# 5.3 Traffic/Circulation

# 5.3 TRAFFIC/CIRCULATION

This section is based upon *The Inn at the Village Project – Traffic Analysis* (Traffic Study), dated May 8, 2014, and *50 Canyon Boulevard (Inn at the Village): Valet Operation* (Valet Operation Analysis), dated October 23, 2013, both prepared by LSA Associates, Inc., and which are included as Appendix 11.2, *Traffic Study*. The purpose of the Traffic Study is to evaluate development of the proposed project from a traffic and circulation standpoint. Mitigation measures are recommended, if necessary, to avoid or reduce project impacts on traffic and circulation.

The Traffic Study analyzes existing and future a.m. and p.m. peak hour traffic conditions for the following scenarios:

- Existing winter conditions;
- Existing with project conditions;
- Cumulative without project conditions;
- Cumulative with project conditions;
- 2007 General Plan Buildout without project conditions; and
- 2007 General Plan Buildout with project conditions.

## 5.3.1 EXISTING SETTING

### STUDY AREA

### Study Intersections

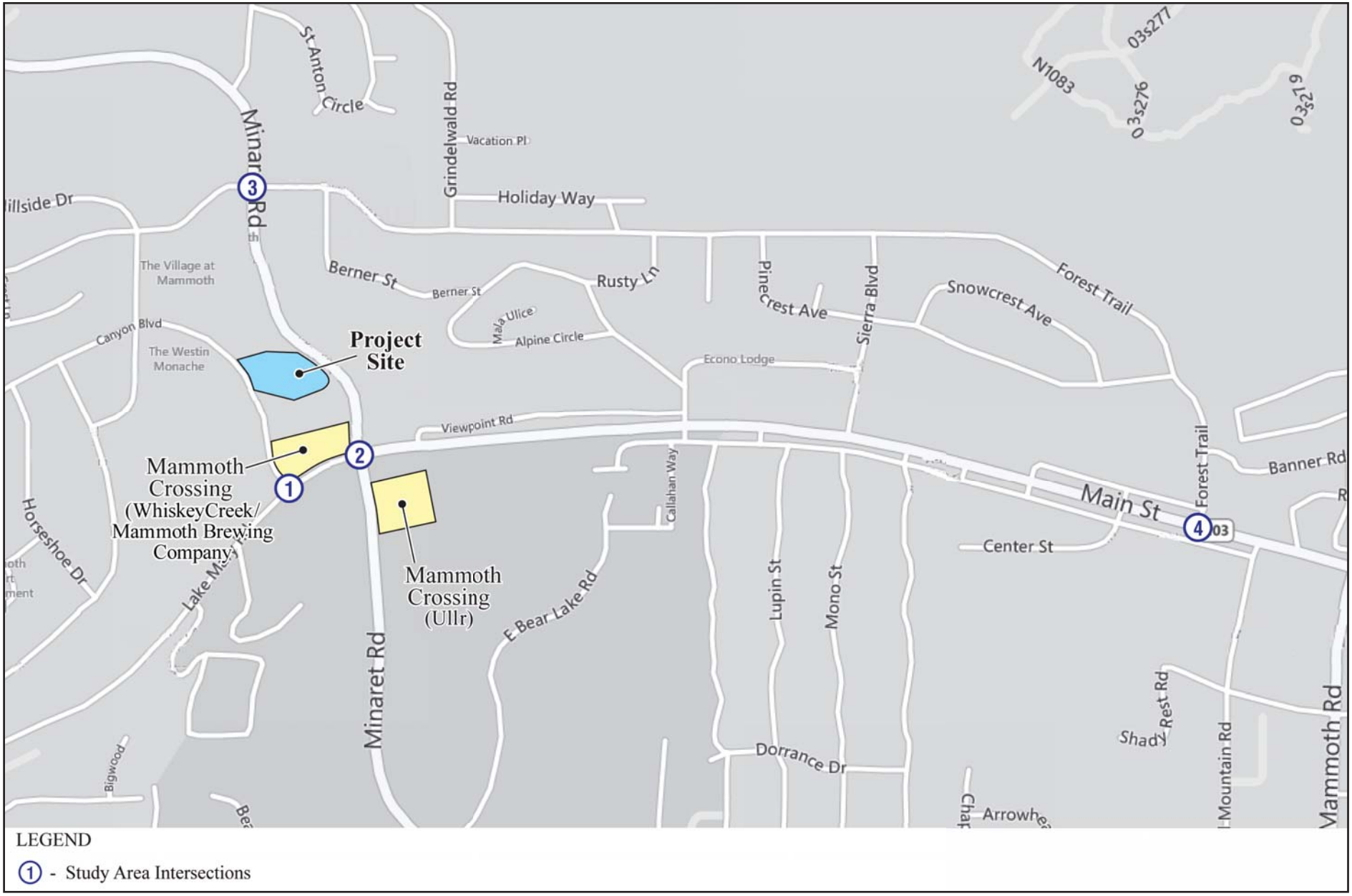
Exhibit 5.3-1, *Location of Study Intersections*, identifies the location of the following four study intersections, which provide access to the project area.

- Canyon Boulevard/Lake Mary Road;
- Minaret Road/Lake Mary Road-Main Street;
- Minaret Road/Forest Trail; and
- Forest Trail/Main Street.

### Study Roadway Segments

The following seven roadway segments traverse the study area and its vicinity:

- Canyon Boulevard north of Lake Mary Road;
- Minaret Road north of Lake Mary Road- Main Street;
- Minaret Road south of Lake Mary Road- Main Street;
- Lake Mary Road west of Canyon Boulevard;
- Lake Mary Road-Main Street between Canyon Boulevard and Minaret Road;
- Main Street east of Minaret Road; and
- Forest Trail east of Minaret Road.




Source: LSA Associates; April 25, 2014.

NOT TO SCALE

RBF CONSULTING A Baker Company

07/14 • JN 139231

INN AT THE VILLAGE
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

# Location of Study Intersections

**Exhibit 5.3-1**

## ANALYSIS METHODOLOGY

Weekend peak-hour intersection and roadway segment counts were obtained from the *Town of Mammoth Lakes Travel Demand Model Final Report* (Travel Demand Model) (LSC Transportation Consultants, Inc., dated 2011) for locations in the project vicinity. For purposes of the traffic analysis, the Existing and Alternative X (Buildout "Baseline" plus Existing Network) traffic volumes were used from the model. Using available data from the Travel Demand Model, the peak hour operations of the study area intersections and roadway segments have been determined for Existing, Cumulative, and Buildout (Alternative X) baseline (no project) conditions.

The Buildout (Alternative X) baseline (no project) volumes from the Travel Demand Model were used to develop the Cumulative peak-hour intersection and roadway segment volumes. Because the Town's model includes the maximum allowable density on the project site (8050 project), including uses and bedrooms not currently built, the manual reduction of peak hour trips equivalent to 37 bedrooms from the project site has been applied to the Buildout (Alternative X) baseline (no project) volumes to represent the Cumulative baseline conditions. The peak-hour trips of 37 total bedrooms from the project site were removed from the study area intersection and roadway segment volumes. The volume adjustments are provided as Attachment 5 of the Traffic Study, included as Appendix 11.2.

## LEVEL OF SERVICE METHODOLOGY AND PERFORMANCE CRITERIA

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of Level of Service (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 deteriorates 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 would exceed the ability of the intersection to accommodate it. An upstream queue would then form and continue to expand in length until the demand volume again declines.

To determine the peak-hour operations of intersections within the study area, the Highway Capacity Manual (HCM) 2010 methodology was used. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding ranges of stopped delay experienced per vehicle for signalized and unsignalized intersections shown in Table 5.3-1, *LOS and Delay Ranges*.

The peak-hour operation of the future roundabout at Minaret Road/Forest Trail was determined using the *SIDRA 6* software. Detailed HCM and *SIDRA 6* worksheets are provided as Attachments 3 and 4 of the Traffic Study, included as Appendix 11.2.

