4.1 AESTHETICS

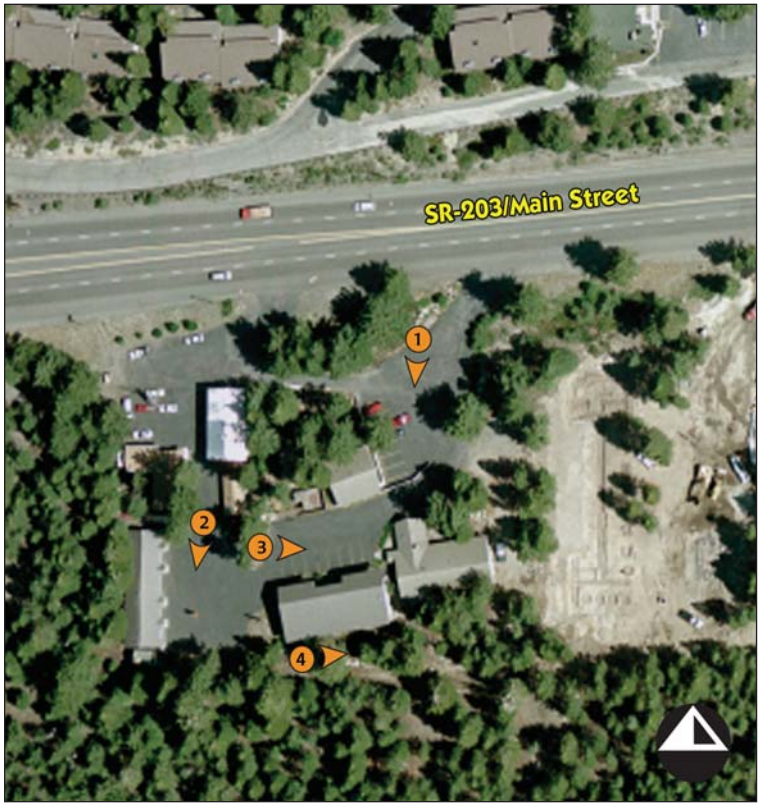
Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?		✓		
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		✓		
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		✓		

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact With Mitigation Incorporated. The project site generally slopes from the northwest to the southeast with elevations ranging from approximately 7,984 feet above mean sea level (msl) at the northwest corner to approximately 7,965 feet above msl at the southeast corner. The average slope at the project site is approximately five percent. The pedestrian/bike path would be located within Caltrans right-of-way, to the north of the project site (approximately 7,985 feet above msl). The project site does not contain any prominent ridgelines, land, or water junctions, or other unique visual features. However, based on the *Sierra Star Master Plan Draft SEIR*, the Jeffrey pine-fir forest plant community is located within the project area.

The *2005 General Plan Update FPEIR* specifies current scenic vistas or viewsheds that portray publicly prominent views in the Town. As specified in the *1987 General Plan*, a viewshed is a visually significant area which may be viewed from various locations in the Town and along roadways to and within the community. The Sierra Nevada Mountain Range forms the backdrop of views to the west, north, and south of the Town. Figure 4.1.4 of the *2005 General Plan Update FPEIR*, *Major Viewpoints from the Town*, depicts the major view corridors throughout the Town. As illustrated on Figure 4.1.4, the North Village area, situated to the north of the project site and extending from Minaret Boulevard to Mountain Boulevard, is identified as a major view corridor providing views south, toward the Sherwin Range. This viewshed includes North Village (to the northwest of the project site) and the Viewpoint Condominiums (located to the north of the project site). As noted in the *2005 General Plan Update FPEIR*, the current conditions along SR-203/Main Street and the Commercial Lodging areas within this viewshed limit the view of the landscape due to the localized topography, tree canopy, and existing development.[1] Exhibit 2-3, *Aerial Photograph*, and Exhibit 4.1-1b, *Site Photographs*, illustrate existing views from this viewshed area, which provide views south toward the Sherwin Range. The grade difference between Viewpoint Road, which is within the North Village area viewshed, and the proposed first floor of the Holiday Haus project

[1] Town of Mammoth Lakes, *Town of Mammoth Lakes 2005 General Plan Update Final Program EIR, May 2007*, Page 4-9.



