



4.15 TRANSPORTATION/TRAFFIC

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			✓	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			✓	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e. Result in inadequate emergency access?		✓		
f. Result in inadequate parking capacity?			✓	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	

- a) ***Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?***

Less Than Significant Impact. This section is based upon the *Traffic Information Memorandum* (LSA Associates, Inc., July 15, 2008); refer to Appendix E, Traffic Information Memorandum. The Memorandum focuses on trip generation, access to SR-203/Main Street, and potential project traffic contribution toward cumulative and Town buildout traffic projections.

There are several rentals currently occupied on the project site. The existing Holiday Haus Motel facility generates 655 trips on a daily basis (average daily traffic [ADT]); refer to Table 4.15-1, Traffic Generation Rates, and Table 4.15-2, Traffic Generation.

Proposed Project

In order to determine the increased traffic impacts from the project, the existing traffic generation at the project site is subtracted from the proposed traffic generation at the project site.



**Table 4.15-1
Traffic Generation Rates**

Land Use	Units	ADT ¹	Saturday Peak-Hour Trips		
			In	Out	Total
Condominium	Units	ITE Fitted Curve Equation ²			
Hotel ³	Units	10.50	0.435	0.435	0.870
Workforce Housing and Manager's Units	Units	ITE Fitted Curve Equation ²			
Notes:					
1) ADT = average daily traffic					
2) ADT: $T = 3.62(X) + 427.93$; Saturday Total: $T = 0.29(X) + 42.63$ with 54/46 in/out split.					
3) Fitted Curve Equation not provided for Hotel.					
Source: LSA Associates, Inc., <i>Traffic Information Memorandum</i> , dated July 15, 2008.					

**Table 4.15-2
Traffic Generation**

Land Use	Units ("Keys")	ADT	Saturday Peak-Hour Trips		
			In	Out	Total
Existing Uses					
Hotel	15	158	7	6	13
Other Units (17) and Manager's Units (2)	19	497	26	22	48
Existing Traffic Generation		655	33	28	61
Proposed Project					
Condominium	14	479	25	22	47
Hotel	104	1,092	45	45	90
Project Traffic Generation		1,571	70	67	137
New Traffic Generation		916	37	39	76
Notes:					
1) ADT = average daily traffic					
Source: LSA Associates, Inc., <i>Traffic Information Memorandum</i> , dated July 15, 2008.					

The proposed project would result in an increase of 916 trips on a daily basis (ADT) and 76 trips during the typical winter Saturday peak hour. According to the Town's Traffic Analysis Zone (TAZ) map, the project site is located in TAZ 197. The existing (2004) trip generation of TAZ 197 shows that there are 16 residential high-density (residents) units, 30 residential medium-density (visitors) units, 42 residential high-density (visitors) units, and 42 lodging/hotel (visitors) units. The project site currently has 34 total key-units (15 motel keyed-units and 19 other/manager's keyed-units), which is consistent with the existing uses of TAZ 197.

Based upon buildout assumptions for TAZ 197, 560 visitor lodging/hotel units would be constructed. The proposed 118 keyed-unit project is consistent with the existing, cumulative, and 2005 *General Plan Update FPEIR* analyzed buildout conditions and land use provisions. Additionally, the project would be required to pay Development Impact Fees (DIF) to address the Town's fair-share contribution requirements. Therefore, implementation of the proposed project would not result in significant increase in traffic. With implementation of applicable DIF fees required for the proposed project, impacts in this regard would be less than significant.



Fire Access Road Alternative

Similar to the project, the Fire Access Road Alternative would result in a less than significant impact, as the proposed units, and associated traffic, would be slightly reduced compared to the proposed project.

Mitigation Measures: No mitigation measures are required.

- b) ***Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?***

Less Than Significant Impact. Refer to Response 4.15(a) regarding the Town's TAZ. Impacts in this regard are less than significant.

Fire Access Road Alternative

Refer to Response 4.15(a).

Mitigation Measures: No mitigation measures are required.

- c) ***Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

Less Than Significant Impact. The closest airport to the project site is the Mammoth Yosemite Airport, which is located approximately 6.5 miles east of the project site. The project site is not located within the planning boundary of the Mammoth Yosemite Airport. The proposed project would result in an increase of 916 trips on a daily basis (ADT) and 76 trips during the typical winter Saturday peak hour; which would not significantly increase the frequency of air traffic or alter air traffic patterns. As such, project implementation would not result in a change in air traffic patterns that would result in substantial safety risks.

