus drop zone would accommodate two MMSA buses and two charter buses, which are stipulated in an agreement between Juniper Springs Lodge and MMSA.[29] The charter bus activity would be managed to avoid more than two charter buses on-site at a time. As a maximum of one MMSA bus in each direction (eastbound and westbound) is expected on-site at any one time, the proposed bus drop zone parking supply would be adequate.

Sawtooth bus bays are proposed for the bus drop zone, which is appropriate in that it would reduce the total length of curb required to accommodate the four buses, while allowing buses at all bays to operate without being blocked by buses in adjacent bays. Design standards for off-street bus stations are provided in the *Designing for Transit Manual*.[30] The proposed 20-foot wide one-way drive aisle and 48-foot long bus bays are consistent with these standards. However, the standard distance between sawtooth spaces is 15 feet. The proposed plan provides 12 feet between spaces. This is considered a significant impact that could result in safety hazards. Therefore, Mitigation Measure TR-9 has been prescribed that would require that the

[29] *Letter from Inyo-Mono Title Company to MMSA: File No. 128681, June 8, 2006*

[30] *Designing for Transit Manual, Monterey-Salinas Transit, 1996.*

distance between sawtooth bus bays be increased to 15 feet to provide adequate maneuvering space for buses exiting the bays. With implementation of the prescribed mitigation measure, this safety impact would be reduced to a less than significant level.

(c) Hotel Access

Primary access to the hotel would be provided via Majestic Pines Drive. Left turns onto Meridian Boulevard from the hotel would be prohibited. Although a raised median at this location is not recommended (due to the need to use this space for exiting truck movements), the absence of such a raised median would make it difficult to prohibit all left turns. Left turns at this intersection could result in potentially significant safety impact. Therefore, Mitigation Measure TR-10 has been prescribed that requires a No Left Turn sign to be placed at the hotel exit. In addition, the prescribed mitigation requires that a Do Not Enter, No Left Turn, and No Right Turn signs be located at the appropriate hotel access approaches.

Implementation of the prescribed mitigation measure would sure that potentially significant safety impacts at the hotel access approaches are reduced to a less than significant level.

(d) Skier/Public Parking

The project would include a three-level parking structure to provide skier/public parking, as well as parking for hotel guests and residents. The public entrance to the parking structure would be located at the western access point along Meridian Boulevard. Public parking would be provided in the two subterranean levels. In addition, a keyed parking entry/exit would be provided on the northeast side of the structure, with access via Majestic Pines Drive. This access point is designated for hotel guests and residents only. The parking space size and aisle widths would be consistent with Town standards. Thus, no impacts would occur regarding the parking structure.

(e) Truck Access

A service yard would be located on the north side of the structure, with access provided via Majestic Pines Drive. The proposed truck turnaround would accommodate a 55-foot long (WB-50) truck. No trucks longer than 55 feet long are anticipated to utilize the truck turnaround. Thus, no impacts would occur regarding truck access.

(f) Corner Sight Distance

According to the *Caltrans Highway Design Manual*, at a 30-mile per hour design speed, an intersection should provide at least 330 feet of corner sight distance. Corner sight distance is measured from the minor approach at a point 15 feet back from the end of the travel way at a height of 3.5 feet to an object at a height of 4.25 feet in the center of the nearest lane to the left or to the centerline of the road to the right. A review of the site plan determined that the corner sight distance from all proposed site access locations would be adequate. While the sight distance from the hotel exit along Majestic Pines Drive to the east may not be 330 feet or more, since left turns at this location would be prohibited, there is not a potential for drivers turning left out of the hotel access to pull out in front of westbound traffic along Majestic Pines Drive. Thus, no impacts would occur regarding corner sight distance.

(4) Emergency Vehicle Access

Access to the site would be provided via Majestic Pines Drive and via Meridian Boulevard. Therefore, since access would be provided by two streets, one being a collector and the other being an arterial, the project would provide adequate emergency access to the site.

(5) Alternative Transportation

(a) Transit Services

The project site is located on both the existing Yellow and Green bus routes. The project would improve service to the site with the provision of the bus drop-off area, which provides safe pedestrian access to transit. This is considered a beneficial impact to transit. However, as discussed above and pursuant to Mitigation Measure TR-5, the project would be required to fund additional transit service to the site. Overall, impacts to transit services would be less than significant with incorporation of Mitigation Measure TR-5.