1 View looking south across the northeastern portion of the project site.

2 View of on-site rental units located within the western portion of the project site.

3 View of the existing on-site Holiday Haus Motel facility located within the southern portion of the project site.

4 View of vacant land located within the southern portion of the project site and to the south.

RBF CONSULTING

Orientation

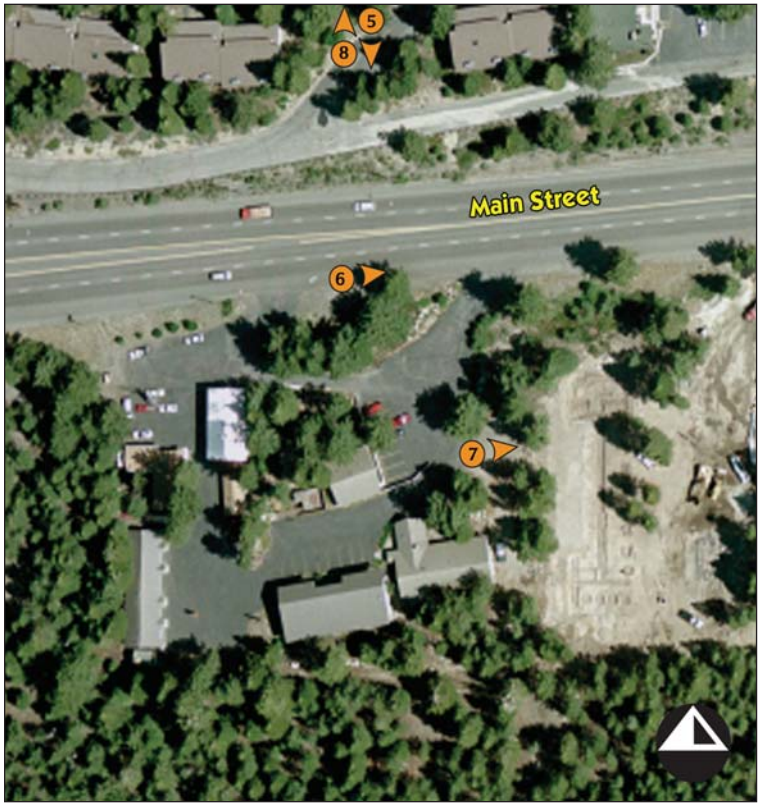
1 Photograph Number

08/08 • JN 10-106067

HOLIDAY HAUS PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Site Photographs

Exhibit 4.1-1a



5 View looking south toward the Sherwin Range from the North Village viewshed area to the north of the project site.

7 View looking east toward The Chutes workforce housing facility located to the east of the project site.

6 View looking east along SR-203/Main Street to the north of the project site.

8 View looking north toward the Viewpoint Condominiums located to the north of the project site.

RBF CONSULTING

Orientation

1 Photograph Number

08/08 • JN 10-106067

HOLIDAY HAUS PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Site Photographs

Exhibit 4.1-1b

is approximately 32-35 feet. The proposed structure would remain at or below the visible tree canopy, which is approximately 65 feet, within and surrounding the project site. Therefore, upon project implementation, views of the Sherwin Range and the existing tree canopy would remain visible above the proposed maximum 51.16-foot structure due to the on-site topography. It should be noted that two of the proposed roof appurtenances would be above the 51.16 feet by less than a foot. These features are located within the southern portion of the south wing of the structure. The Town Code allows for appurtenances to extend up to two feet above the maximum height. Additionally, the maximum height of proposed structural features (up to 52.16 feet) would remain below the 65-foot tree canopy.

Project implementation would permanently replace views of the existing Holiday Haus Motel with the proposed Hotel Condominium. Although some mature trees would be removed, the project would plant a variety of tree species on-site (i.e., Amur Maple, Mountain Alder, Quaking Aspen, White Fir, Colorado Spruce, and Jeffrey Pine). Additionally, many existing trees would remain within the existing right-of-way (R/W) along SR-203/Main Street, which would preserve similar views within the North Village viewshed area. Trees would be planted around the proposed structure in order to maintain the existing forested character of the surrounding area and further screen the proposed structure from views within the North Village viewshed area.