**Table 5.3-1**
**LOS and Delay Ranges**

| Level of Service | Description | Signalized Intersections | Unsignalized Intersections |
|---|---|---|---|
| | | Delay (seconds) | Delay (seconds) |
| A | Operations with very low delay occurring with favorable progression and/or short cycle lengths. | ≤ 10.0 | ≤ 10.0 |
| B | Operations with low delay occurring with good progression and/or short cycle lengths. | > 10.0 and ≤ 20.0 | > 10.0–15.0 |
| C | Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear. | > 20.0 and ≤ 35.0 | > 15.0–25.0 |
| D | Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable. | > 35.0 and ≤ 55.0 | > 25.0–35.0 |
| E | Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay. | > 55.0 and ≤ 80.0 | > 35.0-50.0 |
| F | Operation with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths. | > 80.0 | > 50.0 |

Source: Town of Mammoth Lakes, *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update*, dated May 2007.

The Town's LOS (which is defined using letter grades A through F) standard for intersections is LOS D, which corresponds to a delay of 55.0 seconds or less for signalized intersections. An intersection is considered satisfactory when it operates in the range of LOS A to D. An unsignalized intersection would be considered deficient if an individual minor street movement operates at LOS E or F (greater than 35.0 seconds of delay) and the total minor approach delay exceeds four vehicle hours for a single-lane approach and five vehicle hours for a multilane approach, consistent with the Circulation Element of the 2007 General Plan.

Roadway segment volume-to-capacity (v/c) ratios and LOS were determined using the Town's peak hour roadway capacities. The Town's LOS standard for roadway segments is also LOS D. A significant impact occurs on a roadway segment operating at unsatisfactory LOS E or F when deficiencies are identified at the adjacent intersections or driveways.

# EXISTING (WINTER) CONDITIONS

## Intersection Levels of Service

Table 5.3-2, *Existing Peak Hour Intersection Levels of Service*, summarizes the existing peak hour LOS for the study intersections.

**Table 5.3-2**
**Existing Peak Hour Intersection Levels of Service**

| Study Intersection | | Traffic Control | Delay[1] | LOS |
|---|---|---|---|---|
| 1 | Canyon Boulevard/Lake Mary Road | Signal | 9.8 sec | A |
| 2 | Minaret Road/Lake Mary Road-Main Street | Signal | 30.0 sec | C |
| 3 | Minaret Road/Forest Trail | TWSC | 0.386 hr | D |
| 4 | Forest Trail/Main Street | TWSC | 1.123 hr | D |

LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.

Notes:
1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in Table 5.3-2, all study intersections are currently operating at an acceptable LOS (LOS D or better) during the peak hours based on the Town's LOS standards.

## Roadway Segment Levels of Service

Table 5.3-3, *Existing Peak Hour Roadway Segment Levels of Service*, summarizes the existing peak hour LOS for the study roadway segments.

**Table 5.3-3**
**Existing Peak Hour Roadway Segment Levels of Service**

| Roadway | Segment | Capacity (vehicles) | Peak Hour Volume (vehicles) | V/C | LOS |
|---|---|---|---|---|---|
| Canyon Boulevard | North of Lake Mary Road | 800 | 875 | **1.09** | **F** |
| Minaret Road | North of Lake Mary Road-Main Street | 1,500 | 934 | 0.62 | B |
| | South of Lake Mary Road-Main Street | 1,400 | 718 | 0.51 | A |
| Lake Mary Road-Main Street | West of Canyon Boulevard | 800 | 327 | 0.41 | A |
| | Between Canyon and Minaret | 1,600 | 1,211 | 0.76 | C |
| | East of Minaret Road | 3,200 | 1,596 | 0.50 | A |
| Forest Trail | East of Minaret Road | 500 | 129 | 0.26 | A |

LOS = level of service; V/C = volume-to-capacity ratio
**Bold** values indicate unacceptable LOS E or F.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in Table 5.3-3, all study roadway segments are currently operating at an acceptable LOS (LOS D or better) with the exception of Canyon Boulevard north of Lake Mary Road.

## EXISTING TRANSIT SERVICE

The Eastern Sierra Transit Authority (ESTA) operates both regional and local bus lines that serve the Town, including inter-city service along Highway 395 and the Town's intra-city shuttle/trolley service. Other key transit providers in the area are the Mammoth Mountain Ski Area (MMSA), who contracts with ESTA to provide access between the Town and their ski area portals, and the Yosemite Area Regional Transportation System (YARTS) which provides summer shuttle service between the Town and Yosemite National Park.

The Town's fixed route service is fare-free. Several routes provide service to the NVSP area with a stop on Minaret Road and at Canyon Boulevard, north of the project site. Routes serving the NVSP area include the Red Line, Purple Line, Yellow Line, Orange Line, Blue Line, Evening Hospitality Shuttle, and Night Trolley.

## EXISTING PEDESTRIAN AND BICYCLE FACILITIES

The project site is located within the central portion of the NVSP area, just south of the Village Plaza and North Village gondola, which provides connection to Mammoth Mountain Ski Area. Sidewalks extend from Forest Trail along Minaret Road, adjacent to most of the project site. Sidewalks are not available along the southernmost portion of the project site to Main Street. Sidewalks are located along Canyon Boulevard. Crosswalks are provided at Minaret Road and Lake Mary Road-Main Street and at Canyon Boulevard and Lake Mary Road-Main Street. In addition, mid-block crosswalks are provided on Minaret Road and Canyon Boulevard, providing access to the Village Plaza and North Village gondola from other uses within the area.

According to Map 2-2, *Existing Summer Recreation Nodes and Facilities (UGB & Beyond)*, of the *Town of Mammoth Lakes Trail System Master Plan* (Trail System Master Plan), adopted October 19, 2011, an existing Class III Bike Route is located along Minaret Road and Canyon Boulevard, adjacent to the project site. Bike routes provide for shared use with bicyclists and motor vehicle traffic and are typically identified only by signing. South of Main Street, an existing Class II Bike Lane is located along Minaret Road. Bike lanes provide a striped and stenciled lane for one-way travel on both sides of a typical street or highway. A near-term[1] multi-use path is identified along Lake Mary Road, west of Minaret Road; this path has been completed. A multi-use path provides for bicycle and pedestrian travel on a paved right-of-way completely separated from any street or highway.

[1] A near-term multi-use path is defined as projects which are funded, designed, and/or under construction.

# 5.3.2 REGULATORY SETTING

## STATE LEVEL

### California Department of Transportation

The California Department of Transportation (Caltrans) publishes the *Guide for the Preparation of Traffic Impact Studies*, which provides guidelines and recommended elements of traffic studies for projects that could potentially impact state facilities such as State Route highways and freeway facilities. This is a State-level document that is used by each of the Caltrans District offices.

The Guide defines when traffic studies should be conducted to address impacts to State facilities, but does not define quantitative impact standards. The Guide states that Measures of Effectiveness (MOEs) are used to evaluate Caltrans facilities, and that the agency strives to maintain a LOS value of C on its facilities. However, the Guide states that the appropriate target LOS varies by facility and congestion level, and is defined differently by Caltrans depending on the analyzed facility.

## LOCAL LEVEL

### Town of Mammoth Lakes General Plan 2007

The Mobility Element of the 2007 General Plan describes how the Town achieves a progressive and integrated multi-modal transportation system that serves the various needs of residents, employees, and visitors. The Element focuses on the Town being connected, accessible, uncongested, and safe with emphasis on feet first, public transportation second, and car last, and identifies measures to improve mobility throughout.

Mobility Element policies that pertain to the proposed project include, but are not limited to, the following:

- Maintain a Level of Service D or better on the Peak Design Day at intersections along arterial and collector roads (Policy M.3.A).

- Reduce automobile trips by promoting and facilitating:

    - Walking;
    - Bicycling;
    - Local and regional transit;
    - Innovative parking management;
    - Gondolas and trams;
    - Employer-based trip reduction programs;
    - Alternate work schedules;
    - Telecommuting;
    - Ride-share programs; and
    - Cross-country skiing and snowshoeing (Policy M.3.B).

- Reduce automobile trips by promoting land use and transportation strategies such as: implementation of compact pedestrian oriented development; clustered and infill development; mixed uses and neighborhood serving commercial mixed use centers (Policy M.3.C).

- Require development to implement Transportation Demand Management (TDM) measures (Policy M.3.E).

- Construction activities shall be planned, scheduled and conducted to minimize the severity and duration of traffic impediments (Policy M.3.G).