(b) Pedestrian and Bicycle Facilities

A total of 1,600 skiers are anticipated to walk to the Eagle Lodge from nearby residences. The project would provide adequate pedestrian access throughout the site, and to/from other properties within the vicinity of the project site. Pedestrian connections would be provided to the Mammoth Loop Trail Majestic Pines to the north, Juniper Springs Lodge, and sidewalks along Meridian Boulevard. In addition, the project proposes to construct a sidewalk along Meridian Boulevard, which is consistent with the Sidewalk Master Plan (Town of Mammoth Lakes, 2003). The Sidewalks Master Plan requires the installation of sidewalks on both sides of Meridian

Boulevard. Therefore, the project has a beneficial effect on pedestrian and bicycle facilities and no impacts to pedestrian or bicycle facilities would occur.[31]

(6) Consistency with the Town's General Plan

Table 18 on page 134 provides an analysis of the project with applicable General Plan goals and policies. As indicated previously, the Town is currently in the process of revising its General Plan. The 2005 General Plan Update contains polices and implementation measures that are based on the goals and polices in the adopted 2001 Transportation and Circulation Element. Thus, since the policies and implementation measures in the 2005 General Plan Update closely mirror the 2001 Transportation and Circulation Element goals and polices, the consistency analysis included in Table 18 lists the 2001 Transportation and Circulation Element goal or policy and cross references the 2005 General Plan Update Policies.

As shown in Table 18, the project would be consistent with the applicable goals, policies and implementation measures in the adopted 2001 Transportation and Circulation Element and the 2005 Draft General Plan Update. Therefore, the project would result in less than significant impacts with regard to consistency with applicable implementation measures, goals and policies in the General Plan and Draft General Plan Update.

d. Mitigation Measures

Local Transportation System Impacts

Construction Impacts

Please refer to Mitigation Measure AES-2 regarding construction haul routes. The following mitigation measures are also prescribed to ensure that potentially significant impacts regarding roadway segments and parking during project construction are reduced to a less than significant level:

TR-1: The project applicant shall prepare a construction parking plan for construction personnel to be reviewed and approved by the Town of Mammoth Lakes.

TR-2: Construction truck traffic shall not be permitted to queue along Meridian Boulevard where it could interfere with traffic movements or to block access to adjacent residences or businesses. As necessary, flag persons shall be used

[31] *It is assumed that bicycles would be ridden on the sidewalks.*

Table 18

Analysis of Project Consistency With General Plan
Transportation Goals, Policies and Implementation Measures

2001 Transportation Element Goals and Policies	Corresponding 2005 General Plan Update Policy (P) or Implementation Measure (IM)	Project Consistency Analysis
Goal 1 - Provide for the long-range development of the Town's roadway system that is consistent with adopted land use patterns, ensures the safe and efficient movement of the people and goods, minimizes impacts on the attractiveness of the community, and implements funding strategies for construction, improvement, and maintenance of existing and new roadways.	(P) VII.1.B.a	Traffic improvements prescribed as mitigation measures are consistent with the roadway classifications in the General Plan. In addition, the traffic analysis has concluded that with implementation of the prescribed mitigation measures, the project would not result in hazards due to a project design feature or incompatible uses. The project would be consistent with this goal.
Policy 1.6 - Use alternatives to the construction of new traffic signals, including modern roundabouts and prohibitions on turn movements where they can be shown to benefit roadway capacity with other community goals.	(IM) VII.1.B.a.6	Mitigation Measure TR-4 would require payment of fees for the installation of a single-lane roundabout with a 100-foot inscribed diameter at the Majestic Pines Drive/Meridian Boulevard intersection. This traffic improvement would achieve an acceptable service level at this intersection while maintaining consistency with this policy.
Policy 1.7 - Establish and maintain a Level of Service D or better on a typical winter Saturday peak-hour for signalized intersections and for primary through movements for un-signalized intersections along arterial and collector roads. This standard is expressly not applied to absolute peak conditions, as it would result in construction of roadway improvements that are warranted only a limited number of days per year and that would unduly impact pedestrian and visual conditions.	(P) VII.1.B.c	The Traffic Study was conducted in accordance with the Town standards using established thresholds based on this policy. The traffic Study concluded that all study area intersections and roadway segments would operate at acceptable service levels and would not exceed roadway capacities, respectively, in accordance with this policy. Therefore, the project would be consistent with this policy.
Policy 1.8 - Require the preparation of a traffic impact analysis report to identify impacts and mitigation measures for projects that may potentially result in significant traffic	(IM) VII.1.B.c.1	A traffic study was prepared for the proposed project and is provided in Appendix B and is summarized in this section. The study includes project buildout (Year 2009) cumulative and General Plan buildout