Municipal Code Section 17.20.040(H), *Vegetation*, requires the preservation of existing trees and vegetation within commercial zones to the maximum extent possible. The project has the potential to conflict with the intent of some polices in the Town's Code regarding tree removal. The Jeffrey pines that are present on-site contain specimens that meet the minimum size (six inches in diameter) requiring Town approval for removal. Implementation of the proposed project would remove approximately 200 trees that would range in diameter from 3 to 48 inches in diameter. Approximately 80 trees would be removed in order to construct the proposed Hotel Condominium facility. The remainder of trees that would be removed would be as a result of the future Intrastar 7B Road, located along the southern boundary of the project site. However, many trees along SR-203/Main Street and along the western and eastern boundaries would remain to provide perimeter screening. With implementation of Mitigation Measure BIO-3, the project would be designed to conform with the Municipal Code such that existing trees and vegetation are preserved to the maximum extent possible.

Implementation of Mitigation Measure AES-1, landscape design would ensure that the project is consistent with the Municipal Code Chapter 17.20.040, property development standards, which includes Section 17.20.040(H), *Vegetation*. The proposed landscaping would enhance the character of the on-site development and would be required to be compatible with, and complementary to, the natural environment in Mammoth Lakes and the surrounding region. Landscape plans would (to the extent possible) use drought tolerant plant species that are native to the eastern Sierra. All non-native vegetation would be drought tolerant and compatible with the native landscape character. Trees and shrubs would generally be grouped in masses rather than uniformly placed.

Finally, as stated in Section 4.9, *Land Use and Planning*, the Town limits building heights to 45 feet (including a 10-foot discretionary height bonus for understructure parking). The project proposes a maximum of five stories with roof planes ranging from approximately 32 to 51 feet, thereby exceeding the building height limitation for the CL Zone (45 feet). Only some portions of the building would exceed 45 feet, but these portions would be no taller than a maximum of 51.16 feet (or up to 52.16 feet with roof appurtenances) above existing grade. However, the height variation proposed by the project is considered a less than significant aesthetic impact due to proposed architectural design (i.e., height variations and varying building materials and colors) and the existing topographic conditions and trees that would reduce the visible massing and scale of the proposed structure, maintain views, and remain below the tree canopy.

Project structures would be designed to be consistent with the designs and materials that have been previously determined appropriate to the project area through the Town's adopted Design Guidelines. Prominent roof appurtenances would also be minimized to the extent feasible (refer to Mitigation Measure AES-2). The project would incorporate architectural details, such as colors, materials, decks, and a porte-cochere, to enhance the visual quality of the site while still maintaining existing views to the Sherwin Range. The proposed project would not obstruct views toward the Sherwin Range from the North Village viewshed area. Therefore, proposed height increase above the allowed 45 feet would result in a less than significant impact.

Therefore, with implementation of Mitigation Measures AES-1 and AES-2, and applicable Town Municipal Code standards and Design Guidelines, which would regulate building height, massing, and placement, project implementation would not have a substantial adverse effect on scenic vistas, including southern views toward the Sherwin Range from the North Village viewshed area.

Fire Access Road Alternative

Similar to the proposed project, the Fire Access Road Alternative would result in a less than significant impact. Slightly more trees within the project site would be removed upon implementation of this Alternative compared to the proposed Project. However, this difference in tree removal would be minimal as viewed from the North Village viewshed area. Further, trees would not be required to be removed to the south in order to accommodate the Intrastar 7B roadway, as it would not be constructed. Therefore, similar to the proposed project, these resultant visual impacts to scenic vistas would be less than significant.

Mitigation Measures: Refer to Mitigation Measure BIO-3.

AES-1 Landscape design shall be consistent with the Town of Mammoth Lakes Municipal Code Chapter 17.20.040, property development standards. The landscape shall enhance the character of the on-site development and shall be compatible with, and complementary to, the natural environment in Mammoth Lakes and the surrounding region.

