
IV. ENVIRONMENTAL IMPACT ANALYSIS

M. TRAFFIC/CIRCULATION

INTRODUCTION

The information in this section is based primarily on the Traffic Impact Analysis prepared by LSA Associates, Inc. in December 2006 and revised in July 2007 (included in Appendix J of this Draft EIR).

Study Intersections and Forecast Scenarios

Analysis Scenarios

Five analysis scenarios were utilized in the Traffic Impact Analysis:

- Existing Conditions (2005)
- Cumulative Baseline Conditions (existing plus approved projects [2009])
- Existing Plus Project Conditions
- Cumulative Plus Project Conditions
- Long-Range Town Build Out: Alternative 2—Existing General Plan

Project Study Intersections

Intersection operations were evaluated for five intersections for the analysis scenarios described above. Figure IV.M-1 shows the study area intersections and Town of Mammoth Lakes General Plan Roadway Classifications for the surrounding circulation system.

Study Area Intersections

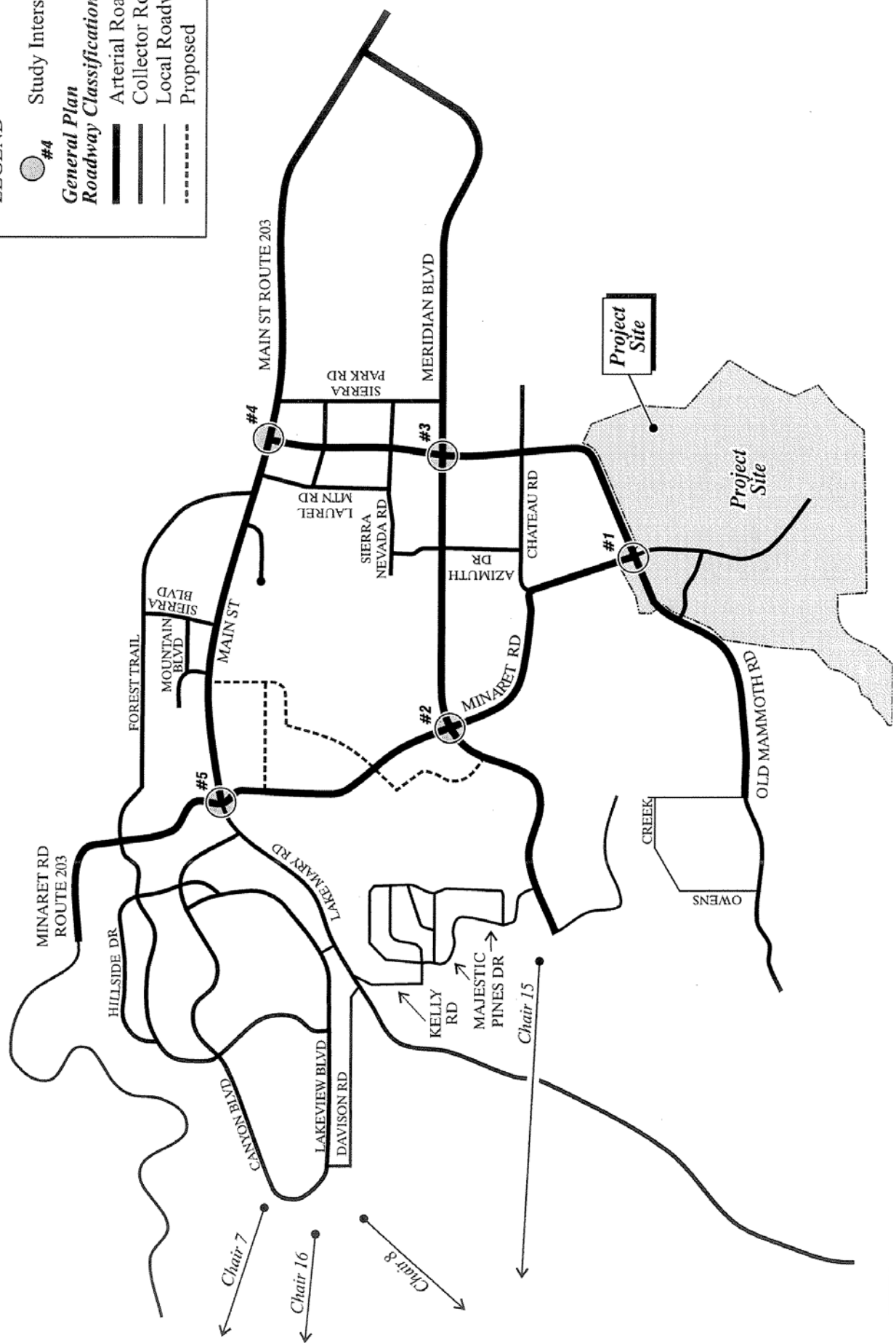
- 1) Minaret Road/Old Mammoth Road
- 2) Minaret Road/Meridian Boulevard
- 3) Old Mammoth Road/Meridian Boulevard
- 4) Old Mammoth Road/Main Street
- 5) Minaret Road/Main Street

LEGEND

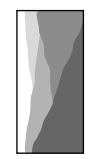
Study Intersections

General Plan Roadway Classification

- Arterial Roadway
- Collector Roadway
- Local Roadway
- Proposed



Source: LSA, 2007.



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Figure IV.M-1
Study Area Intersections and Circulation System

Analysis Methods

Typical winter Saturday peak-hour baseline conditions were used to analyze traffic impacts for the existing and cumulative (existing plus approved projects) conditions. The “design” day used in this study is a typical winter Saturday, which occurs 15 to 20 times a year. The typical winter Saturday represents a conservative approach to traffic planning and mitigation. Typical winter Saturday peak-hour traffic counts previously conducted by the Mammoth Lakes Eagle Lodge Traffic Impact Analysis (LSC Transportation Consultants, Inc., August 2006) were utilized. For intersections where existing traffic counts were not available, this analysis used traffic counts from the General Plan Update Draft EIR Traffic Analysis (LSC Transportation Consultants, Inc., November 2004).

Additional analysis was conducted to further confirm that the typical winter Saturday represents the appropriate environmental analysis day. Using the 2006 Caltrans traffic count data for Main Street east of the Town Post Office, the average peak-hour traffic volumes for Fridays (the highest day of the week) during the peak summer months (July and August) were compared to the average peak hour traffic volumes during peak winter months (January and February). The comparison indicated that the typical winter Saturday was slightly higher than the peak summer Friday.

A cumulative scenario has been included in this analysis to account for traffic from approved development projects (i.e., related projects) that would be added to the existing circulation system. A list of 41 approved projects was supplied by Town staff (refer to Table II-1 in the Environmental Setting section of this Draft EIR). LSA Associates, Inc. determined related projects with more than 10 units have the potential to impact the circulation system. Of the 41 approved projects, 38 have more than 10 units. Accordingly, 38 related projects were used in this analysis.

Peak winter Saturday daily and p.m. (PM) peak-hour trips were generated for the proposed Project using standard trip rates from the Town and the *Institute of Transportation Engineers (ITE), Trip Generation Manual, 7th Edition*. Trip distribution and assignment were determined by the relationship of prominent attractions to the Project.