Table 18 (Continued)

Analysis of Project Consistency With General Plan
Transportation Goals, Policies and Implementation Measures

2001 Transportation Element Goals and Policies	Corresponding 2005 General Plan Update Policy (P) or Implementation Measure (IM)	Project Consistency Analysis
impacts. Level of service shall be computed according to the methodology presented in the *Highway Capacity Manual*. Cumulative impacts shall be modeled assuming full build-out of the General Plan.		(Year 2024) analyses. The LOS for with and without project traffic scenarios have been computed according to the methodology presented in the Highway Capacity Manual. Therefore, the project would be consistent with this policy.
Policy 1.9 - In planning the Town's transportation system, strive for a balanced system that provides alternatives to the automobile while still meeting the level of service standards expressed in this Element.	(IM) VII.1.B.c.2	Based on the traffic analysis, all study area intersections and roadway segments would operate at acceptable service levels and would not exceed roadway capacities in accordance with Town standards. The project would improve transit service to the site with the provision of the bus drop-off area, which would provide safe pedestrian access to transit. In addition, pedestrian connections would be provided to the Mammoth Loop Trail. In addition, the project proposes to construct a sidewalk along Meridian Boulevard, which is consistent with the Sidewalk Master Plan. Therefore, the project would be consistent with this policy.
Policy 1.12 - As feasible, while maintaining the level of service policy, reduce the number of travel lanes on Minaret Road, Old Mammoth Road, and Meridian Boulevard. Excepting turn lanes at signalized intersections, Minaret Road south of Main Street, Meridian Boulevard west of Old Mammoth Road, and Old Mammoth Road from south of Chateau Road to Main Street should be provided with a maximum of three travel lanes (including a center two-way, left-turn lane).	(IM) VII.1.B.c.3	Meridian Boulevard borders the site to the south. The Town plans to reduce the existing Meridian Boulevard cross section from four lanes to two lanes and a center turn lane. The volume to capacity ratio along Meridian Boulevard would be less than 0.5 under 2024 with project conditions. Therefore, reducing the capacity of this roadway by one half would not exceed the reduced roadway capacity. Therefore, under 2024 with project conditions, Meridian Boulevard could operate adequately with a three-lane cross section. In addition, a single-lane roundabout at the Meridian Boulevard/Majestic Pines (East) intersection would operate at adequate LOS. Therefore, the project would be consistent with this policy.

Table 18 (Continued)

Analysis of Project Consistency With General Plan
Transportation Goals, Policies and Implementation Measures

2001 Transportation Element Goals and Policies	Corresponding 2005 General Plan Update Policy (P) or Implementation Measure (IM)	Project Consistency Analysis
Policy 1.21 - Develop shared use of existing parking facilities for day visitor parking (such as the use of school parking on weekends and in the summer and the use of golf course parking in the winter) and develop tour bus parking facilities served by the community transit system. Parking facilities shall be strategically located to promote visitors parking their vehicles and using alternate modes of transportation.	(IM) VII.1.F.a.4 (IM) VII.1.F.a.5	The proposed project would provide lodging facilities whose guests would utilize the on-site commercial facilities and walk to the adjacent ski facilities at Mammoth Mountain. The project would also provide convenient access to bus routes and pedestrian connections. As such, guests would likely not generate additional trips once parked at the facility. In addition, the proposed parking would include shared parking utilized by the various proposed land uses. Thus, the project would be consistent with this policy.
Policy 1.22 - Promote the construction of parking facilities that reduce congestion on the circulation system, concentrate usage in specified areas, promote the us of alternatives to the automobile, and support a pedestrian orientation to the Town's commercial activity areas.	(P) VII.1.F.a	The project is a mixed-use project that would include skiing-related, resort and commercial uses. The project would include on-site parking to accommodate the proposed uses and would improve transit service to the site with the provision of a bus drop-off area. The project would provide various pedestrian connections, as described above. In addition, the project would provide for an array of winter recreational activities, including direct access to MMSA Chair 15, which is designated as a recreation activity node in the General Plan Land Use Element. Thus, the project would be consistent with this policy.
Policy 1.23 - Encourage the use of alternative transportation modes, as a means of reducing parking demand.	(IM) VII.1.F.a.6	Refer to discussion under Policy 1.9, above. The project would be consistent with this policy.
Policy 1.24 - Eliminate winter parking on the Town's arterial and collector roadways, except short term parking in commercial areas where specifically permitted as a part of an adopted master plan or specific plan.	(IM) VII.1.F.a.7	Parking signs would be provided in accordance with adopted Town standards to ensure consistency with this policy.