- Encourage transit use by requiring development and facility improvements to incorporate features such as shelters, safe routes to transit stops, and year-round access (Policy M.5.B).

- Require all development to construct improvements and/or pay traffic impact fees to adequately mitigate identified impacts. Mitigation of significant project-related impacts may require improvements beyond those addressed by the current Capital Improvement Program and Town of Mammoth Lakes Air Quality Management Plan and Particulate Emissions Regulations (Policy M.7.E).

## Town of Mammoth Lakes Trail System Master Plan

The Trail System Master Plan, adopted October 19, 2011, updates the 1991 Trail System Plan, in accordance with the 2007 General Plan. The Trail System Master Plan also carries forward projects from the *General Bikeway Plan* and the *Sherwins Area Recreation Plan* (SHARP). The Trail System Master Plan envisions an integrated system of infrastructure and programs that support recreation and mobility simultaneously, by seamlessly connecting homes, hotels, businesses, recreation nodes, and backcountry experiences. It is based on the notion that the recreational trail experience begins when you leave your home or hotel, not just when you park your car at the trailhead. In addition to new trails, paved pathways, signage and wayfinding, and associated amenities, the Plan includes suggestions for other improvements such as sidewalks, crosswalks, bus stops, bike lanes, bicycle parking, summer maintenance, and snow removal.

## Town of Mammoth Lakes Pedestrian Master Plan

The Town of Mammoth Lakes Pedestrian Master Plan (Pedestrian Master Plan), adopted April 16, 2014, serves as an update to the Town's Sidewalk Master Plan and guides the future development and enhancement of pedestrian facilities within the Town. It is intended to follow the General Plan Mobility Element goals, policies, and actions related to pedestrian infrastructure. The Pedestrian Master Plan focuses on the triple-bottom-line, which is where transportation complements the community's social, economic, and natural capital and seeks to implement feet-first transportation, which emphasizes and prioritizes: 1) non-motorized travel; 2) public transportation; and 3) vehicles. The Pedestrian Master Plan inventories existing infrastructure, assesses current and future needs, and makes recommendations for the funding and implementation of projects.

## Town of Mammoth Lakes Bikeway Plan Update

The Town of Mammoth Lakes Bikeway Plan Update (Bikeway Plan Update), adopted April 16, 2014, guides the future development of bicycle facilities and programs in the Town. Its recommendations will facilitate bicycling for transportation and recreation and help attain the goals identified in the bicycle section of the General Plan Mobility Element. The Bikeway Plan Update seeks to meet the community needs and desires for a pleasant, enjoyable, and safer bicycle experience by establishing an overall framework for developing the bicycle network.

## Town of Mammoth Lakes Municipal Code

Article II. Development Impact Mitigation Fees. The Town has established development impact fees which are imposed on the issuance of building permits for development within the Town. Any person who seeks to develop land within the Town by applying for a building permit is required to pay the appropriate development impact fee prior to the first framing or "skeleton" inspection of the permit or annex into a Mello Roos District, if established. A development impact fee, *Circulation System (Streets, Signals, Bridges, Transit and Trails)*, has been established. Revenues are deposited into a fund and administered on a consolidated basis.

# 5.3.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

## DEFINITION OF DEFICIENCY AND SIGNIFICANT IMPACT

### Definition of Deficiency

The Town's LOS standard for signalized intersections is LOS D (less than 55.0 seconds of delay).

The Town's LOS standard for unsignalized intersections is LOS D (less than 35.0 seconds of delay) and less than four vehicle hours of total minor approach delay for a single-lane approach (or five vehicle hours of total minor approach delay for a multilane approach).

The Town's LOS standard for roadway segments is LOS D.

### Definition of Significant Impact

The identification of significant impacts is a requirement of the California Environmental Quality Act (CEQA). A traffic impact is considered significant and immitigable if the project both: i) contributes measurable traffic to, and ii) substantially and adversely changes the level of service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the 2007 General Plan cannot be constructed.

A significant project impact occurs on a roadway segment operating at LOS E or F when a significant project impact is identified at an adjacent (upstream or downstream) intersection.

## Significance Criteria

Appendix G of the CEQA Guidelines contains the Modified Initial Study Environmental Checklist form used during preparation of the Modified Initial Study, which is contained in Appendix 11.1 of this SEIR. The Modified Initial Study includes questions relating to traffic/circulation. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit (refer to Impact Statements TRA-1, TRA-2, and TRA-3);

- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways; refer to Section 8.0, *Effects Found Not To Be Significant*;

- 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; refer to Section 8.0, *Effects Found Not To Be Significant*;

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); refer to Section 8.0, *Effects Found Not To Be Significant*;

- Result in inadequate emergency access; refer to Section 8.0, *Effects Found Not To Be Significant*; and

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities; refer to Section 8.0, *Effects Found Not To Be Significant*.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

# 5.3.4 OVERVIEW OF PREVIOUS ENVIRONMENTAL ANALYSIS

The 1991 PEIR provided an analysis of traffic generation, the NVSP Circulation Plan, pedestrian circulation, and transit. For traffic generation, a cumulative plus project scenario was presented which represented traffic conditions with full buildout of the 1991 NVSP. The LOS analysis

identified seven roadway segments that would operate at LOS F. Several intersections were also identified to operate at LOS F. Mitigation measures were provided to reduce the significance of impacts, which included a Transportation Demand Management Program.

The Circulation Plan review evaluated vehicular circulation, roadway design consideration, and access. The analysis concluded that the overall circulation for the area in the vicinity could expect to be improved by the proposed NVSP roadway network. The roadway design consideration addressed the Canyon Boulevard realignment and closure realignment of Berner Street. Mitigation for the Circulation Plan was provided and included the provision of transit services.

The 1994 NVSP Amendment resulted in further analysis of traffic and circulation conditions and was included in the 1994 PEIR Addendum. This analysis resulted in modified mitigation measures as a result of modifications to traffic patterns.

The 1999 SPEIR determined that the 1999 NVSP Amendment would result in the generation of approximately 15,419 additional typical Saturday daily trips. This increase in traffic could result in potentially significant impacts to the existing LOS on three nearby intersections. The 1999 SPEIR determined that implementation of the recommended mitigation measures would reduce potentially significant impacts to less than significant levels. Further, the 1999 SPEIR determined that operational deficiencies would occur at several intersections in the area with and without the 1999 NVSP Amendment, assuming buildout of the Town's 1987 General Plan. The 1999 SPEIR concluded that with implementation of the recommended mitigation measures, cumulative impacts in this regard would be reduced to less than significant levels.

The 1999 SPEIR also determined that the 1999 NVSP Amendment was consistent with the Town's 1987 General Plan policies that encouraged transit, pedestrian, and bicycle transportation, and discouraged vehicular transportation. The 1999 SPEIR concluded that with implementation of the recommended mitigation measures, cumulative impacts in this regard would be reduced to less than significant levels.

## 5.3.5 IMPACTS AND MITIGATION MEASURES

### CONSTRUCTION TRAFFIC GENERATION

#### TRA-1 PROJECT CONSTRUCTION WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC FOR EXISTING CONDITIONS WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM.

***Impact Analysis:*** The previous environmental documentation did not specify construction traffic generation-related traffic/circulation impacts. Construction activities associated with the proposed project would generate traffic as a result of vehicular traffic related to construction workers and delivery of materials to the project site. Project construction is anticipated to take 12 months. During construction, the construction offices would be accommodated nearby on the Mammoth Crossing property located on the northeast corner of Canyon Boulevard and Lake Mary Road while construction phase parking, mobilization, and storage of materials would be located on the southeast corner of Minaret Road and Main Street; refer to Exhibit 3-9, *Construction Staging Plan*.

Construction-related trips associated with trucks and employees traveling to and from the project site may result in minor traffic delays within the project area. However, the potential traffic interference caused by construction vehicles would only be a temporary, short-term impact to vehicles using Canyon Boulevard, Minaret Road, and Lake Mary Road in the morning and afternoon hours.

Hauling of the material would be restricted to occur during the off-peak hours (9:00 a.m. to 3:00 p.m.) and appropriate traffic control personnel ("flaggers") would be used to ensure construction vehicles operate safely along Canyon Boulevard, Minaret Road, and Lake Mary Road and in a manner that minimizes disruption of traffic along these roadways.