Study intersection operations were evaluated using level of service (LOS) calculations as discussed below.

LOS Criteria

The operations of intersections, roadway segments, and freeway segments are described with the term “level of service” (LOS). LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined ranging from LOS A (indicating free flow traffic conditions with little or no delay) to LOS F (representing over-saturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). LOS E corresponds to operations “at capacity.” When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F.

The Town's LOS standard for intersections is LOS D, which corresponds to a volume-to-capacity (V/C) ratio of 0.90 for signalized intersections. An intersection is considered satisfactory when it operates at LOS A-D. An unsignalized intersection would be considered deficient 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 multilane approach, consistent with the adopted Circulation Element and General Plan Update Draft EIR Traffic Analysis (2004).

A complete description of the meaning of LOS can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual*, which also establishes LOS A-F. Brief descriptions of the six LOS, as abstracted from the Manual, are shown in Table IV.M-1. The LOS criteria for unsignalized and signalized intersections are shown in Table IV.M-2.

For all study area intersections, the 2000 *Highway Capacity Manual* (HCM 2000) analysis methodologies were used to determine intersection LOS. All LOS were calculated using the Traffix Version 7.7 software, which uses the HCM 2000 methodologies.

Table IV.M-1
Intersection LOS Descriptions

LOS	Description
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 service level 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 within platoons of vehicles.
C	This level 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 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 service level. 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 describes forced-flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles 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.
<i>Source: Transportation Research Board Special Report 209, Highway Capacity Manual</i>	

**Table IV.M-2
Level of Service Parameters**

Level of Service	Signalized Intersections Delay (seconds)	Unsignalized Intersections Delay (seconds)¹
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0–15.0
C	> 20.0 and ≤ 35.0	> 15.0–25.0
D	> 35.0 and ≤ 55.0	> 25.0–35.0
E	> 55.0 and ≤ 80.0	> 35.0 seconds/vehicle and > 4.0 hour cumulative delay for single lane or > 5.0 hour cumulative delay for two land approach
F	> 80.0	
<i>Source: Transportation Research Board Special Report 209, Highway Capacity Manual</i> <i>Notes: 1) If the intersection exceeds LOS D criteria, the hourly total criteria (four vehicle-hours for a single-lane and five vehicle-hours for a multilane approach) standard applies.</i>		

Signalized Intersections and Unsignalized Intersections

LOS for signalized and unsignalized intersections is determined using the methodology set forth in the 2000 HCM, where the calculation of LOS is dependent on the occurrence of gaps in the through traffic flow of the major street. Using data collected describing the intersection configuration and traffic volumes at the study area intersections; the delay (in seconds per vehicle) of each minor street or major street conflicting movement was estimated. These delays were used to calculate the intersection's average delay per vehicle, which was used to determine the intersection LOS. It should be noted that at two-way, stop-controlled intersections, the intersection delay refers only to the delay experienced by vehicles on the stop-controlled minor street. As a result, at locations where a higher volume of through traffic is experienced on the major street, fewer gaps will be experienced in the through traffic flow of the major street. As a result, the addition of only one or two vehicles to the stop-controlled minor street could result in the rapid deterioration of LOS at that intersection, although most vehicles at the intersection do not experience any delay.

The LOS threshold at unsignalized intersections can be easily exceeded when only a few vehicles experience a delay greater than 50 seconds. Therefore, the Town has identified unsignalized intersection LOS standards that allow greater delay on low-volume approaches. These thresholds are used as delay exceeds the 50-second threshold. Once that threshold is reached, the four vehicle-hour and five vehicle-hour standard applies.

ENVIRONMENTAL SETTING

Existing Traffic Conditions (Winter 2005)

The existing number of lanes and intersection control devices for study area intersections are shown in Figure IV.M-2. Existing typical winter Saturday peak-hour traffic volumes at each study area intersection and average daily traffic (ADT) on the roadways are shown in Figure IV.M-3. Existing levels of service at study area intersections are shown in Table IV.M-3. The LOS worksheets for the existing conditions are presented in Appendix J to this Draft EIR.

Table IV.M-3
Existing (2005) Typical Winter Saturday Intersection LOS

Intersection	Delay (sec)	LOS
1. Minaret Rd./Old Mammoth Rd.*	18.9	C
2. Minaret Rd./Meridian Blvd.	17.1	B
3. Old Mammoth Rd./Meridian Blvd.	20.3	C
4. Old Mammoth Rd./Main St.	17.5	B
5 Minaret Road/Main St.	19.7	B
<i>Source: Traffic Impact Analysis prepared by LSA in December 2006 and revised in July 2007</i>		
<i>Notes: * = unsignalized intersection</i>		

As shown in Table IV.M-3, all study area intersections currently operate at satisfactory levels of service (LOS D or better) in the existing condition.