Table 18 (Continued)

Analysis of Project Consistency With General Plan
Transportation Goals, Policies and Implementation Measures

2001 Transportation Element Goals and Policies	Corresponding 2005 General Plan Update Policy (P) or Implementation Measure (IM)	Project Consistency Analysis
Policy 3.3 - Develop transit and parking requirement management strategies that encourage visitors to leave their private vehicles at their lodging facilities throughout the course of their stay.	(IM) VII.2.B.a.2	Refer to discussion under Policies 1.21 and 1.22, above. The project would be consistent with this policy.
Policy 3.7 - In the development of both community-wide land use plans and site plans for individual projects, strive to provide a development pattern that supports use of public transit through clustering of land use density near established transit stops and the provision of convenient pedestrian connections to transit stops.	(IM) VII.2.B.b.1	Refer to discussion under Policy 1.22, above. The project would be consistent with this policy.
Policy 3.8 - Require new development to provide sheltered public transit stops with turnouts where appropriate. Consider development of turnouts in existing developed areas when roadway improvements are made, or as deemed necessary for traffic flow and public safety.	(IM) VII.2.B.b.3	The project would include a bus drop off area and public transit facilities that would be constructed per applicable Town standards. Thus, the project would be consistent with this policy.
Goal 4 - Maximize the efficient use of transportation facilities to: ▪ Reduce travel demand on the town's roadway system; ▪ Reduce the amount of investment required in new or expanded facilities needed to accommodate increased demand on the town's roadway system; ▪ Reduce pollution emissions from motor vehicles; and ▪ Increase the energy efficiency of the transportation system.	(P) VII.2.B.c	Refer to discussion under Policies 1.21, 1.22, and 4.4. For a discussion of air quality impacts, refer to Section 3.4, Air Quality. The project would be consistent with this goal.

Table 18 (Continued)

Analysis of Project Consistency With General Plan
Transportation Goals, Policies and Implementation Measures

2001 Transportation Element Goals and Policies	Corresponding 2005 General Plan Update Policy (P) or Implementation Measure (IM)	Project Consistency Analysis
Policy 4.1 - Promote the use of transportation control measures (TCMs) that divert automobile trips to transit, walking, and bicycling through planning and provision of appropriate facilities and incentives. TCMs shall include the following: ▪ Telecommunications support for telecommuting, ▪ Traffic flow improvements, ▪ Improvements in transit operations, ▪ Park-and-Ride lots, ▪ Alpine and Nordic ski back trails from MMSA, ▪ Alternate work schedules, ▪ Ride-share and bicycling programs, ▪ Expansion of transit services, ▪ Ski area employee transit programs, ▪ Lift facilities into developed areas of Town (Gondola Village), ▪ Provide on-mountain facilities such as lockers and changing rooms to promote viable transit alternatives for Alpine and Nordic skiers, ▪ Après-ski activities at ski portals, and ▪ Ski pricing strategies to minimize concentration of departing skiers, such as 1/2 day morning lift tickets.	(IM) VII.2.B.c.1	As discussed above, the project would promote the use alternative transportation through increased transit services, connections to pedestrian/bicycle trails and clustering of a mix of uses at a ski portal. In addition, the TCMs identified within the General Plan would be implemented by the Town and MMSA, as feasible and applicable to the project. Thus, the project would be consistent with this policy.