It is anticipated that a maximum of 41 workers and an average of 33 workers would be on site at any given time during construction of the project. Many of these workers would stagger their work schedules and would not arrive or depart at the same time. However, as a conservative estimate, if all 41 workers drove individually and arrived and departed during the peak periods, the interim traffic generated by construction workers traveling to and from the project site would represent approximately six percent of the existing peak-hour traffic on Minaret Road and 2.5 percent of the existing peak-hour traffic on Main Street (east of Minaret Road). The actual construction worker trip volumes would be dispersed throughout the peak period (consisting of multiple hours) and the entire day. The temporary nature of the construction trips and the nominal increase in temporary traffic volumes would not result in a significant impact. Thus, construction worker traffic impacts would be less than significant in this regard.

In order to reduce the potential impact of construction-related vehicles interacting with pedestrians and local traffic, a construction management plan would be developed to implement a variety of measures to minimize traffic and parking impacts upon the local circulation system (Additional Mitigation Measure TRA-1). The construction management plan would include, but not be limited to the: prohibition of construction worker parking along local streets, identification of appropriate haul routes to avoid traffic disruptions, and limitation of hauling activities to off-peak hours. Implementation of a construction management plan would further ensure potential impacts associated with construction-related traffic would be reduced to a less than significant level.

***Applicable 1999 SPEIR Mitigation Measures:*** No 1999 SPEIR mitigation measures are applicable to this topical area.

***Additional Mitigation Measures:***

TRA-1 Prior to issuance of any Building Permits, a Construction Management Plan shall be submitted for review and approval by the Community and Economic Development Department Planning Manager. The Construction Management Plan shall, at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.

- Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.

- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.

- Require the Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the Town Engineer (or representative of the Town Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

- The scheduling of hauling or transport of oversize loads shall avoid peak hour traffic periods to the maximum extent feasible, unless approved otherwise by the Town Engineer. No hauling or transport shall be allowed during nighttime hours or Federal holidays. All hauling and transport activities shall comply with Municipal Code Chapter 8.16, *Noise Regulation*.

- Haul trucks entering or exiting public streets shall at all times yield to the public traffic.

- If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the Town Engineer.

- All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur within the identified construction staging area.

- This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as Town of Mammoth Lakes requirements.

***Level of Significance:*** Less Than Significant Impact With Mitigation Incorporated.

## PROJECT TRAFFIC GENERATION

### TRA-2 PROJECT IMPLEMENTATION WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC FOR FORECAST CONDITIONS WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM.

***Impact Analysis:*** The 1991 PEIR provided an analysis of traffic generation. A cumulative plus project scenario was presented which represented traffic conditions with full buildout of the 1991 NVSP. The LOS analysis identified seven roadway segments that would operate at LOS F. Several intersections were also identified to operate at LOS F. Mitigation measures were provided to reduce the significance of impacts, which included a Transportation Demand Management Program. The 1994 NVSP Amendment resulted in further analysis of traffic conditions and was included in the 1994 PEIR Addendum. This analysis resulted in modified mitigation measures as a result of modifications to traffic patterns. The 1999 SPEIR determined that the 1999 NVSP Amendment would result in the generation of approximately 15,419 additional typical Saturday daily trips. This increase in traffic could result in potentially significant impacts to the existing LOS on three nearby

intersections. The 1999 SPEIR determined that implementation of the recommended mitigation measures would reduce potentially significant impacts to less than significant levels.

The proposed project involves the development of a seven-story hotel that includes hotel rooms, food and beverage sales, spa, outdoor pool/jacuzzis, and landscaping elements. The hotel, totaling 64,750 gross square feet of buildable floor area, would consist of a maximum lodging room count of up to 67 rooms. The project would be built on top of the existing parking structure podium.

The proposed development would exceed the maximum allowable density of the project site by 30 rooms. In order to exceed the project site's maximum allowable density by 30 rooms, but remain within the overall maximum density of the entire NVSP, the Applicant is proposing to transfer 30 bedrooms to the project site from another site within the NVSP Mammoth Crossing zone. Two parcels within the Mammoth Crossing zone, either the Whiskey Creek/Mammoth Brewing Company site at the northwest corner of Minaret Road/Lake Mary Road-Main Street or the Ullr site at the southeast corner of Minaret Road/Lake Mary Road-Main Street, is proposed to serve as the "sending site" for purposes of the density transfer.

**Project Trip Generation**

Typical winter weekend peak-hour trips were generated for the project using empirical survey data from a study conducted in the NVSP area in February and March 2008; refer to Attachment 6 of the Traffic Study, included as Appendix 11.2. This study evaluated trip generation characteristics of occupied units in the NVSP area (Village Lodges and Westin Hotel) and included trip generation for guest-serving uses within these projects such as restaurants, bars, spas, pools, conference facilities, etc.

The trip rate applied for the project is 0.28 trip per occupied unit, which represents the high end of the survey results. The project trip generation for the 10,700 square feet of guest-serving uses (i.e., food and beverage service, spa, etc.) is incorporated within the 0.28 trip rate applied to each occupied unit.

The basis for using an observed/measured rate is that the data reflects the net vehicular trip generation while recognizing the proximity of its resort units to accessory retail and restaurant uses, as well as to the gondola and other retail and restaurant attractions in the NVSP area. The surveyed trip rate of 0.28 trip per occupied unit (with 54 percent inbound and 46 percent outbound) is conservative and inclusive of all vehicle trip types (i.e., resort trips only, accessory retail [non-hotel] trips only, and trips for multiple uses). Therefore, no additional guest-serving retail trips have been included in the trip generation for the proposed project.

Based on the surveyed trip rate, the project would generate 19 peak-hour trips (10 inbound and 9 outbound) on a typical weekend. Project-related trips were distributed through the study area intersections and roadway segments based on expected travel patterns between the project and local destinations. The project trip distribution and assignment are illustrated on Figure 2, *Project Trip Distribution and Assignment*, of the Traffic Study, included as Appendix 11.2.

## Existing With Project Conditions

Existing with project conditions peak hour volumes were derived by adding the peak-hour project-generated trips to existing baseline traffic volumes.

### ***Intersection Levels of Service***

Table 5.3-4, *Existing With Project Peak Hour Intersection Analysis*, summarizes the peak hour LOS results at the study intersections for existing with project conditions.

**Table 5.3-4**
**Existing With Project Peak Hour Intersection Analysis**

| Study Intersection | | Traffic Control | Existing | | Existing With Project | | Peak Hour Change in Delay | Significant Project Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | Delay[1] | LOS | Delay[1] | LOS | | |
| 1 | Canyon Boulevard/Lake Mary Road | Signal | 9.8 sec | A | 9.9 sec | A | 0.1 sec | No |
| 2 | Minaret Road/Lake Mary Road-Main Street | Signal | 30.0 sec | C | 30.0 sec | C | 0.0 sec | No |
| 3 | Minaret Road/Forest Trail | TWSC | 0.386 hr | D | 0.388 hr | D | 0.002 hr | No |
| 4 | Forest Trail/Main Street | TWSC | 1.123 hr | D | 1.130 hr | D | 0.007 hr | No |

LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.

Notes:
1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in Table 5.3-4, all study intersections are anticipated to operate at an acceptable LOS (LOS D or better) based on the Town's performance criteria under existing with project conditions. Therefore, impacts would be less than significant in this regard.

## Roadway Segment Levels of Service

Table 5.3-5, *Existing With Project Peak Hour Roadway Segment Analysis*, summarizes the peak hour LOS results of the roadway segments for existing with project conditions.

As indicated in Table 5.3-5, all study area roadway segments are anticipated to operate at an acceptable LOS based on the Town's performance criteria under existing with project conditions, with the exception of Canyon Boulevard north of Lake Mary Road. Although the project would increase the volume-to-capacity ratio at this segment, significant impacts would not occur at the adjacent intersections of Canyon Boulevard/Lake Mary Road or Minaret Road/Lake Mary Road-Main Street. Therefore, the project would not create a significant impact to the study area roadway segments under existing with project conditions. Impacts would be less than significant in this regard.