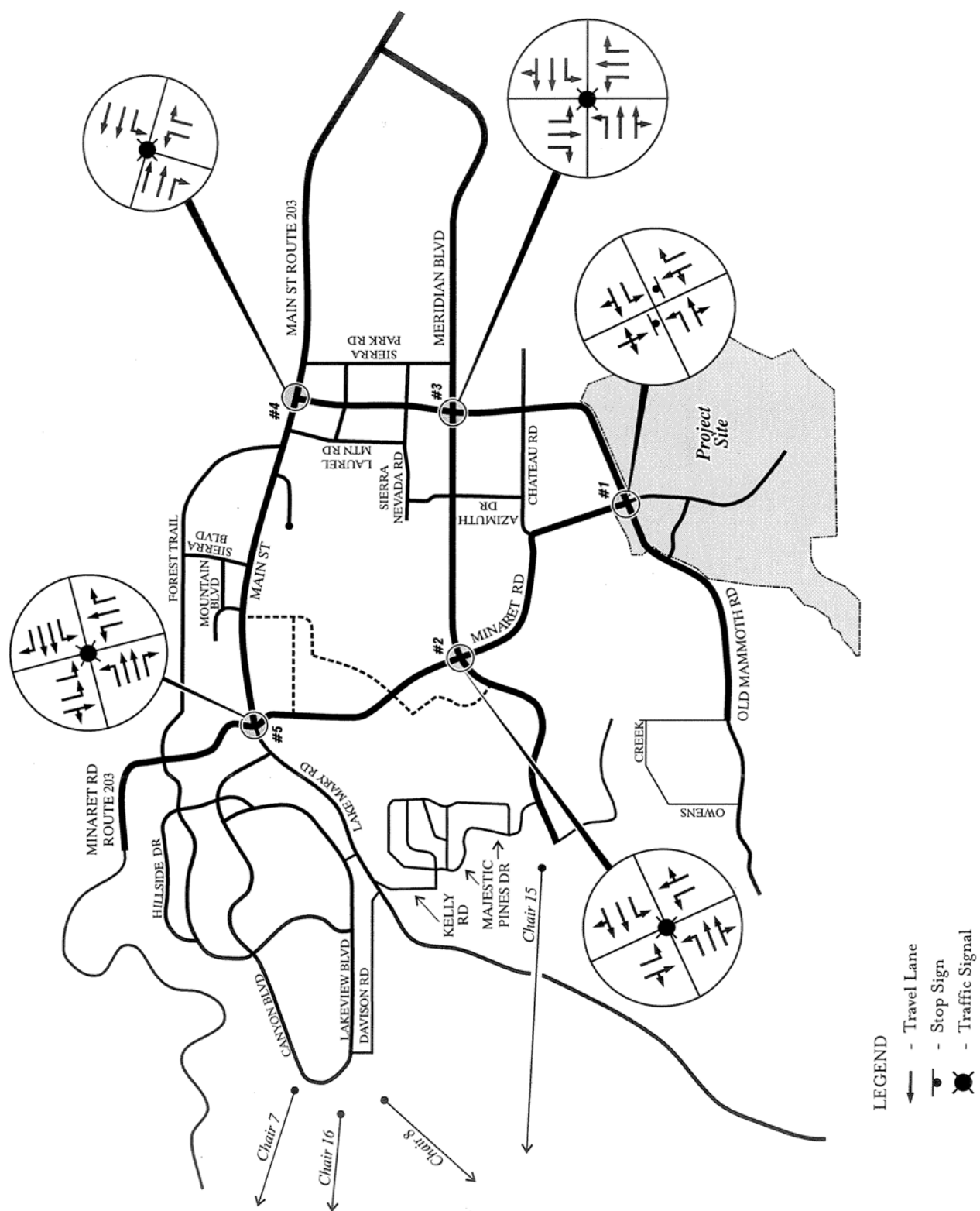
Parking

The Project site is currently undeveloped and there are no parking facilities on the site.

Bicycle and Pedestrian Facilities

The Project site is currently undeveloped with the exception of Fairway Drive, which provides access to Old Mammoth Road for residents of Snowcreek V.

The Project site is currently served for transit by Mammoth Lakes Transit Red Line. The Red Line provides bus stops adjacent to the Project site on the northwest corner of Old Mammoth Road and Minaret Road and provides service to North Village, Snowcreek Athletic Club, and the Main Lodge via Old Mammoth Road, Minaret Road, Chateau Road, Main Street, and Canyon Boulevard. The Red Line day service operates every half hour from 7:00 a.m. to 5:30 p.m. with evening service operating every half hour from 5:00 p.m. to 12:00 a.m.



LEGEND

- - Travel Lane
- T - Stop Sign
- - Traffic Signal

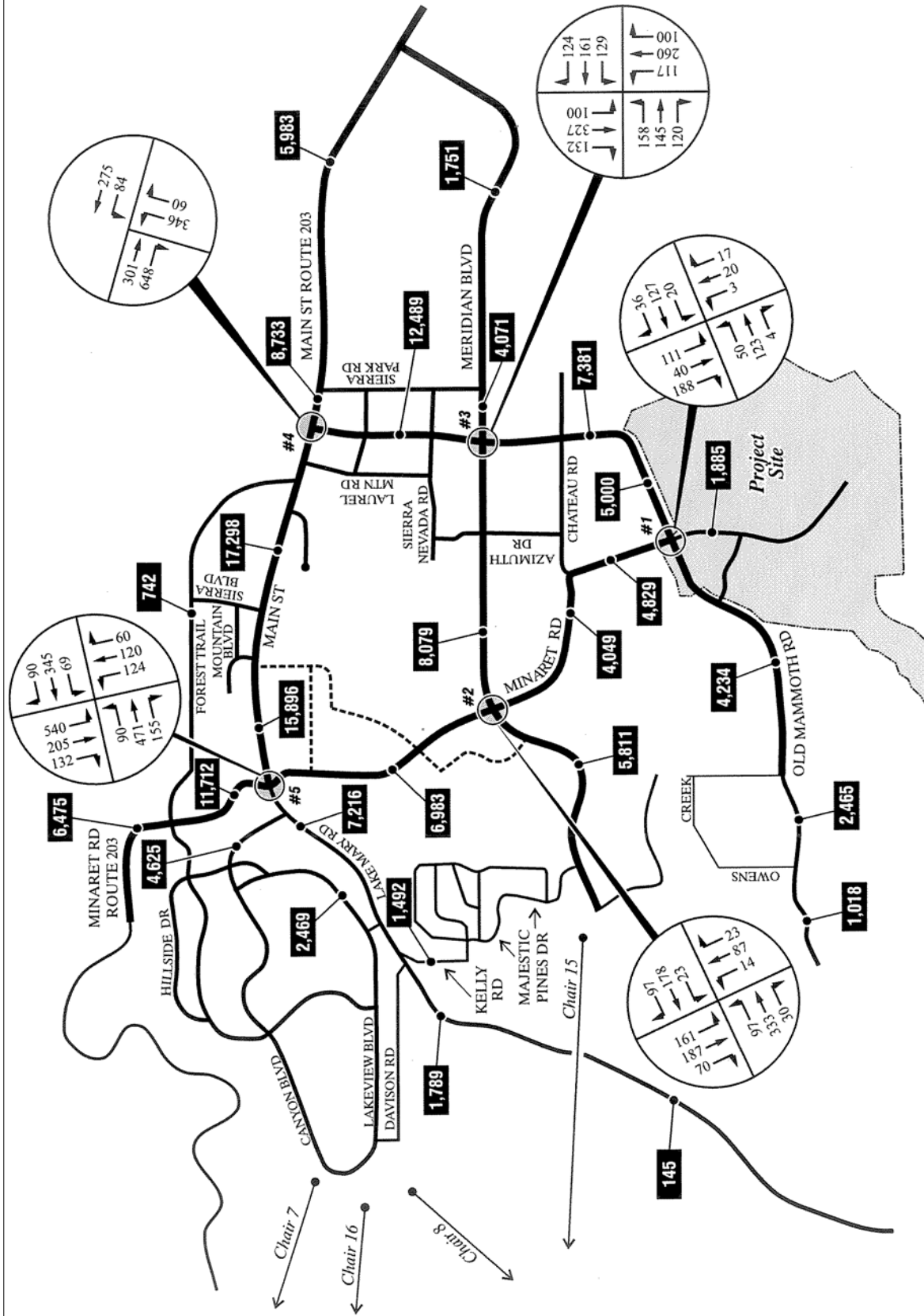
Source: LSA, 2007.



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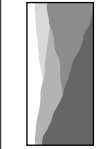
Figure IV.Mv-2
Study Area Intersection Geometrics and Control Devices



Note: Existing volumes taken from the Eagle Lodge Traffic Impact Analysis, (August 31, 2006) and the Mammoth Lakes Transportation Model Validations Report (November 11, 2004) by LSC Transportation Consultants, Inc.

YYYY - Average Daily Traffic (ADT)

Source: LSA, 2007.