Table 18 (Continued)

Analysis of Project Consistency With General Plan
Transportation Goals, Policies and Implementation Measures

2001 Transportation Element Goals and Policies	Corresponding 2005 General Plan Update Policy (P) or Implementation Measure (IM)	Project Consistency Analysis
Policy 4.4 - Encourage major traffic generators, including the school district and ski resorts, to develop and implement trip reduction measures. In particular, ski area operations should be managed to reduce the overall P.M. peak traffic generation and to disperse these trips between the various mountain portals.	(IM) VII.2.B.a.1	The project would include various pedestrian connections and provide convenient access to bus routes. As the proposed resort is located at the base of Mammoth Mountain, skiers would be able to walk to their lodging facilities after skiing for the day. The project would also provide retail use adjacent to residential use, which would serve as a trip reduction measure. As such, the project would be consistent with this policy.
Policy 4.5 - Require transportation studies for major development projects to address potential use of bicycle routes, pedestrian trail, and public transportation to mitigate traffic impacts.	(IM) VII.2.A.a.2	A traffic study has been prepared and is provided in Appendix B and summarized in this section. The traffic study addresses bicycle routes, pedestrian trail, and public transportation to mitigate traffic impacts. Also, refer to discussion under Policy 4.1, above. The project would be consistent with this policy.
Goal 5 - Provide safe, comprehensive, and integrated system facilities for non-motorized transportation to meet the needs of commuters and recreational uses, to provide an alternative to auto transportation, and to link recreational activity areas, commercial areas, and residential areas.	(P) VII.1.A.a	The project would expand the Mammoth Loop Trail through the site and would provide connections to Majestic Pines to the north, Juniper Springs Lodge, and sidewalks along Meridian Boulevard. In addition, the project would include the installation of a sidewalk along Meridian Boulevard, which is consistent with the Sidewalk Master Plan. Therefore, the project would be consistent with this goal.
Policy 5.4 - Provide a high-quality pedestrian environment (including amenities such as benches, shuttle shelters, street lights, protected roadway crossings, and snow removal along sidewalks) throughout all commercial districts to encourage pedestrian travel as well as economic activity	(IM) VII.1.A.a.3	As stated above, the project would include a variety of pedestrian connections. The project would incorporate high quality landscaping and wall cladding at the street level to enhance the pedestrian scale of the project. Please refer to Section 3.9, Aesthetics, for a discussion of the visual character of the site. The project would be consistent with this policy.

Table 18 (Continued)

Analysis of Project Consistency With General Plan
Transportation Goals, Policies and Implementation Measures

2001 Transportation Element Goals and Policies	Corresponding 2005 General Plan Update Policy (P) or Implementation Measure (IM)	Project Consistency Analysis
Policy 5.7 - Establish Pedestrian and bicycle access standards. Require developers to finance and install pedestrian walkways, equestrian trails, cross-country ski trails, and multi-use trails in new development, consistent with adopted plans and policies, or as appropriate and necessary to address circulation needs.	(IM) VII.1.A.a.6	Refer to discussion under Goal 5, above. The project would be consistent with this policy.

The 2005 General Plan Update contains implementation measures and policies that are based on the goals and polices in the adopted 2001 Transportation and Circulation Element. Thus, since the policies and implementation measures in the 2005 General Plan Update closely mirror the 2001 Transportation and Circulation Element goals and polices, the consistency analysis included as part of this table lists the applicable 2001 Transportation and Circulation Element goal or policy and cross-references the applicable 2005 General Plan Update implementation measure or policy.

Source: PCR Services Corporation, 2006

to assist with truck movements into and out of the site, to ensure that potential disruptions to other traffic and access are accommodated in the safest and most efficient manner.

Operation Impacts

The traffic impact analysis is based on the hotel only development scenario. If the hotel/condominium development scenario were to be developed instead, the mitigation measures regarding operational impacts would be proportionately decreased based on a reduction in traffic impacts that would result. Thus, the fees identified in TR-3 and TR-4 would be proportionately decreased based on the Town's regulations. Should a less intense development be constructed, mitigation measures and/or fees would be determined during project definition. The following mitigation measures would reduce potentially significant impacts under the worse-case development scenario (hotel only) to intersections as a result of cumulative development within the project area to a less than significant level:

TR-3: To address 2024 with project impact, the project applicant shall pay development impact fees, which include the costs associated with improvements identified in the Mammoth Lakes Capital Improvement Program to the Majestic Pines Drive/Meridian Boulevard and Meridian Boulevard/Minaret Road intersections. The Town of Mammoth Lakes shall implement the intersection improvements.

TR-4: To further address 2024 with project impact, the applicant shall pay a fair share contribution fee to the cost of constructing a southbound left-turn lane at the Majestic Pines Drive/Meridian Boulevard intersection. This fee shall be utilized by the Town to construct a single-lane roundabout with a 100-foot inscribed diameter at the Majestic Pines Drive/Meridian Boulevard intersection. The roundabout shall be constructed prior to the intersection reaching a LOS E. The Town of Mammoth Lakes shall implement the intersection improvements.