**Table 5.3-5**
**Existing With Project Peak Hour Roadway Segment Analysis**

| Roadway | Segment | Capacity (vehicles) | Existing | | | Existing With Project | | | Significant Project Impact? |
|---|---|---|---|---|---|---|---|---|---|
| | | | Peak Hour Volume (vehicles) | V/C | LOS | Peak Hour Volume (vehicles) | V/C | LOS | |
| Canyon Boulevard | North of Lake Mary Road | 800 | 875 | 1.09 | **F** | 894 | 1.12 | **F** | No |
| Minaret Road | North of Lake Mary Road-Main Street | 1,500 | 934 | 0.62 | B | 937 | 0.62 | B | No |
| | South of Lake Mary Road-Main Street | 1,400 | 718 | 0.51 | A | 724 | 0.52 | A | No |
| Lake Mary Road-Main Street | West of Canyon Boulevard | 800 | 327 | 0.41 | A | 328 | 0.41 | A | No |
| | Between Canyon and Minaret | 1,600 | 1,211 | 0.76 | C | 1,226 | 0.77 | C | No |
| | East of Minaret Road | 3,200 | 1,596 | 0.50 | A | 1,603 | 0.50 | A | No |
| Forest Trail | East of Minaret Road | 500 | 129 | 0.26 | A | 129 | 0.26 | A | No |

LOS = level of service; V/C = volume-to-capacity ratio
**Bold** values indicate unacceptable LOS E or F.
Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

***Applicable 1999 SPEIR Mitigation Measures:*** No 1999 SPEIR mitigation measures are applicable to this topical area.

***Additional Mitigation Measures:*** No additional mitigation measures are required.

***Level of Significance:*** Less Than Significant Impact.

## 2007 GENERAL PLAN BUILDOUT CONDITIONS

### TRA-3 DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND BUILDOUT OF THE 2007 GENERAL PLAN WOULD NOT RESULT IN SIGNIFICANT TRAFFIC IMPACTS.

***Impact Analysis:*** The 1999 SPEIR determined that operational deficiencies would occur at several intersections in the area with and without the 1999 NVSP Amendment, assuming buildout of the Town's 1987 General Plan. The 1999 SPEIR concluded that with implementation of the recommended mitigation measures, impacts in this regard would be reduced to less than significant levels.

**2007 General Plan Buildout Without Project Conditions**

***Intersection Levels of Service***

Table 5.3-6, *2007 General Plan Buildout Without Project Peak Hour Intersection Analysis*, summarizes the peak hour LOS results of the study intersections for 2007 General Plan buildout without project conditions.

**Table 5.3-6**
**2007 General Plan Buildout Without Project Peak Hour Intersection Analysis**

| Study Intersection | | Traffic Control | Delay[1] | LOS |
|---|---|---|---|---|
| 1 | Canyon Boulevard/Lake Mary Road | Signal | 9.9 sec | A |
| 2 | Minaret Road/Lake Mary Road-Main Street | Signal | 39.9 sec | D |
| 3 | Minaret Road/Forest Trail[2] | Roundabout[3] | 43.5 sec | D |
| 4 | Forest Trail/Main Street | TWSC | 3.310 hr | **F** |

LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.
**Bold** values indicate unacceptable LOS E or F.

Notes:
1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.
2. This intersection would be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.
3. Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in Table 5.3-6, all study intersections are anticipated to operate at an acceptable LOS (LOS D or better) based on the Town's performance criteria under 2007 General Plan buildout without project conditions with the exception of the Forest Trail/Main Street intersection. Although the LOS calculation for the two-way stop-controlled (TWSC) intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay is less than five vehicle hours (3.310 vehicle hours). For an additional discussion regarding the Forest Trail/Main Street intersection, refer to Section 5.3.6, *Cumulative Impacts*. Therefore, all study intersections are forecast to operate at a satisfactory LOS.

***Roadway Segment Levels of Service***

Table 5.3-7, *2007 General Plan Buildout Without Project Peak Hour Roadway Segment Analysis*, summarizes the peak hour LOS results of the roadway segments for 2007 General Plan buildout without project conditions.

As indicated in Table 5.3-7, all study roadway segments are anticipated to operate at an acceptable LOS based on the Town's performance criteria under 2007 General Plan buildout without project conditions with the exception of the following:

- Canyon Boulevard north of Lake Mary Road;
- Minaret Road south of Lake Mary Road-Main Street; and
- Lake Mary Road-Main Street between Canyon Boulevard and Minaret Road.

**Table 5.3-7**
**2007 General Plan Buildout Without Project Peak Hour Roadway Segment Analysis**

| Roadway | Segment | Capacity (vehicles) | Peak Hour Volume | V/C | LOS |
|---|---|---|---|---|---|
| Canyon Boulevard | North of Lake Mary Road | 800 | 943 | **1.18** | **F** |
| Minaret Road | North of Lake Mary Road-Main Street | 1,500 | 1,238 | 0.83 | D |
| | South of Lake Mary Road-Main Street | 1,400 | 1,382 | **0.99** | **E** |
| Lake Mary Road-Main Street | West of Canyon Boulevard | 800 | 396 | 0.50 | A |
| | Between Canyon and Minaret | 1,600 | 1,454 | **0.91** | **E** |
| | East of Minaret Road | 3,200 | 2,011 | 0.63 | B |
| Forest Trail | East of Minaret Road | 500 | 237 | 0.47 | A |

LOS = level of service; V/C = volume-to-capacity ratio
**Bold** values indicate unacceptable LOS E or F.
Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

## 2007 General Plan Buildout With Project Conditions

As stated, the proposed development would exceed the maximum allowable density of the project site by 30 rooms. In order to exceed the project site's maximum allowable density by 30 rooms, but remain within the overall maximum density of the entire NVSP, the Applicant is proposing to transfer 30 bedrooms to the project site from another site within the NVSP Mammoth Crossing zone. Two parcels within the Mammoth Crossing zone, either the Whiskey Creek/Mammoth Brewing Company site at the northwest corner of Minaret Road/Lake Mary Road-Main Street or the Ullr site at the southeast corner of Minaret Road/Lake Mary Road-Main Street, is proposed to serve as the "sending site" for purposes of the density transfer. Thus, 2007 General Plan buildout with project conditions are analyzed for each density transfer site alternative (Whiskey Creek/Mammoth Brewing Company or Ullr).

The 37 bedrooms of the maximum allowable density would generate approximately 10 peak-hour trips (five inbound and five outbound). The 30 bedrooms beyond the maximum allowable density would generate nine peak-hour trips (five inbound and four outbound). For purposes of 2007 General Plan buildout with project conditions, the nine peak-hour trips associated with 30 bedrooms beyond the maximum allowable density were redistributed (or transferred) from the Mammoth Crossing (Whiskey Creek/Mammoth Brewing Company or Ullr) sending site to the project site using the 2007 General Plan buildout without project traffic volumes.

### *Intersection Levels of Service*

Table 5.3-8, *2007 General Plan Buildout With Project Peak Hour Intersection Analysis – Whiskey Creek/Mammoth Brewing Company*, summarizes the peak hour LOS results of the study intersections for 2007 General Plan buildout with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site.

**Table 5.3-8**
**2007 General Plan Buildout With Project Peak Hour Intersection Analysis – Whiskey Creek/Mammoth Brewing Company**

| | Study Intersection | Traffic Control | Without Project | | With Project | | Peak Hour Change in Delay | Significant Project Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | Delay[1] | LOS | Delay[1] | LOS | | |
| 1 | Canyon Boulevard/Lake Mary Road | Signal | 9.9 sec | A | 9.9 sec | A | 0.0 sec | No |
| 2 | Minaret Road/Lake Mary Road-Main Street | Signal | 39.9 sec | D | 39.9 sec | D | 0.0 sec | No |
| 3 | Minaret Road/Forest Trail[2] | Roundabout[3] | 43.5 sec | D | 43.5 sec | D | 0.0 sec | No |
| 4 | Forest Trail/Main Street | TWSC | 3.310 hr | **F** | 3.310 hr | **F** | 0.000 hr | No |

LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.

Notes:
1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.
2. This intersection would be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.
3. Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in Table 5.3-8, all study intersections would operate at an acceptable LOS (LOS D or better) under 2007 General Plan buildout with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site with the exception of the Forest Trail/Main Street intersection[2]. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay would not exceed five vehicle hours (3.310 vehicle hours). Therefore, based on the transfer of 30 bedrooms from the Whiskey Creek/Mammoth Brewing Company site to the project site (and the redistribution of the equivalent peak-hour trips), the project would not create a significant impact to a study intersection under 2007 General Plan buildout with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site. Impacts would be less than significant in this regard.