AES-2 All appurtenances (i.e., meters, roof vents and electrical equipment, etc.) shall be integrated into the project design to minimize visual detection by

pedestrians and nearby properties. These appurtenances shall be screened or placed in areas that are not highly visible, where feasible.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact With Mitigation Incorporated. The California Department of Transportation (Caltrans) has designated U.S. Highway 395 as a scenic highway. U.S. Highway 395, which provides access to Mammoth Lakes, is located approximately 2.5 miles east of the project site. The project site is not located within or in proximity to U.S. Highway 395. Therefore, project implementation would not substantially damage scenic resources within a state scenic highway.

SR-203/Main Street is eligible for a scenic highway designation; however, this designation has not been formally assigned. SR-203/Main Street adjoins the project site to the north. The project site does not contain any prominent ridgelines, land, or water junctions, rock outcroppings, historic buildings, or other unique visual features. The natural vegetation type that exists on the project site (i.e., disturbed Jeffrey pine forest with a motel facility currently on-site) is very common and a widespread upland vegetation type in the region. Further, as discussed above, many trees along SR-203/Main Street and along the western and eastern boundaries would remain. Project implementation would include landscape design consistent with Town's Municipal Code. The landscaping would enhance the character of the proposed on-site development and would be required to be compatible with, and complementary to, the natural environment in Mammoth Lakes and the surrounding region. The project's conceptual tree planting plan includes approximately 97 deciduous and evergreen trees to replace the trees being removed. Therefore, with implementation of Mitigation Measures BIO-3 and AES-1, project implementation would not substantially damage scenic resources within SR-203/Main Street.

Fire Access Road Alternative

Similar to the proposed project, the Fire Access Road Alternative would result in a less than significant impact. Slightly more trees within the project site would be removed upon implementation of this Alternative compared to the proposed Project. However, this difference in tree removal would be minimal as viewed from SR-203/Main Street. Further, trees would not be required to be removed to the south in order to accommodate the Intrastar 7B roadway, as it would not be constructed. Therefore, similar to the proposed project, these resultant visual impacts to scenic resources along SR-203/Main Street would be less than significant with implementation of Mitigation Measures BIO-3 and AES-1.

Mitigation Measures: Refer to Mitigation Measure BIO-3 and AES-1.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact With Mitigation Incorporated. The Town is characterized as an alpine resort community located in the eastern side of the Sierra

Nevada Range, within southwestern Mono County, California. Surrounding topography includes Mammoth Knolls to the north, the Long Valley to the east, the Sherwin Mountain Range to the south, the White Mountains to the southeast, and Mammoth Mountain to the west. Native trees within Mammoth Lakes include red firs, Jeffrey pines, lodge pole pines, white firs, and aspens. The urbanized portions of the Town range from 7,800 to 8,600 feet above mean sea level (msl).

Short-Term Construction. Construction activities would be visible on the project site during the construction phase. Construction-related activities would disrupt views across the project site from surrounding areas. Graded surfaces, construction debris, construction equipment, and truck traffic would be visible. Additionally, soil would be stockpiled and equipment for grading activities would be staged at various locations throughout the project site. Construction-related activities would be visible from the surrounding commercial lodging, resort areas, and workforce housing (the Chutes) to the east, and the Viewpoint Condominiums to the north, as well as from motorists traveling along SR-203/Main Street. Construction-related impacts are anticipated to be short-term, and would cease upon project completion. With implementation of the recommended Mitigation Measure AES-3, equipment staging areas would provide appropriate screening (i.e., temporary fencing with opaque material) and would, therefore, reduce negative construction impacts that would be visible from adjoining residential uses to the north and east. Therefore, since construction-related activities are anticipated to be short-term, and with implementation of Mitigation Measure AES-3, surrounding residential uses would be screened from visible staging areas, and impacts would be reduced to less than significant levels.

Long-Term Operations. While the proposed project would alter the character of the project site, it would not substantially degrade the site or its surroundings. The scale and character of the proposed project would be similar to those of the commercial lodging in the area and workforce housing units to the east.

The project would replace the existing Holiday Haus Motel facility (nine structures that total 14,594 square feet) with the new 182,431-square foot structure. The new structure would be visible from adjoining land uses (i.e., Viewpoint Condominiums to the north and The Chutes to the east, and potentially from the White Stag Inn and Ullr Lodge to the west. Mature pine trees that would remain along the western boundary and proposed landscaping would screen the majority of views to the new structure from these uses.