Parking

Based on the shared parking analysis for the hotel only development scenario, the project would result in an overall parking shortfall of 311 parking spaces. This is considered the worse-case parking scenario for development on the project site. Comparatively, under the 83 multi-family unit option, the parking shortfall would be reduced to 263 parking spaces. If the project were developed under a scenario that would require less parking, the mitigation measures regarding parking impacts would be proportionately decreased based on the reduction of parking impacts that would result. Should a less intense development scenario be constructed, mitigation measures would be determined during project definition. The following mitigation measure

includes three options to mitigate the parking shortfall. The project applicant would choose to implement one of the three mitigation measure options.

TR-5: To meet the parking space requirements, in addition to the parking included as a part of the project, the applicant shall implement a program to reduce parking demand. The program shall follow one of the following three options, or some combination thereof, and shall be approved by the Town:

- Mitigation Option 1: The project applicant shall provide 544 non-drop-off parking spaces and shall be responsible for purchasing and operating four public transit buses with a capacity of at least 60 passengers to provide 16 additional bus round trips to the site during each weekend day and holiday from Christmas week to the end of March, unless data provided by the applicant indicates that three or fewer buses are adequate to accommodate the transit demand for a particle weekend(s) or holiday based on the maximum number of skiers per day, as shown in the table below. The transit data shall be subject to review and approval by the Town. Under the 83 multi-family unit option, the project would be required to provide 14 additional bus round trips per day, which would require three new buses.

Additional Bus Requirements Beyond Existing Service	Maximum Number of Skiers per Day (213 Hotel Units)	Maximum Number of Skiers per Day (83 Dwelling Units)
No additional buses	5,050	5,200
One additional bus	5,350	5,500
Two additional buses	5,650	5,800
Three additional buses	5,950	>5,800
Four additional buses	> 5,950	Not Applicable

In addition, the project applicant shall provide a monitoring report to the Town of Mammoth Lakes for the first year of operation for the period from the Saturday before Christmas through the end of March. This report shall provide monitoring data regarding on-street parking, conducted at a minimum two times per day on all weekends and holidays between 9:00 A.M. and 3:00 P.M. If the report identifies illegal parking is occurring at nearby residential/lodging sites within 1,000 feet of the portal, the project applicant shall be responsible for any incremental cost necessary for enforcement. Beyond the initial monitoring period, if future complaints indicate that a parking problem is occurring generated by Eagle Lodge or ski area activities, the project applicant shall be responsible for conducting additional monitoring as identified by the Town of Mammoth Lakes and

be responsible for funding the necessary measures to address any identified impact.

- Mitigation Option 2: The project applicant shall provide 544 non-drop-off parking spaces on the project site and 76 off-site parking spaces for employees. If the off-site employee parking is not provided within a reasonable 1,000-foot walking distance, a parking shuttle to provide access between the project site and the parking lot(s) shall be provided. The project applicant shall be responsible for purchasing and operating three public transit buses with a capacity of at least 60 passengers to provide 13 additional bus round trips to the site during each weekend day and holiday from Christmas week to the end of March, unless data provided by the applicant indicates that two or fewer buses are adequate to accommodate the transit demand for a particle weekend(s) or holiday based on the maximum number of skiers per day, as shown in the table below. The transit data shall be subject to review and approval by the Town. Under the 83 multi-family unit option, the project would be required to provide 10 additional bus round trips per day, which would require two new buses.

Additional Bus Requirements Beyond Existing Conditions	Maximum Number of Skiers per Day (213 Hotel Units)	Maximum Number of Skiers per Day (83 Dwelling Units)
No additional buses	5,250	5,400
One additional bus	5,550	5,700
Two additional buses	5,850	>5,700
Three additional buses	> 5,850	Not Applicable

In addition, the project applicant shall provide a monitoring report to the Town of Mammoth Lakes for the first year of operation for the period from the Saturday before Christmas through the end of March, as described under Option 1.

- Mitigation Option 3: The project applicant shall provide 544 non-drop-off parking spaces on the project site. The project shall request a zone code amendment from the Town to develop and in lieu of parking fee program. The fees shall be used for the construction of off-site parking lots. The fee owed by the project shall be calculated based upon the additional number of spaces that are required. If the parking lots are not provided within a reasonable 1,000-foot walking distance, a parking shuttle to provide access between the project site and the parking lots shall be provided.