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Figure IV.M-3
Existing Condition Typical Winter
Saturday Peak Hour Traffic Volumes

Cumulative (Existing Plus Approved Projects) Conditions

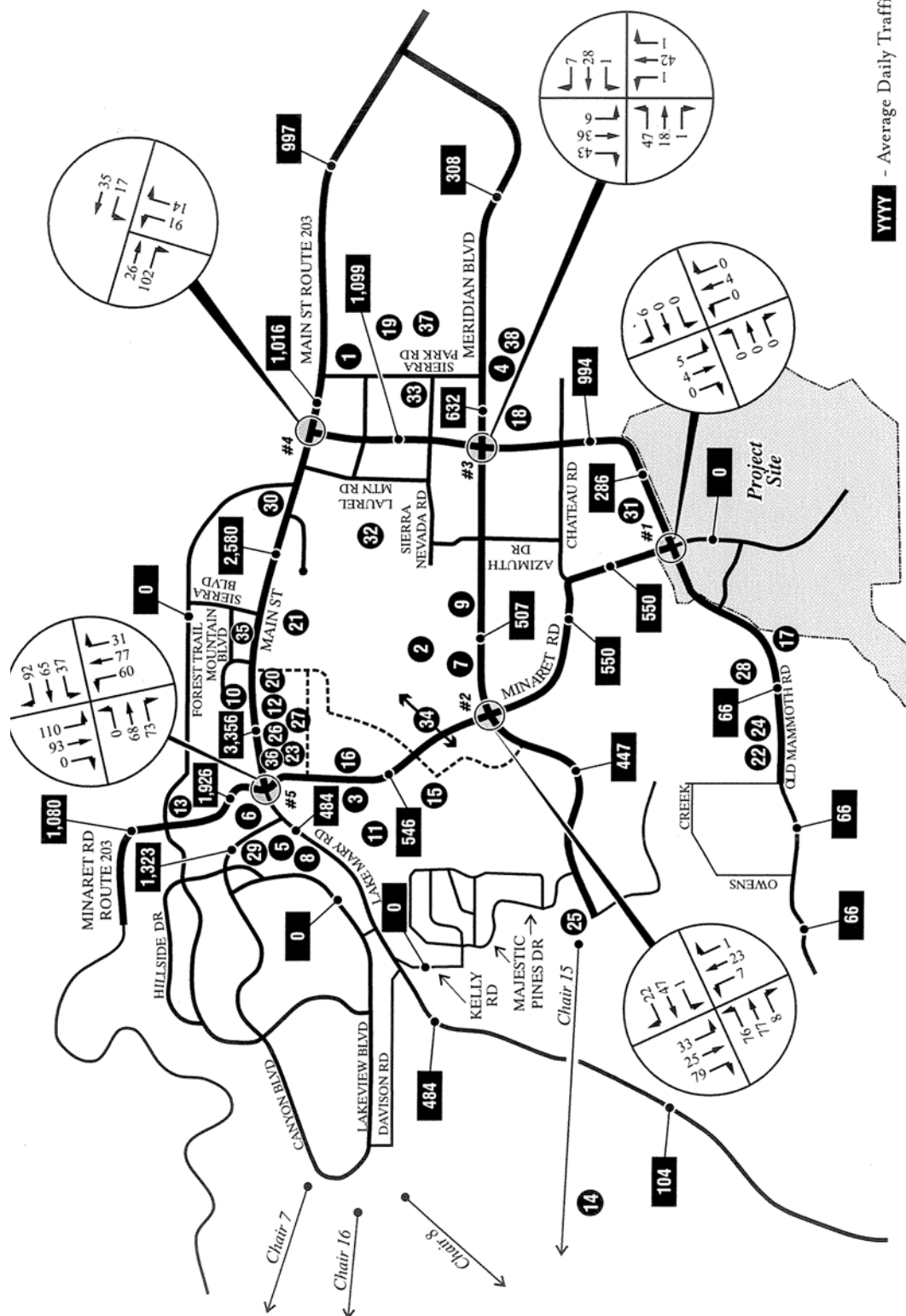
To forecast background traffic conditions, traffic volumes from approved projects in the vicinity of the Project were added to existing traffic volumes. In consultation with the Town and LSA, Associates, Inc., the related projects list (see Table II-1 of the Environmental Setting section of this Draft EIR) was modified slightly for the traffic analysis and is included in Appendix J to this Draft EIR. The modified list includes approved projects with more than 10 units.

Traffic generated by the reasonably foreseeable projects was added to existing traffic to arrive at the cumulative baseline condition. The location of the approved projects, along with the traffic volumes and ADT contributed to study area intersections and roadway segments by the approved projects are illustrated in Figure IV.M-4. The cumulative baseline traffic volumes and ADT at each intersection and roadway segments are illustrated in Figure IV.M-5. A level of service analysis at study area intersections was prepared for the cumulative baseline condition. The cumulative baseline LOS for those intersections is shown in Table IV.M-4. The LOS worksheets for the cumulative baseline conditions are presented in Appendix J to this Draft EIR.

Table IV.M-4
Cumulative Typical Winter Saturday Intersection Levels of Service

Intersection	Delay (sec)	LOS
1. Minaret Rd./Old Mammoth Road*	22.3	C
2. Minaret Rd./Meridian Blvd.**	30.9	C
3. Old Mammoth Rd./Meridian Blvd.	29.4	C
4. Old Mammoth Rd./Main St.	25.8	C
5. Minaret Rd./Main St.	40.0	D
Source: Traffic Impact Analysis prepared by LSA in December 2006 and revised in July 2007		
Notes: * = unsignalized intersection		
** = Assumes existing signal, which will be replaced by a roundabout in 2008.		

As shown in Table IV.M-4, study area intersections are forecast to operate at satisfactory LOS (LOS D or better) in the cumulative baseline condition.

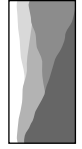


YYYY - Average Daily Traffic (ADT)

Approved Projects Key

- | | | |
|-----------------------------|---------------------------------|----------------------------|
| 1 Tavern Road Park and Ride | 25 Eagle Lodge* | 33 Clearwater Mammoth |
| 2 The Jeffries* | 26 3863/3905 Main Street* | 34 Sierra Star Master Plan |
| 3 The Grove | 27 3599 Main Street | 35 Grey Eagle |
| 4 Mammoth Lakes Foundation* | 28 Darrin Davis* | 36 Holiday Haus |
| 5 Monache (Westin)* | 29 Manzanita Apartments | 37 High County Lumber |
| 6 80/50 Timeshare Condos* | 20 Mammoth Hospital | 38 Town Ice Skating Rink |
| 7 Tallus Timeshare Condos* | 21 Intrawest South Hotel* | |
| 8 Mammoth Hillside* | 22 Aspen Village Phase I* | |
| | 23 Mammoth Crossing (Lodestar)* | |
| | 24 Aspen Village Phase II* | |
| | 26 Snowcreek VI* | |
| | 27 Mono County Library* | |
| | 28 Mammoth Hospital | |
| | 29 Darrin Davis* | |
| | 30 Manzanita Apartments | |
| | 31 Aspen Village Phase I* | |
| | 32 Mammoth Crossing (Lodestar)* | |
| | 33 Aspen Village Phase II* | |
| | 34 Shady Rest | |
| | 35 Snowcreek VII* | |
| | 36 Town Parking Structure | |
| | 37 MLFPD | |
| | 38 Cardinal Investments | |