The overall color scheme would be determined through analysis of the Town Design Guidelines and by the Town's Advisory Design Panel, subject to approval by the TOML Planning Commission (refer to Mitigation Measure AES-4). The project would incorporate architectural details that would enhance the visual quality of the site and surrounding area (Mitigation Measure AES-5). Mitigation Measure AES-2 would require all appurtenances (i.e., meters, roof vents and electrical equipment, etc.) to be integrated into the project design to minimize visual detection by pedestrians, travelers along SR-203/Main Street, and nearby properties. Where feasible, these appurtenances would be screened or placed in areas that are not highly visible.

Although the proposed project would be increasing the visible hardscape features of the project site, the proposed project would improve the character/quality at the project site. The project site is currently composed of the Holiday Haus Motel, which encompasses nine on-site structures and surface parking. The existing structures are in poor condition, as they are anticipated to have been constructed prior to 1978. The on-site surface parking and pavement contribute to a significant amount of existing visible hardscape, which is also in a state of disrepair. The existing impervious surfaces associated with the Holiday Haus Motel covers 87 percent of the project site and includes little on-site landscaping. Project construction would replace this use with a new structure that covers 60 percent of the site, eliminating visible surface parking. Additionally, the project would implement a landscape plan and plant palette that would compliment the project site, pedestrian/bike path, and surrounding area.

Therefore, following compliance with the Town's Municipal Code standards and Design Guidelines as well as recommended Mitigation Measures AES-1 through AES-5, project implementation would not substantially degrade the existing visual character or quality of the site and its surroundings.

Shade/Shadow. Shade and shadow issues pertain to the blockage of direct sunlight by on-site buildings (which affect adjacent properties) and the creation of hazardous roadway conditions (i.e., black ice). Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational, churches, schools, outdoor restaurants, and pedestrian areas have expectations for direct sunlight and warmth from the sun. These land uses are termed "shadow-sensitive."

A project would have a significant impact if it would substantially block sunlight for neighboring buildings. The Chutes (workforce housing structure) adjoins the project to the east. The White Stagg Inn and Ullr Lodge are located approximately 200 feet and 210 feet, respectively, to the west of the project, and SR-203 adjoins the project to the north (edge of pavement is located approximately 82 feet from the proposed structure).

In order to identify the project's potential shadow-related impacts, existing and project-generated morning, noon, and afternoon evening shade patterns were compared for each of the four seasons. Specifically, three dates were used for analysis purposes: the winter and summer solstices (December 21 and June 21), when the sun is at its lowest and highest point, respectively, and the fall equinox (September 21), when day and night are of approximately equal length. It should be noted that this analysis assumes that the spring equinox (March 21) assumes the same shade/shadow impacts as the fall equinox, as these dates have similar day light lengths. The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months. Appendix A, *Shade and Shadow Analysis*, illustrates the shade/shadows during the solstices and equinoxes.

As illustrated in Appendix A, the proposed building would cast minimal shadow onto The Chutes to the east during the evening hours in the fall and spring months (i.e., June 21 and September 21). The shadows cast by the proposed building would remain within the project boundaries throughout most of the day during these

months. During the winter months (December 21) the project would cast shadows throughout the project site in the morning, afternoon, and evening hours. However, the majority of the shadows cast by the project appear to remain on-site throughout the day. In the evening hours, shadows from the new building would be cast onto The Chutes property to the east. These shadows would only remain on this property for a few hours, before night falls.

Proposed landscaping would not have a new shade/shadow impact on sensitive uses, as the existing mature trees currently cast shadows. Shadow patterns that would result from landscaping would appear similar to the existing shadow patterns from on-site trees. Additionally, no shadows are cast onto SR-203/Main Street or the future 7B roadway as a result of the new building. Due to a large amount of trees adjacent to the future 7B roadway, the 7B roadway would be shaded by trees, but not by the proposed Holiday Haus building.

Proposed shadow patterns may cause ice build up, particularly on the proposed driveway and north side of the building. With implementation of Mitigation Measure AES-6, a snow melt system would be required in the driveway, entryways, and walkways on the north side of the building as well as in the patio area proposed on the south side of the building. With implementation of the snow melt system (Mitigation Measure AES-6), impacts in this regard would be reduced to less than significant levels.