Table 5.3-9, *2007 General Plan Buildout With Project Peak Hour Intersection Analysis – Ullr*, summarizes the peak hour LOS results of the study intersections for 2007 General Plan buildout with project conditions assuming a density transfer from the Ullr site.

As indicated in Table 5.3-9, all study intersections would operate at an acceptable LOS (LOS D or better) under 2007 General Plan buildout with project conditions assuming a density transfer from the Ullr site with the exception of the Forest Trail/Main Street intersection[3]. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay would not exceed five vehicle hours (3.310 vehicle hours). Therefore, based on the transfer of 30 bedrooms from the Ullr site to the project site (and the redistribution of the equivalent peak-hour trips), the project would not create a significant impact to a study intersection under 2007 General Plan buildout with project conditions assuming a density transfer from the Ullr site. Impacts would be less than significant in this regard.

[2] The proposed 30 room density transfer from the Whiskey Creek/Mammoth Brewing Company site to the project site would result in no change to the General Plan buildout intersection delay times.

[3] The proposed 30 room density transfer from the Ullr site to the project site would result in no change to the General Plan buildout intersection delay times.

**Table 5.3-9**
**2007 General Plan Buildout With Project Peak Hour Intersection Analysis – Ullr**

| Study Intersection | | Traffic Control | Without Project | | With Project | | Peak Hour Change in Delay | Significant Project Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | Delay[1] | LOS | Delay[1] | LOS | | |
| 1 | Canyon Boulevard/Lake Mary Road | Signal | 9.9 sec | A | 9.9 sec | A | 0.0 sec | No |
| 2 | Minaret Road/Lake Mary Road-Main Street | Signal | 39.9 sec | D | 39.9 sec | D | 0.0 sec | No |
| 3 | Minaret Road/Forest Trail[2] | Roundabout[3] | 43.5 sec | D | 43.5 sec | D | 0.0 sec | No |
| 4 | Forest Trail/Main Street | TWSC | 3.310 hr | **F** | 3.310 hr | **F** | 0.000 hr | No |

LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.

Notes:
1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.
2. This intersection would be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.
3. Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

***Roadway Segment Levels of Service***

Table 5.3-10, *2007 General Plan Buildout With Project Peak Hour Roadway Segment Analysis – Whiskey Creek/Mammoth Brewing Company*, summarizes the peak hour LOS results of the roadway segments for 2007 General Plan buildout with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site.

**Table 5.3-10**
**2007 General Plan Buildout With Project Peak Hour**
**Roadway Segment Analysis – Whiskey Creek/Mammoth Brewing Company**

| Roadway | Segment | Capacity (vehicles) | Without Project | | | With Project | | | Significant Project Impact? |
|---|---|---|---|---|---|---|---|---|---|
| | | | Peak Hour Volume (vehicles) | V/C | LOS | Peak Hour Volume (vehicles) | V/C | LOS | |
| Canyon Boulevard | North of Lake Mary Road | 800 | 943 | **1.18** | **F** | 943 | **1.18** | **F** | No |
| Minaret Road | North of Lake Mary Road-Main Street | 1,500 | 1,238 | 0.83 | D | 1,238 | 0.83 | D | No |
| | South of Lake Mary Road-Main Street | 1,400 | 1,382 | **0.99** | **E** | 1,382 | **0.99** | **E** | No |
| Lake Mary Road-Main Street | West of Canyon Boulevard | 800 | 396 | 0.50 | A | 396 | 0.50 | A | No |
| | Between Canyon and Minaret | 1,600 | 1,454 | **0.91** | **E** | 1,454 | **0.91** | **E** | No |
| | East of Minaret Road | 3,200 | 2,011 | 0.63 | B | 2,011 | 0.63 | B | No |
| Forest Trail | East of Minaret Road | 500 | 237 | 0.47 | A | 237 | 0.47 | A | No |

LOS = level of service; V/C = volume-to-capacity ratio
**Bold** values indicate unacceptable LOS E or F.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in Table 5.3-10, all study roadway segments are anticipated to operate at an acceptable LOS based on the Town's performance criteria under 2007 General Plan buildout with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site with the exception of the following:

- Canyon Boulevard north of Lake Mary Road;
- Minaret Road south of Lake Mary Road-Main Street; and
- Lake Mary Road-Main Street between Canyon Boulevard and Minaret Road[4].

The transfer of 30 bedrooms from Whiskey Creek/Mammoth Brewing Company to the project site (and the redistribution of the equivalent peak-hour trips) would not increase the volume-to-capacity ratio at these three roadway segments when compared to existing conditions. Furthermore, significant impacts would not occur at the adjacent intersections. Therefore, the project would not create a significant impact to the study area roadway segments under 2007 General Plan buildout with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site. Impacts would be less than significant in this regard.

Table 5.3-11, *2007 General Plan Buildout With Project Peak Hour Roadway Segment Analysis – Ullr*, summarizes the peak hour LOS results of the roadway segments for 2007 General Plan buildout with project conditions assuming a density transfer from the Ullr site.

**Table 5.3-11**
**2007 General Plan With Project Peak Hour Roadway Segment Analysis – Ullr**

| Roadway | Segment | Capacity (vehicles) | Without Project | | | With Project | | | Significant Project Impact? |
|---|---|---|---|---|---|---|---|---|---|
| | | | Peak Hour Volume (vehicles) | V/C | LOS | Peak Hour Volume (vehicles) | V/C | LOS | |
| Canyon Boulevard | North of Lake Mary Road | 800 | 943 | **1.18** | **F** | 948 | **1.19** | **F** | No |
| Minaret Road | North of Lake Mary Road-Main Street | 1,500 | 1,238 | 0.83 | D | 1,239 | 0.83 | D | No |
| | South of Lake Mary Road-Main Street | 1,400 | 1,382 | **0.99** | **E** | 1,378 | **0.98** | **E** | No |
| Lake Mary Road-Main Street | West of Canyon Boulevard | 800 | 396 | 0.50 | A | 396 | 0.50 | A | No |
| | Between Canyon and Minaret | 1,600 | 1,454 | **0.91** | **E** | 1,459 | **0.91** | **E** | No |
| | East of Minaret Road | 3,200 | 2,011 | 0.63 | B | 2,011 | 0.63 | B | No |
| Forest Trail | East of Minaret Road | 500 | 237 | 0.47 | A | 237 | 0.47 | A | No |

LOS = level of service; V/C = volume-to-capacity ratio
**Bold** values indicate unacceptable LOS E or F.
Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in Table 5.3-11, all study roadway segments are anticipated to operate at an acceptable LOS based on the Town's performance criteria under 2007 General Plan buildout with project conditions assuming a density transfer from the Ullr site with the exception of the following:

- Canyon Boulevard north of Lake Mary Road;
- Minaret Road south of Lake Mary Road-Main Street; and
- Lake Mary Road-Main Street between Canyon Boulevard and Minaret Road[5].

[4] Although the trip distribution assumptions and segment approach information has changed, the proposed 30 room density transfer from the Whiskey Creek/Mammoth Brewing Company site to the project site would result in no change to the resultant General Plan buildout roadway peak hour volumes as shown in Table 5.3-10.

[5] Although the trip distribution assumptions and segment approach information has changed, the proposed 30 room density transfer from the Ullr site to the project site would result in only very slight changes to the resultant General Plan buildout roadway peak hour volumes as shown in Table 5.3-11.

Although the transfer of 30 bedrooms from the Ullr site to the project site (and the redistribution of the equivalent peak-hour trips) would increase the volume-to-capacity ratio at the Canyon Boulevard north of Lake Mary Road roadway segment, significant impacts would not occur at the adjacent intersections. Therefore, the project would not create a significant impact to the study area roadway segments under 2007 General Plan buildout with project conditions assuming a density transfer from the Ullr site. Impacts would be less than significant in this regard.