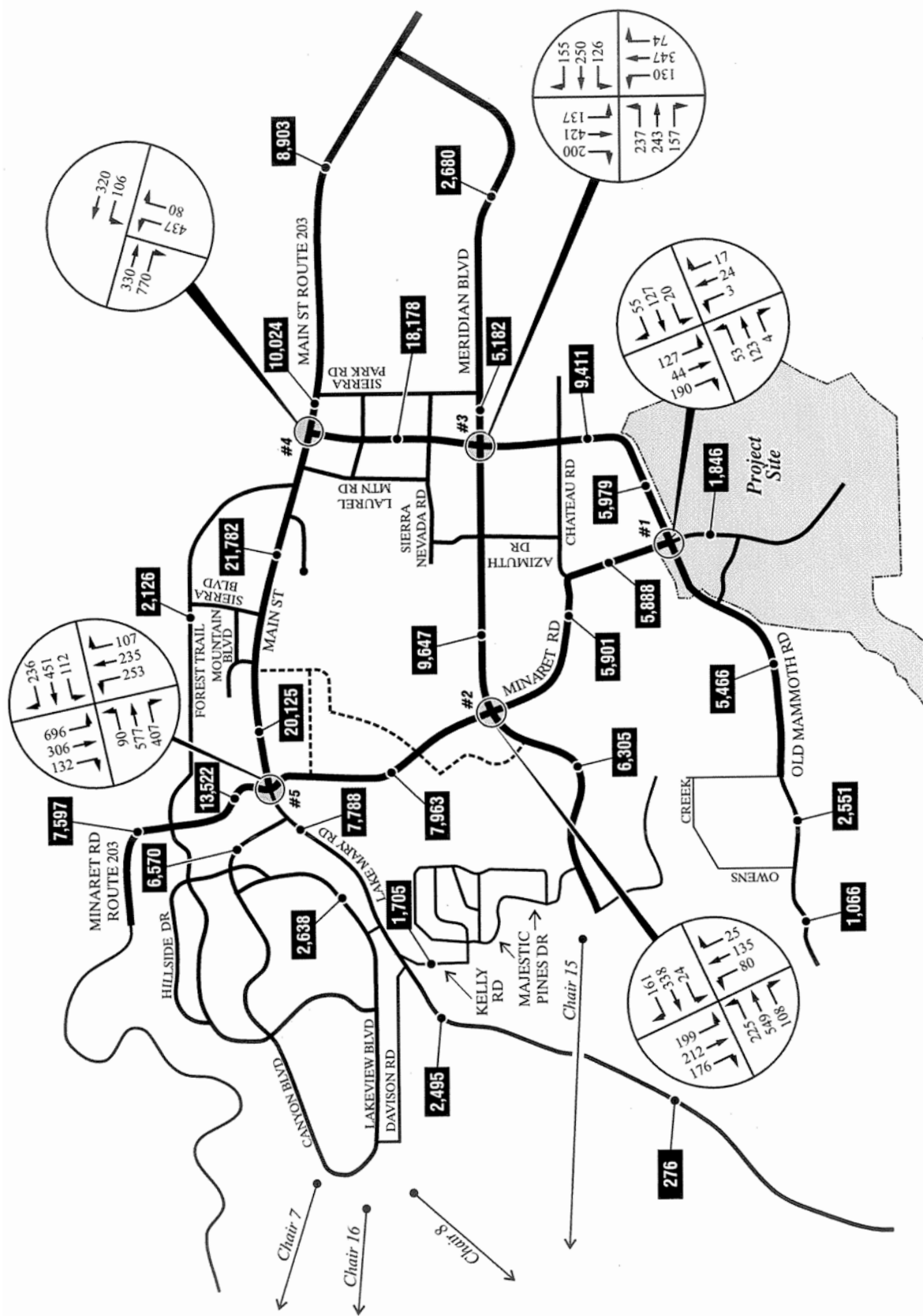
Source: LSA, 2007.



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Figure IV.M-4
Approved Project Locations and Trip Assignment



YYY - Average Daily Traffic (ADT)

Source: LSA, 2007.



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Figure IV.M-5
Cumulative Baseline Typical Winter
Saturday Peak Hour Traffic Volumes

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, a project would have a significant transportation/traffic impact if it would:

- (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 or vehicle trips, the V/C ratio on roads, or congestion at intersections);
- (b) exceed, either individually or cumulatively, a LOS standard established by the Town (or Caltrans for State Highway 203) 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; or
- (g) conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The closest airport to the Project site is the Mammoth Yosemite Airport, located approximately seven miles to the east of the Project site. The Project would not 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; therefore, this impact will not be analyzed further.

The methodology utilized in this analysis for determining LOS for signalized and unsignalized intersections is described above under “Analysis Methods.”

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of LOS. These levels recognize that, while an absolute limit exists regarding the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stalls) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity has been exceeded, and arriving traffic will

exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again declines.

As mentioned previously, the Town's LOS standard for intersections is LOS D for signalized intersections. An intersection is considered satisfactory when it operates at LOS A-D. An unsignalized intersection would be considered deficient 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 multilane approach, consistent with the adopted Circulation Element and General Plan Update Draft EIR Traffic Analysis (2004).

Project Analysis Assumptions

Primary access to the Project site would be provided from the intersection of Minaret Road/Old Mammoth Road. The Project would construct a roundabout at the intersection of Minaret Road/Old Mammoth Road consistent with the General Plan. A second Project access functioning primarily as an emergency access would be provided at the intersection west of Minaret Road/Old Mammoth Road. This secondary access is not evaluated technically and only nominal Project traffic was assigned since this access is not as direct as the main access.

Project traffic generated by the residential uses was reduced by 15 percent to account for transit capture based on the committed shuttle provisions noted in the Project description. The Snowcreek VIII shuttle services and Red Line Bus routes have been accounted for in the traffic generation. The Project has committed three specific transit enhancements to and from the site. These enhancements include:

1. A revision to the Red Line bus route that includes a stop at the Hotel entrance on the Project site and a return to the original bus route.
2. An exclusive shuttle service provided for hotel guests to Eagle Lodge and the Village/Gondola area.
3. Another three to four shuttle vans to be paid for by the Snowcreek VIII master homeowners association for all residents to use to major visitor stops including Eagle Lodge, the Village, Main Street and Old Mammoth Road commercial.

Project trips were generated based on the land uses of the Project. Winter Saturday daily and peak-hour trips were generated for the proposed Project using trip rates from the *ITE Trip Generation Manual, 7th Edition* (2003). Trip rates used for this analysis are described further in Appendix J to this Draft EIR.

As shown in Table IV.M-5, the proposed Project generates approximately 11,183 daily trips and 969 peak-hour trips.