Internal Site Circulation Impacts

The following mitigation measures would reduce potentially significant impacts regarding safety hazards associated with the project's internal site circulation to a less than significant level:

TR-6: A sign with an arrow shall be posted along the north side of Meridian Boulevard to direct skiers to the Skier Drop-Off. Bus Only signage shall be posted at the entrance to the bus drop zone to discourage autos from entering the bus drop zone. No Parking signs shall be posted along Meridian Boulevard adjacent to the auto drop zone, and Do Not Enter signs shall be posted at the west end of the auto and bus drop zones. The signs shall be installed prior to building occupancy.

TR-7: The curbs at the west end of the auto drop zone shall be modified to move the intersection of the drop zone and the main parking garage access further north, as determined appropriate by the Town.

TR-8: To decrease the potential for vehicular conflict in the ski school drop zone, the circulating area shall be striped for one lane of traffic and one-way operation.

TR-9: The distance between sawtooth bus bays shall be increased to 15 feet to provide adequate maneuvering space for buses exiting the bays.

TR-10: A "No Left Turn" sign shall be placed at the hotel exit. In addition, "Do Not Enter," "No Left Turn," and "No Right Turn" signs shall be located at the appropriate hotel access approaches.

Emergency Access Impacts

No impacts with regard to vehicular emergency access would occur. Therefore, no mitigation measures are required.

Alternative Transportation Impacts

As impacts to alternative transportation would be less than significant, no mitigation measures are required.

Consistency with Applicable Regulations

The project would be generally consistent with the applicable transportation-related goals polices and implementation measures in the adopted 1987 General Plan and the Draft 2005 General Plan Update. Thus, less than significant impacts would occur in this regard.

e. Environmental Consequences of Alternative 1 – Development in Accordance with Existing Regulations Alternative

Construction traffic under Alternative 1 has the potential to delay or disrupt existing traffic along Meridian Boulevard. In addition, construction activities could result in temporary parking impacts. Thus, Mitigation Measures AES-2, TR-1 and TR-2 would be implemented to ensure that potentially significant traffic and parking impacts during construction would be reduced to a less than significant level.

Alternative 1 would generate 573 P.M. peak-hour trips, which would be a net increase of 168 P.M. peak-hour trips over existing conditions (405 P.M. peak-hour trips).[32] Impacts to intersections and local street segments under buildout conditions (Year 2009) would be less than significant. However, as this Alternative would contribute to traffic deficiencies at the Minaret Boulevard/Meridian Boulevard and Meridian Boulevard/Majestic Pines Road Drive (east) intersections during General Plan buildout conditions (Year 2024), this Alternative would result in potentially significant impacts regarding roadway capacity. However, mitigation requiring the applicant to pay fair share contribution fees to identified improvements in the Town's Capital Improvement Program and improvements necessary as a result of project development, prescribed as Mitigation Measures TR-3 and TR-4, at these intersections would reduce potentially significant impacts to a less than significant level.

This Alternative would provide 566 on-site parking spaces in an above-ground parking structure. The parking demand for this Alternative would be approximately 607 spaces.[33] Therefore, as this Alternative would result in a shortfall of parking spaces, potentially significant parking impacts would occur. Implementation of mitigation requiring that the project applicant increase public transit to the site during each weekend day and holiday from Christmas week to the end of March and/or provide off-site parking to make up the difference between parking spaces provided and demand would reduce potentially significant parking impacts to a less than significant level.

[32] *Based on trip distribution data provided by LSC Transportation Consultants, Inc.*

[33] *Ibid.*

Under this Alternative, the site would be served by the Yellow and Green bus routes. However, a new bus drop-off area would not be developed under this Alternative. Nonetheless, adequate public transit would be provided to and from the site with implementation of the parking mitigation measures, described above. With regard to pedestrian circulation, this Alternative 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. This Alternative would also include pedestrian connections to the Mammoth Loop Trail and sidewalks along Meridian Boulevard. Thus, this Alternative would result in less than significant alternative transportation impacts.

This Alternative would provide vehicular access from Meridian Boulevard. Internal site circulation would be designed to promote the same movement of pedestrians and vehicles, and would be subject to design review by the Town of Mammoth Lakes to ensure that safety impacts would be less than significant. In addition, emergency access to the site would be provided via Majestic Pines Drive and Meridian Boulevard. Thus, less than significant impacts regarding emergency access would occur under this Alternative.