***Applicable 1999 SPEIR Mitigation Measures:*** No 1999 SPEIR mitigation measures are applicable to this topical area.

***Additional Mitigation Measures:*** No additional mitigation measures are required.

***Level of Significance:*** Less Than Significant Impact.

## 5.3.6 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

- **CONSTRUCTION OF THE PROPOSED PROJECT, AND OTHER RELATED CUMULATIVE PROJECTS, COULD INCREASE TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE EXISTING STREET SYSTEM.**

***Impact Analysis:*** The previous environmental documentation did not specify specific cumulative traffic/circulation impacts associated with construction.

Construction activities associated with the proposed project and cumulative projects may overlap, resulting in traffic impacts to local roadways. However, as stated, construction of the proposed project would not result in significant traffic impacts to study intersections. Further, the project would be required to prepare a Construction Management Plan in order to reduce the impact of construction-related traffic upon the local circulation system within the project area (Additional Mitigation Measure TRA-1). The cumulative development projects would also be required to reduce construction traffic impacts on the local circulation system and implement any required mitigation measures that may be prescribed pursuant to CEQA provisions. Therefore, the project's contribution to cumulative construction traffic impacts would be less than significant.

***Applicable 1999 SPEIR Mitigation Measures:*** No 1999 SPEIR mitigation measures are applicable to this topical area.

***Additional Mitigation Measures:*** Refer to Additional Mitigation Measure TRA-1.

***Level of Significance:*** Less Than Significant Impact With Mitigation Incorporated.

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT CAUSE A SIGNIFICANT INCREASE IN TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM.**

***Impact Analysis:*** The 1991 PEIR determined that the cumulative plus project scenario identified seven roadway segments that would operate at LOS F. Several intersections were also identified to operate at LOS F. Mitigation measures were provided to reduce the significance of impacts, which included a Transportation Demand Management Program. The 1994 NVSP Amendment resulted in further analysis of traffic and circulation conditions and was included in the 1994 PEIR Addendum. This analysis resulted in modified mitigation measures as a result of modifications to traffic patterns. The 1999 SPEIR determined that operational deficiencies would occur at several intersections in the area with and without the 1999 NVSP Amendment, assuming buildout of the Town's 1987 General Plan. The 1999 SPEIR concluded that with implementation of the recommended mitigation measures, cumulative impacts in this regard would be reduced to less than significant levels.

**Cumulative Without Project Conditions**

***Intersection Levels of Service***

Table 5.3-12, *Cumulative Without Project Peak Hour Intersection Analysis*, summarizes the peak hour LOS results of the study intersections for cumulative without project conditions.

**Table 5.3-12**
**Cumulative Without Project Peak Hour Intersection Analysis**

| Study Intersection | | Traffic Control | Delay[1] | LOS |
|---|---|---|---|---|
| 1 | Canyon Boulevard/Lake Mary Road | Signal | 9.9 sec | A |
| 2 | Minaret Road/Lake Mary Road-Main Street | Signal | 39.6 sec | D |
| 3 | Minaret Road/Forest Trail[2] | Roundabout[3] | 43.3 sec | D |
| 4 | Forest Trail/Main Street | TWSC | 3.228 hr | **F** |

LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour
**Bold** values indicate unacceptable LOS E or F.

Notes:
1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.
2. This intersection would be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.
3. Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in Table 5.3-12, all study intersections are anticipated to operate at an acceptable LOS (LOS D or better) based on the Town's performance criteria under cumulative without project conditions with the exception of the Forest Trail/Main Street intersection. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor

(multilane) approach delay is less than five vehicle hours (3.228 vehicle hours). Therefore, all study area intersections are forecast to operate at a satisfactory LOS.

Historically, Forest Trail/Main Street would have been improved through installation of other traffic signals along Main Street at Center Street or Mountain Boulevard, thus creating gaps in traffic for pedestrians and vehicles. However, the California Department of Transportation (Caltrans) has indicated that traffic signal warrants are not based on Saturday (weekend) peak volumes during ski season, but on annual average volumes per the California Manual of Uniform Traffic Control Devices (CAMUTCD). Because the peak activity within the Town occurs during a few months out of the year and on the weekends, the annual average volumes may not satisfy the need for a signal. Caltrans has suggested analysis of a coordinated signal system (Warrant 6 of the CAMUTCD). However, Forest Trail/Main Street is located less than 1,000 feet west of an existing signal. Therefore, the coordinated signal system warrant may not be applicable. Caltrans has also noted that meeting a traffic signal warrant(s) does not guarantee the initiation of a project to install a signal. Furthermore, two primary issues that would need to be addressed prior to consideration of a signal at this intersection are frontage road connections and funding by the various parties involved (i.e., Caltrans, the Town, and the property owner[s] of the south leg driveway). In this context, there are no direct, feasible improvements to address this existing deficient condition.

**Roadway Segment Levels of Service**

Table 5.3-13, *Cumulative Without Project Peak Hour Roadway Segment Analysis*, summarizes the peak hour LOS results of the roadway segments for cumulative without project conditions.

**Table 5.3-13**
**Cumulative Without Project Peak Hour Roadway Segment Analysis**

| Roadway | Segment | Capacity (vehicles) | Peak Hour Volume (vehicles) | V/C | LOS |
|---|---|---|---|---|---|
| Canyon Boulevard | North of Lake Mary Road | 800 | 935 | **1.17** | **F** |
| Minaret Road | North of Lake Mary Road-Main Street | 1,500 | 1,236 | 0.82 | D |
| | South of Lake Mary Road-Main Street | 1,400 | 1,378 | **0.98** | **E** |
| Lake Mary Road-Main Street | West of Canyon Boulevard | 800 | 396 | 0.50 | A |
| | Between Canyon and Minaret | 1,600 | 1,446 | 0.90 | D |
| | East of Minaret Road | 3,200 | 2,007 | 0.63 | B |
| Forest Trail | East of Minaret Road | 500 | 237 | 0.47 | A |

LOS = level of service; V/C = volume-to-capacity ratio
**Bold** values indicate unacceptable LOS E or F.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in Table 5.3-13, all study roadway segments are anticipated to operate at an acceptable LOS (LOS D or better) based on the Town's performance criteria under cumulative without project conditions with the exception of the following:

- Canyon Boulevard north of Lake Mary Road; and
- Minaret Road south of Lake Mary Road-Main Street.

**Cumulative With Project Conditions**

Similar to 2007 General Plan buildout with project conditions, cumulative with project conditions are analyzed for each density transfer site alternative (Whiskey Creek/Mammoth Brewing Company or Ullr).

For the purposes of the cumulative with project (Whiskey Creek/Mammoth Brewing Company or Ullr) conditions, the peak hour trips associated with 67 bedrooms (including the current maximum allowable density of 37 bedrooms on the project site and 30 bedrooms from the Mammoth Crossing zone [Whiskey Creek/Mammoth Brewing Company or Ullr] sending site) were applied to the cumulative baseline (without project) traffic volumes. The 37 bedrooms of the maximum allowable density would generate approximately 10 peak-hour trips (five inbound and five outbound). The 30 bedrooms beyond the maximum allowable density would generate nine peak-hour trips (five inbound and four outbound). Ten peak-hour trips were overlaid onto the cumulative without project traffic volumes, and nine peak-hour trips were redistributed (or transferred) from the Mammoth Crossing zone (Whiskey Creek/Mammoth Brewing Company or Ullr) sending site to the project site using the cumulative without project traffic volumes.

***Intersection Levels of Service***

Table 5.3-14, *Cumulative With Project Peak Hour Intersection Analysis – Whiskey Creek/Mammoth Brewing Company*, summarizes the peak hour LOS results of the study intersections for cumulative with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site.

**Table 5.3-14**
**Cumulative With Project Peak Hour Intersection Analysis –**
**Whiskey Creek/Mammoth Brewing Company**

| Study Intersection | | Traffic Control | Without Project | | With Project | | Peak Hour Change in Delay | Significant Project Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | Delay[1] | LOS | Delay[1] | LOS | | |
| 1 | Canyon Boulevard/Lake Mary Road | Signal | 9.9 sec | A | 9.9 sec | A | 0.0 sec | No |
| 2 | Minaret Road/Lake Mary Road-Main Street | Signal | 39.6 sec | D | 39.9 sec | D | 0.3 sec | No |
| 3 | Minaret Road/Forest Trail[2] | Roundabout[3] | 43.3 sec | D | 43.5 sec | D | 0.2 sec | No |
| 4 | Forest Trail/Main Street | TWSC | 3.228 hr | **F** | 3.310 hr | **F** | 0.082 hr | No |

LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.
**Bold** values indicate unacceptable LOS E or F.