**Table IV.M-5
Project Trip Generation**

Land Use	Size/Units	ADT	In	Out	Total Trips
Trip Rate					
Residential Condominium/Townhouse ¹		5.670	0.254	0.216	0.470
Hotel ²		9.975	0.463	0.364	0.827
Convenience Market ³		863.100	38.555	38.555	77.110
Specialty Retail ⁴		42.040	2.381	2.381	4.762
Athletic Club ⁵		38.460	1.845	1.845	3.690
Ice Skating Rink ⁶		39.930	1.150	1.400	2.550
Project Trip Generation					
Residential Condominiums	770 DU	4,366	195	166	362
Condominiums (Employee Housing)	80 DU	454	20	17	38
Hotel	400 DU	3,990	185	146	331
Total Residential Trip Generation		8,810	401	329	730
Transit Capture (15%)		(1,321)	(60)	(49)	(110)
Net Residential Trip Generation		7,488	341	280	621
Market/General Store	3,500 SF	3,021	135	135	270
Interpretive Center ⁷	900 SF	388	17	17	35
Outfitters Cabin ⁸	1,700 SF	71	4	9	13
Swim Club	8,000 SF	154	7	7	15
Ice Skating Pond		60	3	3	6
Snowcreek VIII Transit Line ⁹		-	3	3	6
Red Line Bus Route ¹⁰		-	2	2	4
Total Project Trip Generation		11,183	513	457	969

Notes:

ADT = Average Daily Traffic

DU = Dwelling Unit

TSF = Thousand Square Feet

¹ Trip rate referenced from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 7th Edition Land Use Code (230) - Residential Condominium/Townhouse.² Trip rate referenced from the ITE, Trip Generation Manual, 7th Edition Land Use Code (310) - Hotel (per occupied room using a 95 percent occupancy rate).³ Trip rate referenced from the ITE, Trip Generation Manual, 7th Edition Land Use Code (851) - Convenience Market (Open 24 Hours).⁴ Trip rate referenced from the ITE, Trip Generation Manual, 7th Edition Land Use Code (814) - Specialty Retail.⁵ Trip rate referenced from the ITE, Trip Generation Manual, 7th Edition Land Use Code (493) - Athletic Club. It is expected that approximately half of the trips are generated by skiers already on site.⁶ Trip rate referenced from the ITE, Trip Generation Manual, 7th Edition (2003) Land Use Code (465) - Multi-Purpose Recreational Facility Saturday trip rate compared to Ice Rink weekday trip rate. It should be noted that as in the Eagle Lodge TIA (LSC Consultants, Inc.), the trip generation is lower because it is expected that approximately half of the trips are generated by skiers already on site.⁷ Interpretive Center trip rate taken as 50 percent of the market rate.⁸ It should be noted that 5 outbound trips have been added to the standard retail trip generation for the cabin to account for access to the cross country trails.⁹ The Snowcreek VIII shuttle service is estimated to serve the Project site three times during the Saturday peak hour.¹⁰ The Red Line bus route is expected to serve the Snowcreek VIII Project site every half hour from 5:00 p.m. to 12:00 a.m.

Source: Traffic Impact Analysis prepared by LSA in December 2006 and revised in July 2007.

Project Impacts and Mitigation Measures

Impact TRANS-1 Existing Plus Project Intersection LOS

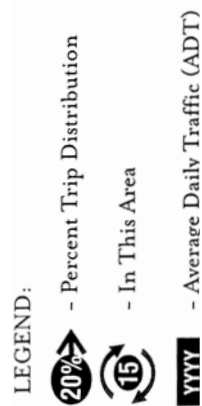
The Project trips were distributed to the surrounding circulation system based on the location of activity centers in the Town and the location of the proposed Project in relation to the Town's recreational and commercial areas. The trip distribution and Project peak hour trips and ADT at study area intersections and roadway segments are illustrated in Figure IV.M-6. Approximately 15 percent of Project traffic is destined west to the Little Eagle Ski Area and Eagle Lodge via Meridian; 30 percent north to The Village, Canyon Lodge and Main Lodge via Minaret Road; 25 percent to the Downtown areas via Old Mammoth Road and Meridian Boulevard; 10 percent east via Main Street and Meridian Boulevard; 15 percent to Main Street attractions via Minaret Road and Old Mammoth Road; and 5 percent east via Old Mammoth Road.

Existing plus Project peak-hour traffic volumes and ADT are illustrated in Figure IV.M-7. Existing plus Project LOS at study area intersections were analyzed and are shown in Table IV.M-6. The LOS worksheets for the existing plus Project conditions are presented in Appendix J to this Draft EIR.

Table IV.M-6
Existing Plus Project Typical Winter Saturday Intersection Levels of Service

Intersection	Cumulative + Project	
	Delay (sec)	LOS
1. Minaret Rd./Old Mammoth Road*	8.4	A
2. Minaret Rd./Meridian Blvd.	28.0	C
3. Old Mammoth Rd./Meridian Blvd.	25.6	C
4. Old Mammoth Rd./Main St.	21.9	C
5. Minaret Rd./Main St.	34.2	C
*Roundabout		
Source: Traffic Impact Analysis prepared by LSA in December 2006 and revised in July 2007.		

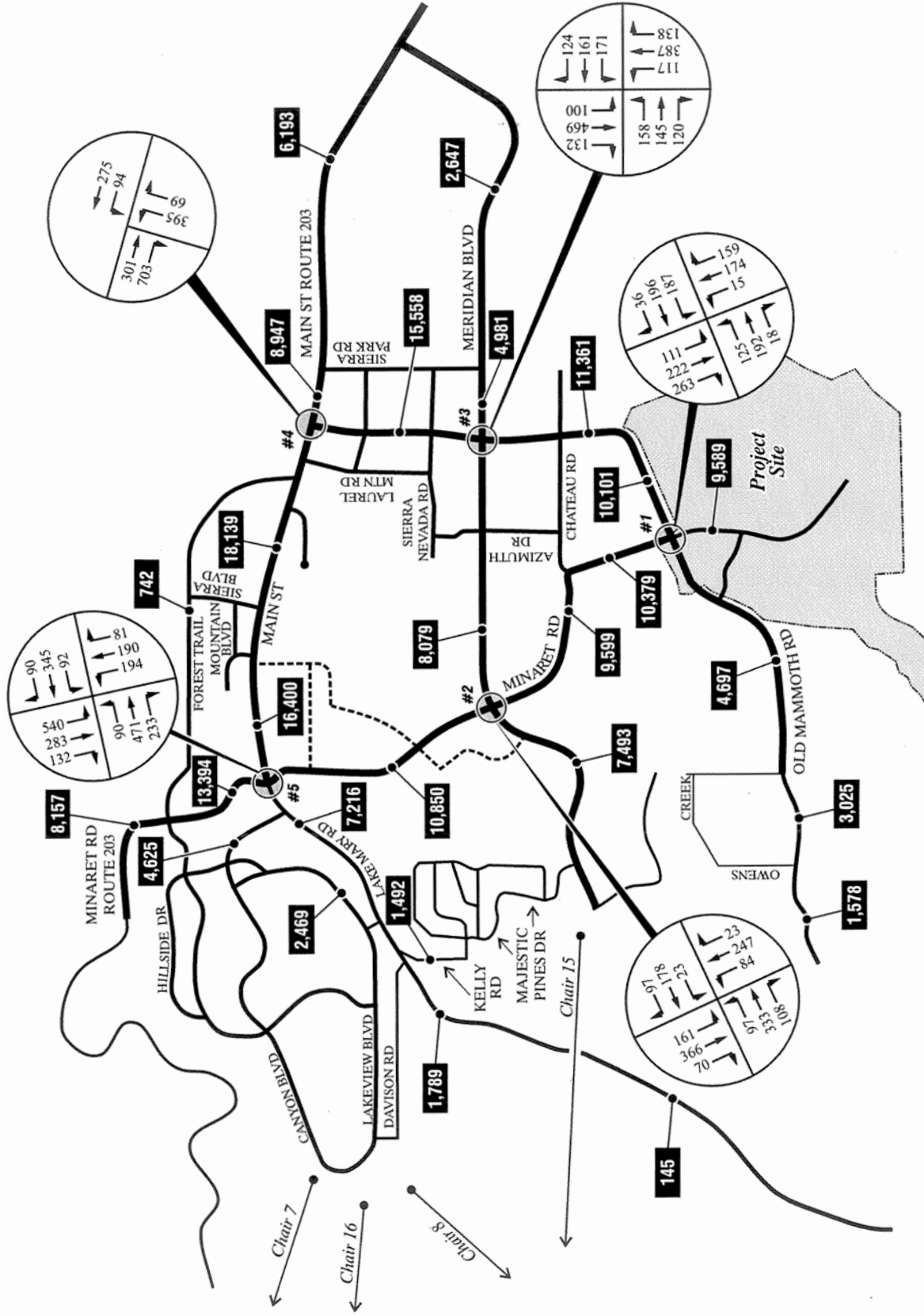
As shown in Table IV.M-6, all of the study area intersections are forecast to operate at a satisfactory LOS in the existing plus Project condition. With existing conditions, Project-generated impacts on intersection LOS would be *less than significant* and no mitigation measures are required.