Therefore, as the majority of shadows cast by the proposed project appear to remain within the boundaries of the project site, and those that fall outside the project limits would only be cast for a few hours at a time, the project would not result in any shade/shadow impacts on the adjoining land uses located to the north, east, south, and west. Impacts in this regard are less than significant.

Fire Access Road Alternative

Similar to the proposed project, implementation of AES-1 through AES-6 associated with short-term construction, long-term operations, and shade/shadow impacts would be reduced to less than significant levels. With incorporated Mitigation Measures, the degradation of character quality would be less than significant.

Mitigation Measures: Refer to Mitigation Measure AES-1 and AES-2.

AES-3 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations and screening techniques shall be indicated on Final Development Plans and Grading Plans.

AES-4 The overall color scheme shall be determined by the Town Design Guidelines and Town of Mammoth Lakes Advisory Design Panel, subject to approval by the Town of Mammoth Lakes Planning Commission. The color of exterior materials, whether applied or innate, shall reflect the appearance of the natural surroundings and not seem synthetic or man-

made. Accent colors shall integrate with the overall color scheme and form of the building.

AES-5 Fencing and outdoor enclosures shall be compatible in material, color, and design to adjacent structures, and the neighborhood and regional character. Fences and enclosures shall be designed to withstand heavy snowfall conditions and snow removal operations. Fences, walls, and enclosures shall be no higher than necessary to perform the intended function. Landscape features, fences, and walls in dedicated snow shed and snow storage areas shall be designed to accommodate snow storage and removal activities.

AES-6 Prior to issuance of the Certificate of Occupancy, a snow melt system shall be implemented for the proposed driveway, entryways, and walkways located on the north side of the structure as well as in the patio area proposed to the south of the building.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact With Mitigation Incorporated. There are two primary sources of light: light emanating from building interiors that pass through windows and light from exterior sources (i.e., street lighting, parking lot lighting, building illumination, security lighting and landscape lighting). Light introduction can be a nuisance to adjacent uses, diminish the view of the clear night sky and, if uncontrolled, can disturb wildlife in natural habitat areas. Lighting associated with non-residential uses may cause spillover impacts to nearby sensitive receptors.

Currently, light and glare are being emitted from the existing Holiday Haus Motel facility. Additionally, the areas surrounding the project site are generally developed and contain various sources of light and glare. More specifically, light and glare in the project area is generated from the light emanating from building interiors and light from exterior sources (i.e., parking lot lighting, building illumination and security lighting) associated with the surrounding commercial lodging, resort, and workforce housing uses.

Short-term light and glare impacts associated with construction activities would likely be limited to nighttime lighting (for security purposes) in the evening hours. In accordance with Chapter 15.08.020, *Hours of Working*, of the Town's Municipal Code, operations permitted under a building permit would be limited to the hours between 7:00 a.m. and 8:00 p.m., Monday through Saturday. Work hours on Sundays and Town recognized holidays would be limited to the hours between 9:00 a.m. and 5:00 p.m. and permitted only with the approval of the building official or designee. With implementation of Mitigation Measure AES-7, all construction-related lighting would be down-directed and oriented away from adjacent residential areas and would consist of the minimal wattage necessary to provide safety at the construction site. A Construction Safety Lighting Plan would also be submitted to the Town for review concurrent with Grading Permit application. Residential uses adjacent to the site may be impacted as a result of nighttime security lighting used during construction activities; however, construction activities would cease after

8:00 p.m. Therefore, with compliance of the Town's Municipal Code and implementation of Mitigation Measure AES-7, short-term construction light/glare impacts would be reduced to less than significant levels.

Potential long-term light sources from the proposed project would include low to moderate levels of interior lighting that would emanate from the interior of the new structure. Also, security lighting, street lighting, and automobile headlights associated with the entrance/exit area within the northern portion of the site would further influence lighting in the project area. These light and glare sources would be similar to the existing light and glare at the project site.