Fire Access Road Alternative

Similar to the project, the Fire Access Road Alternative would result in a less than significant impact. The Fire Access Road Alternative would result in slightly reduced trips on a daily basis, as this alternative would reduce the proposed Hotel Condominium by one unit and the workforce housing by one unit.

Mitigation Measures: No mitigation measures are required.

- d) ***Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Less Than Significant Impact With Mitigation Incorporated. There are currently two full-movement access points to SR-203/Main Street serving the property approximately 160 feet apart. The project proposes (with concurrence of Caltrans) to consolidate these into one single-access point at the easterly boundary of the project, approximately 700 feet easterly of the intersection of SR-203/Main Street



and Minaret Road. At this location, SR-203/Main Street has two lanes in each direction with no left-turn median or center turn lane. The California Department of Transportation (Caltrans), in preliminary comments, suggested that the driveway be restricted to right-turn ingress and egress only. However, upon reviewing the Traffic Information Memorandum, Caltrans has stated that, left turn movements can be allowed at the new driveway...the project would generate approximately 40 outbound peak hour trips on a typical winter Saturday. Assuming half of them egress to the left, there should be a sufficient number of gaps on SR-203/Main Street for a safe maneuver. Per consultation with Caltrans, a center turn lane extension would be needed in the future on SR-203. Although this improvement is not part of the Town's DIF program at this time, the improvement is included as part of the Regional Transportation Plan.¹ Therefore, the project applicant would be required to pay the Town a fair share fee for this future improvement (Mitigation Measure TT-1). With implementation of the recommended Mitigation Measure TT-1, impacts in this regard would be reduced to a less than significant level.

Therefore, the proposed project is consistent with the traffic analyzed in the *2005 General Plan Update FEIR*, and the Town's current DIF program, which is adequate to address fair-share contributions to mitigations identified in the *2005 General Plan Update FEIR*. Additionally, access to the project site and internal circulation are required to comply with all Town and relevant Caltrans design standards, which would further minimize potential impacts in this regard. Therefore, a less than significant impact would occur in this regard with implementation of Mitigation Measure TT-1.

Fire Access Road Alternative

Similar to the project, the Fire Access Road Alternative would result in a less than significant impact with implementation of Mitigation Measure TT-1, as the Fire Access Road Alternative would utilize the same ingress/egress as the proposed project.

Mitigation Measures: No Mitigation Measures are required.

TT-1 The applicant shall contribute a proportionate fair-share fee for the possible future center turn lane extension on SR-203/Main Street, as identified in the Regional Transportation Plan. This proportionate fair-share contribution shall be required in addition to the fair-share fees required as part of the Town of Mammoth Lake's Development Impact Fee (DIF) program.

e) Result in inadequate emergency access?

Less Than Significant Impact With Mitigation Incorporated. Primary access to the project site is proposed via SR-203/Main Street. However, in order to comply with the MLFPD, the project would utilize the future Intrastar 7B Roadway. The proposed Intrastar 7B Road is anticipated to be located to the south of the project

¹ California Department of Transportation, Mrs. Gayle J. Rosander, IGR/CEQA Coordinator, Correspondence Letter dated May 21, 2008.



site and would parallel the south side of the project site in an east/west direction. Primary access to the Intrastar 7B Road would be from Minaret Road to the west.

The project would be required to comply with applicable MLFPD codes for emergency vehicle access. In addition, the project would not impede emergency access for adjacent or surrounding properties during construction or operation. Thus, the project would not result in inadequate emergency access.

The proposed project would accommodate the MLFPD's current and long-term needs pertaining to fire access in the vicinity of the project site, thereby improving their ability to respond to emergencies in the project area. Should the Intrastar 7B Roadway not be constructed prior to project implementation, the project would be required to implement the Fire Access Road Alternative (Mitigation Measure PS-1). Therefore, with implementation of the recommended Mitigation Measure PS-1 and the MLFPD codes for emergency vehicle access, impacts in this regard would be less than significant.