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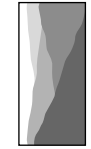


Figure IV.M-6
Snowcreek Project Trip Distribution and Assignment



YYY - Average Daily Traffic (ADT)

Source: LSA, 2007.



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Figure IV.M-7
Existing Plus Project Typical Winter
Saturday Peak Hour Traffic Volumes

Impact TRANS-2 Cumulative Plus Project Intersection LOS

The trip distribution and Project trips at study area intersections, previously referenced in Figure IV.M-6, were added to the cumulative baseline condition. Cumulative plus Project traffic volumes are shown in Figure IV.M-8. Cumulative plus Project LOS at study area intersections was analyzed and is shown in Table IV.M-7. The LOS worksheets for the cumulative plus Project conditions are presented in Appendix J to this Draft EIR.

Table IV.M-7
Cumulative Plus Project Typical Winter Saturday Intersection Levels of Service

Intersection	Cumulative + Project		With Mitigation	
	Delay (sec)	LOS	Delay (sec)	LOS
1. Minaret Rd./Old Mammoth Road*	8.9	A		
2. Minaret Rd./Meridian Blvd.	43.2	D		
3. Old Mammoth Rd./Meridian Blvd.	33.9	C		
4. Old Mammoth Rd./Main St.	32.9	C		
5. Minaret Rd./Main St.	58.5	E	38.6	D
*Roundabout Shaded = Unsatisfactory LOS Source: Traffic Impact Analysis prepared by LSA in December 2006 and revised in July 2007				

As shown in Table IV.M-7, one of the study area intersections is forecast to operate at an unsatisfactory LOS in the cumulative plus Project condition.

Mitigation Measure TRANS-2 Cumulative Plus Project Intersection LOS

Evaluation of intersection LOS shows that the addition of the Project traffic to the cumulative traffic will significantly impact the Minaret Road/Main Street intersection in the cumulative plus Project scenario, according to the Town's criteria.

The following improvement would be required for the cumulative plus Project condition to mitigate the intersection to LOS D or better:

- **Minaret Road/Main Street.** Provide eastbound right-turn overlap signal phasing consistent with General Plan recommendations. All costs for the implementation of this improvement should be eligible for a credit to Developer Impact Fees (DIF). This mitigation would be implemented as part of a traffic mitigation program that would be funded by the DIF. Implementation of this mitigation measure would reduce this impact to a *less-than-significant* level.

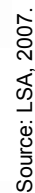


Figure IV.M-8
Cumulative Plus Project Typical Winter
Saturday Peak Hour Traffic Volumes

Impact TRANS-3 Internal Circulation and Access

The existing major public roads that serve the Project site are Old Mammoth Road, Minaret Road and Sherwin Creek Road. Primary access to the Project site would be provided from the Old Mammoth Road/Minaret Road intersection. The addition of a roundabout at this intersection is part of the Project. A second Project access would be located to the west of the intersection of Old Mammoth Road/Minaret Road. This access would function primarily as an emergency access. The need for a westbound left-turn lane from Old Mammoth Road to the secondary access location was evaluated. Based on Exhibit 9-75¹ and using design speed of 45 mph, a westbound left-turn lane is not recommended at the intersection of Minaret Road/Meadow Lane due to nominal westbound left-turn volumes. Fairway Drive currently provides access to Snowcreek V through the Project site. Fairway Drive would continue to provide access to Snowcreek V, but would be realigned as part of the Project. The Market/General Store (Store) and the Natural Resources and Historic Interpretive Center (Interpretive Center) would be accessed from two driveways off of Old Mammoth Road and the Outfitters' Cabin would be accessed from Sherwin Creek Road.

Access to the Project facilities and lodging would be from an internal roadway system. The number of internal intersections at the Project site would be limited. New internal access roads would be created throughout the Project site. All internal circulation would interface at various points with links to external trails accessing public lands to the south (Sherwin Range) or the eastern forest service lands. Internal roadways would be privately owned and maintained. The internal roadway system would provide access to various residential areas and commercial land uses throughout the Project site. Trails and/or emergency access roadways would allow secondary points of access from internal streets and roadways. All side intersecting streets to the main spine road should be stop-controlled, and an all-way stop would be provided at the intersection of the spine road and the road leading to Snowcreek V. Single-lane roundabouts may also be substituted for the stop-controlled and all-way stop intersections. Roadway designs would fit the land and be sensitive to topography, vegetation and views. Safe crossings for pedestrians would be included and crosswalks would be provided to cross Old Mammoth Road at the Minaret Road round-about. Therefore, impacts to internal circulation and access would be ***less than significant*** and no mitigation measures are required.

Impact TRANS-4 Parking

The Project would provide understructure parking facilities for the majority of the development. Surface parking for check in, tour bus, and delivery/service vehicles would also be provided. Parking structures would be designed to provide adequate width and height to accommodate most private vehicles. Short-term surface parking would be provided adjacent to the check-in locations, with guests directed to

¹ American Association of State Highway and Transportation Officials, 2004, Exhibit 9-75: Guide for Left-Turn Lanes on Two-Lane Highways of A Policy on Geometric Design of Highways and Streets.

underground parking structures located under the major residential buildings. Short-term parking uses include passenger drop off and loading, service, deliveries, transit vehicles, and guest parking for residential uses. Some buildings may share check-in and parking access. Affordable residential units would be allowed surface parking for both resident and guest use. Parking for the golf course would be provided through the Hotel parking. Surface parking would also be provided at the Outfitters' Cabin and the Store and Interpretive Center. There are no plans to provide any permanent day skier parking within the Project site.