Notes:
1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.
2. This intersection would be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.
3. Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in Table 5.3-14, all study intersections would operate at an acceptable LOS (LOS D or better) under cumulative with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site with the exception of the Forest Trail/Main Street intersection. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay would not exceed five vehicle hours (3.310 vehicle hours). Therefore, the project would not create a significant impact to a study intersection under cumulative with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site. Impacts would be less than significant in this regard.

Table 5.3-15, *Cumulative With Project Peak Hour Intersection Analysis – Ullr*, summarizes the peak hour LOS results of the study intersections for cumulative with project conditions assuming a density transfer from the Ullr site.

**Table 5.3-15**
**Cumulative With Project Peak Hour Intersection Analysis – Ullr**

| | Study Intersection | Traffic Control | Without Project | | With Project | | Peak Hour Change in Delay | Significant Project Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | Delay[1] | LOS | Delay[1] | LOS | | |
| 1 | Canyon Boulevard/Lake Mary Road | Signal | 9.9 sec | A | 9.9 sec | A | 0.0 sec | No |
| 2 | Minaret Road/Lake Mary Road-Main Street | Signal | 39.6 sec | D | 39.9 sec | D | 0.3 sec | No |
| 3 | Minaret Road/Forest Trail[2] | Roundabout[3] | 43.3 sec | D | 43.5 sec | D | 0.2 sec | No |
| 4 | Forest Trail/Main Street | TWSC | 3.228 hr | **F** | 3.310 hr | **F** | 0.082 hr | No |

LOS = level of service; Signal = traffic signal; TWSC = two-way stop-controlled; sec = seconds; hr = hour.

Notes:
1. For signalized intersections, delay is the average intersection delay in seconds. For TWSC intersections, delay is the worst-case total minor street approach delay in hours.
2. This intersection would be improved from TWSC to a roundabout as required by a cumulative project on the east side of Minaret Road.
3. Roundabout analyzed using SIDRA 6 software and the "SIDRA Standard" capacity model and the Highway Capacity Manual 2010 LOS methodology.

Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

As indicated in Table 5.3-15, all study intersections would operate at an acceptable LOS under cumulative with project conditions with the exception of the Forest Trail/Main Street intersection. Although the LOS calculation for the TWSC intersection of Forest Trail/Main Street indicates LOS F, the total minor (multilane) approach delay would not exceed five vehicle hours (3.310 vehicle hours). Therefore, the project would not create a significant impact to a study intersection under the cumulative with project conditions assuming a density transfer from the Ullr site. Impacts would be less than significant in this regard.

***Roadway Segment Levels of Service***

Table 5.3-16, *Cumulative With Project Peak Hour Roadway Segment Analysis – Whiskey Creek/Mammoth Brewing Company*, summarizes the peak hour LOS results of the roadway segments for cumulative with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site.

As indicated in Table 5.3-16, all study roadway segments are anticipated to operate at an acceptable LOS based on the Town's performance criteria under cumulative with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site with the exception of:

- Canyon Boulevard north of Lake Mary Road;
- Minaret Road south of Lake Mary Road-Main Street; and
- Lake Mary Road-Main Street between Canyon Boulevard and Minaret Road.

**Table 5.3-16**
**Cumulative With Project Peak Hour Roadway Segment Analysis – Whiskey Creek/Mammoth Brewing Company**

| Roadway | Segment | Capacity (vehicles) | Without Project | | | With Project | | | Significant Project Impact? |
|---|---|---|---|---|---|---|---|---|---|
| | | | Peak Hour Volume (vehicles) | V/C | LOS | Peak Hour Volume (vehicles) | V/C | LOS | |
| Canyon Boulevard | North of Lake Mary Road | 800 | 935 | **1.17** | **F** | 943 | **1.18** | **F** | No |
| Minaret Road | North of Lake Mary Road-Main Street | 1,500 | 1,236 | 0.82 | D | 1,238 | 0.83 | D | No |
| | South of Lake Mary Road-Main Street | 1,400 | 1,378 | **0.98** | **E** | 1,382 | **0.99** | **E** | No |
| Lake Mary Road-Main Street | West of Canyon Boulevard | 800 | 396 | 0.50 | A | 396 | 0.50 | A | No |
| | Between Canyon and Minaret | 1,600 | 1,446 | 0.90 | D | 1,454 | **0.91** | **E** | No |
| | East of Minaret Road | 3,200 | 2,007 | 0.63 | B | 2,011 | 0.63 | B | No |
| Forest Trail | East of Minaret Road | 500 | 237 | 0.47 | A | 237 | 0.47 | A | No |

LOS = level of service; V/C = volume-to-capacity ratio
**Bold** values indicate unacceptable LOS E or F.
Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

Although the project would increase the volume-to-capacity ratio at these three roadway segments, the project would add eight or fewer peak-hour trips to these locations. Furthermore, significant impacts would not occur at the adjacent intersections. Therefore, the project would not create a significant impact to the study area roadway segments under cumulative with project conditions assuming a density transfer from the Whiskey Creek/Mammoth Brewing Company site. Impacts would be less than significant in this regard.

Table 5.3-17, *Cumulative With Project Peak Hour Roadway Segment Analysis – Ullr*, summarizes the peak hour LOS results of the roadway segments for cumulative with project conditions assuming a density transfer from the Ullr site.

As indicated in Table 5.3-17, all study roadway segments are anticipated to operate at an acceptable LOS based on the Town's performance criteria under the cumulative with project conditions assuming a density transfer from the Ullr site with the exception of the following:

- Canyon Boulevard north of Lake Mary Road;
- Minaret Road south of Lake Mary Road-Main Street; and
- Lake Mary Road-Main Street between Canyon Boulevard and Minaret Road.

Although the project would increase the volume-to-capacity ratio at these three roadway segments, the project would add 13 or fewer peak-hour trips to these locations. Furthermore, significant impacts would not occur at the adjacent intersections. Therefore, the project would not create a

significant impact to the study area roadway segments under cumulative with project conditions assuming a density transfer from the Ullr site. Impacts would be less than significant in this regard.

**Table 5.3-17**
**Cumulative With Project Peak Hour Roadway Segment Analysis – Ullr**

| Roadway | Segment | Capacity (vehicles) | Without Project | | | With Project | | | Significant Project Impact? |
|---|---|---|---|---|---|---|---|---|---|
| | | | Peak Hour Volume (vehicles) | V/C | LOS | Peak Hour Volume (vehicles) | V/C | LOS | |
| Canyon Boulevard | North of Lake Mary Road | 800 | 935 | **1.17** | **F** | 948 | **1.19** | **F** | No |
| Minaret Road | North of Lake Mary Road-Main Street | 1,500 | 1,236 | 0.82 | D | 1,238 | 0.83 | D | No |
| | South of Lake Mary Road-Main Street | 1,400 | 1,378 | **0.98** | **E** | 1,378 | **0.98** | **E** | No |
| Lake Mary Road-Main Street | West of Canyon Boulevard | 800 | 396 | 0.50 | A | 397 | 0.50 | A | No |
| | Between Canyon and Minaret | 1,600 | 1,446 | 0.90 | D | 1,459 | **0.91** | **E** | No |
| | East of Minaret Road | 3,200 | 2,007 | 0.63 | B | 2,011 | 0.63 | B | No |
| Forest Trail | East of Minaret Road | 500 | 237 | 0.47 | A | 237 | 0.47 | A | No |

LOS = level of service; V/C = volume-to-capacity ratio
**Bold** values indicate unacceptable LOS E or F.
Source: LSA Associates, Inc., *The Inn at the Village Project – Traffic Analysis*, dated May 8, 2014; included as Appendix 11.2, *Traffic Study*.

The proposed project would not result in cumulatively considerable traffic impacts in regards to local intersections and roadway segments. Impacts would be less than significant in this regard.

***Applicable 1999 SPEIR Mitigation Measures:*** No 1999 SPEIR mitigation measures are applicable to this topical area.

***Additional Mitigation Measures:*** No additional mitigation measures are required.

***Level of Significance:*** Less Than Significant Impact.

## 5.3.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to traffic/circulation have been identified.