Code Chapter 17.34, *Outdoor Lighting*, provides rules and regulations for outdoor lighting within the Town in order to prevent nuisances caused by unnecessary light intensity, direct glare and light trespass, and to protect the ability to view the night sky by restricting unnecessary upward projection of light. All outdoor lighting fixtures installed after the effective date of Chapter 17.34 are required to conform to the requirements established by this chapter; refer to Code Section 17.34.030, *Applicability*. Thus, the proposed project would be subject to compliance with the requirements of Chapter 17.34. Specifically, the project would be subject to compliance with Code Section 17.34.050, *General Requirements*, which includes the following general standards that apply to all non-exempt outdoor lighting fixtures:

A. Nuisance Prevention. All outdoor lighting fixtures shall be designed, located, installed, aimed downward or toward structures, retrofitted if necessary, and maintained in order to prevent glare, light trespass and light pollution.

B. Maintenance. Fixtures and lighting systems shall be in good working order and maintained in a manner that serves the original design intent of the system.

C. Lighting Levels. Outdoor lighting installations shall be designed to avoid harsh contrasts in lighting levels between the project site and the adjacent properties.

D. Lamp Types. Metal halide or high-pressure sodium lamps are preferred for all new commercial and industrial area lighting (parking lot and yard lights) and street lighting installed after the effective date of this chapter due to good color rendering and good energy efficiency. Low pressure sodium lamps may be used for area lighting, but are not preferred due to poor color rendering.

E. Fixture Types. All new outdoor lighting shall use full cut-off luminaires with the light source downcast.

According to Code Section 17.34.060, *Outdoor Lighting Plans*, an outdoor lighting plan is required in conjunction with an application for design review approval and/or use permit.

New sources of light would be introduced with the proposed project, including light from the interior passing through windows and light from the exteriors (i.e., street lighting, building illumination, security lighting and potentially landscape lighting).

The nearest light sensitive receptors to the proposed building are the Viewpoint Condominiums to the north, The Chutes to the east, as well as the White Stagg Inn and Ullr Lodge to the west. Lighting associated with the proposed project is not anticipated to cause significant spillover impacts to the receptors to the west (White Stagg Inn and Ullr Lodge) due to the intervening mature vegetation that exists between the light sources and the sensitive receptors. The project may create light spillover onto The Chutes to the east and glare impacts to the Viewpoint Condominiums to the north. However, with implementation of recommended Mitigation Measures AES-8 and AES-9, the project would be required to provide the Town with a foot-candle map illustrating the amount of light from the project site at adjacent light sensitive receptors. Also, proposed building materials (including cladding and windows) would be required to be low-reflectivity and would be required to minimize reflective glare impacts to the extent feasible (AES-9).

Further, the project is required to prepare an outdoor lighting plan in compliance with Code Section 17.34.060. Such plan would ensure the project's compliance with the general standards that apply to all non-exempt outdoor lighting fixtures, pursuant to Code Section 17.34.050. Following compliance with the requirements of Code Sections 17.34.050 and 17.34.060, and implementation of Mitigation Measure AES-7, project implementation would not create a new source of substantial light or glare onto surrounding uses.

Fire Access Road Alternative

Similar to the proposed project, the Fire Access Road Alternative would result in potentially significant light/glare impacts to adjoining land uses to the east and north. The Fire Access Road Alternative would provide an additional on-site roadway; however, this roadway would be used for fire access only. Therefore, similar to the project, with implementation of Mitigation Measures AES-7 through AES-9 and conformance with the requirements of Municipal Code Sections 17.34.050 and 17.34.060, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures:

AES-7 All construction-related lighting shall be located and oriented away from adjacent residential areas and consist of the minimal wattage necessary to provide safety at the construction site. A Construction Safety Lighting Plan shall be submitted to the Community Development Department for review concurrent with Grading Permit application.

AES-8 The Town shall prepare and submit an outdoor lighting plan pursuant to the Town's Lighting Ordinance (Chapter 17.34.050, *General Requirements*, and Chapter 17.34.060, *Outdoor Lighting Plans*, of the Municipal Code) to the Community Development Director that includes a foot-candle map illustrating the amount of light from the project site at adjacent light sensitive receptors.

AES-9 The proposed building materials (including cladding and windows) shall integrate low-reflective materials into the project design to minimize reflective glare impacts to the extent feasible.