Fire Access Road Alternative

Similar to the project, the Fire Access Road Alternative would result in a less than significant impact, as the Fire Access Road Alternative would also accommodate the MLFPD's requirements and needs pertaining to fire access in the vicinity of the project site. Additionally, the Fire Access Road Alternative would be required to conform to the applicable MLFPD codes for emergency vehicle access. Therefore, impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure PS-1.

f) *Result in inadequate parking capacity?*

Less Than Significant Impact. The proposed project includes 91 units (135 bedrooms) that would encompass 77 Hotel Condominium units (120 bedrooms) and 14 on-site workforce housing units (15 bedrooms). Table 4.15-3, Proposed Project Parking Requirement, specifies the project's parking demand pursuant to State Density Bonus Law, as requested by the applicant. As indicated in Table 4.15-3, the proposed project would create a demand for 135 on-site parking spaces.

The project proposes 138 parking spaces, which would result in a parking surplus of three spaces. Therefore, the proposed project would not result in inadequate parking capacity.



**Table 4.15-3
Proposed Project Parking Requirement**

Standard ¹	Unit	Parking Demand	Parking Proposed
Hotel			
1 space per unit	88 single-bedroom units	88	
2 spaces per unit	16 two-bedroom units	32	
Total Hotel Spaces		120	
Condominium			
1 space per unit	13 single-bedroom units	32	
2 spaces per unit	1 two-bedroom unit	2	
Total Condominium Spaces		15	
Total Spaces		135	138²
Notes:			
1. State Density Bonus Law 65915.p.			
2. The project proposes 135 underground parking spaces and three drop-off surface parking spaces. Note that Americans with Disabilities Act (ADA) accessible spaces are included in this total.			
Source: LSA Associates, Inc., <i>Traffic Information Memorandum</i> , dated July 15, 2008.			

Fire Access Road Alternative

Similar to the project, the Fire Access Road Alternative would result in adequate parking capacity, as this alternative proposes the same amount of parking spaces (138 spaces) although the proposed units have been reduced (Town would require 133 spaces for the Fire Access Road Alternative). The Fire Access Road Alternative would result in a surplus of five spaces.

Mitigation Measures: No mitigation measures are required.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact. Transit services during the ski season are operated by the Mammoth Mountain Ski Area (MMSA). The Red Line generally runs along Old Mammoth Road to SR-203/Main Street. The Green Line generally runs along Sierra Nevada Road and Meridian Boulevard.

During the summer months, the Town of Mammoth Lakes operates a transit service, with the closest stop to the project site being located on SR-203/Main Street and Viewpoint Road about 150 feet to the northwest of the site. Additionally, there is a stop at Village Transit Center on Canyon Boulevard, located approximately 0.25 mile to the northwest of the project site. The Town also operates a free trolley during the summer that follows the same route as the Red Line on Main Street with a stop at the Red Rooster Mall located along Main Street, approximately 0.20 mile to the east of the project site as well as a stop at North Village, approximately 0.25 mile to the northwest of the project site. In addition the Town operates a Dial-A-Ride service available throughout the community.

The project includes a pedestrian/bike path that the Town of Mammoth Lakes has proposed to be located south of and parallel to SR-203/Main Street, north of the



project site within California Department of Transportation ("Caltrans") right-of-way. The Applicant proposes to construct an ADA compliant path that would connect the pedestrian/bike path to the proposed building. The pedestrian/bike path facility would be a summer use only facility until the Town can assure Caltrans that snow removal would be adequately handled for the safety of the path users. The project would also provide a public pedestrian connection adjacent to the proposed driveway to provide year round pedestrian connection from the project site to SR-203/Main Street. In addition, bike storage racks are proposed in the underground parking garage.

The project involves development of a Hotel Condominium facility. Although the project has requested a density bonus per the State Density Bonus Law 65915-65917, it would not exceed the maximum density allowed per the 1987 *General Plan*. Thus, the project would not significantly impact the transit system, as it is within the confines of the assumptions utilized for TAZ 197 and the Town's adopted policies, plans, or programs supporting alternative transportation.

Fire Access Road Alternative

Similar to the project, the Fire Access Road Alternative would result in a less than significant impact, as the Fire Access Road Alternative would result in a slightly reduced density (one fewer Hotel Condominium unit and one fewer workforce housing unit).

Mitigation Measures: No mitigation measures are required.



This page intentionally left blank.