The construction and operation of this Alternative would comply with all applicable transportation-related policies and regulations. Therefore, impacts regarding consistency with applicable regulations would be less than significant.

f. Environmental Consequences of Alternative 2 - Reduced Intensity Alternative

Construction traffic under this Alternative has the potential to delay or disrupt existing traffic along Meridian Boulevard. In addition, construction activities could result in temporary parking impacts. Thus, Mitigation Measures AES-2, TR-1 and TR-2 would be implemented to ensure that potentially significant traffic and parking impacts during construction would be reduced to a less than significant level.

This Alternative would generate 813 P.M. peak-hour trips, which would be a net increase of 408 P.M. peak-hour trips over existing conditions (405 P.M. peak-hour trips).[34] Impacts to intersections and local street segments under buildout conditions (Year 2009) would be less than significant. However, as this Alternative would contribute to traffic deficiencies at the Minaret Boulevard/Meridian Boulevard and Meridian Boulevard/Majestic Pines Road Drive (east) intersections during General Plan buildout conditions (Year 2024), this Alternative would result in potentially significant impacts regarding roadway capacity. However, mitigation requiring the applicant to pay fair share contribution fees to identified improvements in the Town's Capital Improvement Program and improvements necessary as a result of project development,

[34] *Ibid.*

prescribed as Mitigation Measures TR-3 and TR-4, at these intersections would reduce potentially significant impacts to a less than significant level.

This Alternative would provide 350 on-site parking spaces in a two-level subterranean parking structure. The parking demand for this Alternative would be approximately 497 spaces.[35] As this Alternative would result in a shortfall of parking spaces, potentially significant parking impacts would occur. Implementation of mitigation requiring that the project applicant increase public transit to the site during each weekend day and holiday from Christmas week to the end of March and/or provide off-site employee parking to make up the difference between parking spaces provided and demand would reduce potentially significant parking impacts to a less than significant level.

Under this Alternative, the site would be served by the Yellow and Green bus routes. A bus drop-off area would be developed under this Alternative, which is considered a beneficial impact to public transit service. With regard to pedestrian circulation, this Alternative would provide pedestrian/bicycle connections to the Mammoth Loop Trail and sidewalks along Meridian Boulevard. Thus, this Alternative would result in less than significant alternative transportation impacts.

This Alternative would provide vehicular access from Meridian Boulevard and Majestic Pines Drive. To ensure that potentially significant safety impacts regarding internal site circulation are reduced to a less than significant level, this Alternative would be required to implement Mitigation Measures TR-6 to TR-10. In addition, emergency access to the site would be provided via Majestic Pines Drive and Meridian Boulevard. Thus, less than significant impacts regarding emergency access would occur under this Alternative.

The construction and operation of this Alternative would comply with all applicable transportation-related policies and regulations. Therefore, impacts regarding consistency with applicable regulations would be less than significant.

g. Environmental Consequences of Alternative 3 - Alternate Design Alternative

The Alternate Design Alternative would result in the same uses and internal circulation pattern as the Proposed Action. Therefore, the same impacts and mitigation measures regarding construction activities, roadway capacity, parking, internal circulation, emergency access and alternative transportation would occur for this Alternative and the Proposed Action. In addition, the construction and operation of this Alternative would comply with all applicable

[35] *Ibid.*

transportation-related policies and regulations. Therefore, impacts regarding consistency with applicable regulations would be less than significant.

h. Environmental Consequences of Alternative 4 - No Action Alternative

Under the No Action Alternative, the temporary tent would be removed but the ski facilities would continue to operate during the winter season. This Alternative stipulates no development, which would prevent any significant short-term construction related transportation impacts. The operation of the facility would not change, therefore no additional operational transportation impacts would occur. However, if the Proposed Action were not developed, skiers may utilize other portals which could indirectly result in increased traffic impacts and numbers of skiers at other portals. In addition, this Alternative would not include the development of pedestrian friendly drop-off areas, whereas the Proposed Action and Alternatives 1, 2 and 3 would provide improved transit drop-off and pick-up facilities. Therefore, these beneficial design features would not be developed under this Alternative. As the No Project Alternative would not include these project features and could result in indirect traffic impacts, this Alternative would not be generally consistent with the applicable transportation-related policies and regulations.