The Project will be required to provide adequate parking as part of the approval process. Therefore the Project would not result in inadequate parking capacity and impacts would be *less than significant* and no mitigation measures are required.

Impact TRANS-5 Bicycle and Pedestrian Facilities

The Town Trail System Master Plan proposes the extension of facilities to promote such non-motorized alternative forms of transportation as walking, bicycling, and cross-country skiing. All aspects of the Project would be connected with a series of paths and walkways to accommodate pedestrians and bicycle use. Links would occur at various points to Old Mammoth Road and its walking and bicycle paths. The pedestrian and bicycle system would include interior trails and sidewalks fronting internal streets as well as connecting trails from recreational amenities, outdoor spaces and residential areas. Walkways to and from residential areas, as well as trail connections that would tie into the larger Town wide recreational trail network which includes pedestrian trails, bike lanes and sidewalks that are adjacent to major roadways such as Old Mammoth Road, Minaret Road, Sherwin Creek Road, and Fairway Drive. When possible, the major internal pedestrian corridors would be located adjacent to landscape features.

All Project bicycle and pedestrian facilities would ultimately connect with the Town's trail system; thereby providing the Project with a connection to Town-wide facilities. Therefore, impacts would be *less than significant* and no mitigation measures are required.

Impact TRANS-6 Transit

The Project would include connections to the Mammoth Lakes Transit Red Line and a shuttle service. The Project would include three specific transit improvements to and from the site. These improvements include:

- A revision to the Red Line bus route that includes a stop at the Hotel entrance on the Project site and a return to the original bus route;
- Exclusive shuttle service for hotel guests to Eagle Lodge and the Village/Gondola area; and

- Additional (three to four) shuttle vans provided by the Snowcreek VIII master homeowners association for use by all residents for trips to major visitor stops including Eagle Lodge, the Village, and Main Street and Old Mammoth Road commercial areas.

Bus/shuttle shelters would be provided at transit stops. These shelters would be sited to facilitate the safety, use and comfort of passengers using transit within the Project area and would be accessible via the local pedestrian trail and walkway network. These improvements would benefit residents of the Project area by providing on-site service and connections to the greater Mammoth Lakes transit system, thereby potentially increasing the use of transit within the Project area and reducing vehicle use. However, it is not anticipated that any increases in transit use would result in demand for the Mammoth Lakes Transit Red Line that cannot be accommodated. Therefore, impacts to transit would be *less than significant* and no mitigation measures are required.

Impact TRANS-7 Hazards

New internal access roads would be created throughout the Project site. Access to the Project facilities and lodging would be from an internal roadway system and the number of internal intersections at the Project site would be limited. Trails and/or emergency access roadways would allow secondary points of access from internal streets and roadways. All side intersecting streets to the main spine road would be stop-controlled, and an all-way stop would be provided at the intersection of the spine road and the road leading to Snowcreek V. Roadway designs would fit the land and allow for views of oncoming traffic. Safe crossings for pedestrians would be included and crosswalks would be provided to cross Old Mammoth Road at the Minaret Road round-about.

Fire lanes, turning radii and back up space around buildings would be designed in cooperation with local officials so as to be adequate for emergency and fire equipment vehicles. No agricultural land uses are located in proximity to the Project site. Therefore, the Project would not result in traffic hazards associated with incompatible uses, such as farm equipment. The Project would not substantially increase hazards due to a design feature or incompatible uses and impacts would be *less than significant* and no mitigation measures are required.

Impact TRANS-8 Emergency Access

Emergency vehicles would circulate through the Project area using the internal roadway system. In addition, supplemental fire lanes would be developed in conjunction with the roadway system to provide looped secondary emergency vehicle access and egress. Fire lanes, turning radii and back up space around buildings would be designed in cooperation with local officials so as to be adequate for emergency and fire equipment vehicles. Pavements would be designed to support loads created by emergency vehicle traffic. Standpipe and fire suppression systems connections would be incorporated into architectural and landscaping design elements where practical and in location accessible to fire equipment.

The Project would include a secondary Project access at the intersection west of Minaret Road/Old Mammoth Road, which would provide additional access to the site for residents or emergency vehicles. Therefore, the Project would not result in inadequate emergency access and impacts would be ***less than significant*** and no mitigation measures are required.

Impact TRANS-9 Policy Consistency

As noted, the Project will provide for pedestrian and bicycle facilities, and would provide for bus/shuttle shelters sited to facilitate the safety, use and comfort of passengers using transit within the Project area. Therefore the Project would not conflict with adopted policies, plans, or programs supporting alternative transportation and impacts would be ***less than significant*** and no mitigation measures are required.

Impact TRANS-10 Construction

During construction, more vehicle trips would be generated during the grading/excavation phase than during other portions of Project construction activity. Other construction phases (e.g., hauling of equipment and materials) would generate comparatively fewer trips; thus, impacts associated with grading phase traffic would be considered the worst-case situation during Project construction. Grading operation may involve up to 10 haulers conducting 180 loads per day (180 trips in and 180 trips out). These trips would occur on no-snow conditions weekdays, Monday through Friday. The grading operation of 18 trips in and 18 trips out during the weekday peak hour would have no impact on the traffic impact analysis's typical winter Saturday. This volume of truck trips would be equivalent to trips generated by approximately 150 residential units using a passenger-car equivalent of two. Therefore, the Project's construction impacts would be ***less than significant*** and no mitigation measures are required.

CUMULATIVE IMPACTS

Impact TRANS-11 Cumulative Impacts

The long-range Town General Plan build out scenario from the Eagle Lodge Traffic Impact Analysis (LSC Consultants, Inc., August 2006) for 2024 plus Project traffic projections and mitigation measures from the Town General Plan Update DEIR Traffic Analysis (LSC Consultants, Inc., November 2004) were used to evaluate long-range impacts. Study area intersection LOS and mitigated LOS for long-range conditions are summarized in Table IV.M-8. The Project would represent a reduction in size by approximately 200 units from that assumed in the Town General Plan Update DEIR Traffic Analysis for the Project site. Therefore, LOS conditions will be improved from those reported in the General Plan analysis and the Project would not contribute to a significant adverse cumulative impact.

As shown in Table IV.M-8, all study intersections would continue to operate at satisfactory LOS (LOS D or better) under long-range conditions. Thus, cumulative impacts would be ***less than significant*** and no mitigation measures are required for the long-range Town build-out conditions.

Table IV.M-8
Long-Range Typical Winter Saturday Intersection Levels of Service

Intersection	Delay (sec)	LOS
1. Minaret Rd./Old Mammoth Road*	21.5	C
2. Minaret Rd./Meridian Blvd.	33.1	C
3. Old Mammoth Rd./Meridian Blvd.	35.1	D
4. Old Mammoth Rd./Main St.	13.8	B
5. Minaret Rd./Main St.	41.0	D
6. US-395 NB Ramps/Main Street	26.6	D
7. US-395 SB Ramps/Main Street	13.5	B
*Roundabout Source: Traffic Impact Analysis prepared by LSA in December 2006 and revised in July 2007.		

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of Mitigation Measure TRANS-1, traffic impacts would be reduced to a *less-than-significant* level.