FINAL ENVIRONMENTAL IMPACT REPORT ADDITION

SNOWCREEK VIII, SNOWCREEK MASTER PLAN UPDATE - 2007 PROJECT

Lead Agency:
Town of Mammoth Lakes
Community Development Department
PO Box 1609
Mammoth Lakes, CA 93546

SCH # 2006112015
May 2009

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FINAL ENVIRONMENTAL IMPACT REPORT ADDITION

Submitted to:

Town of Mammoth Lakes
Community Development Department
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In association with:

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May 2009


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I. INTRODUCTION

A. PURPOSE OF THIS DOCUMENT

The purpose of this Final Environmental Impact Report Addition (Final EIR Addition) is to analyze the potential environmental impacts of proposed changes to the Snowcreek VIII, Snowcreek Master Plan Update – 2007 Project,[1] (Revised Project Features or Project) from the Original Project that was analyzed in the August 2007 Draft EIR.

The *Town of Mammoth Lakes General Plan* identified Snowcreek VIII as an area of special needs or conditions which would benefit from detailed investigation to address issues such as allowable land use patterns, design standards, zoning codes and other property development standards and protections. Subsequently, in compliance with General Plan Land Use Policy L.1.D, the Snowcreek Neighborhood District Planning Report was prepared.[2]

Since the preparation of the January 2008 Final EIR, the Town and Project Applicant have considered additional community input and comments on the Project that was given during the Snowcreek Neighborhood District Planning process, a requirement of the 2007 General Plan. Approximately seven public meetings and workshops were held between May and December 2008 on the Snowcreek Neighborhood District Plan ("NDP"). During these meetings and workshops approximately ninety issues were identified, discussed, incorporated and/or addressed in the Snowcreek NDP. The Town Council approved the Snowcreek NDP Report (District Plan) on December 3, 2008. The Final Snowcreek District Plan was published on April 8, 2009 and will be used as a tool to evaluate the Project. While the District Plan is intended as an advisory document to analyze the wider geographic area and conditions relevant to the Project and its site, Project alternatives, and how the Project fits into the General Plan Vision Statement, goals and polices for the Town, the Project Applicant subsequently has made revisions to the Original Project consistent with recommendations included in the District Plan. These Project changes resulting from public comments and from the district planning process have been instituted in order to ensure that the Project's design is appropriately aligned with current community needs. In addition, the Draft EIR identified a number of potentially significant impacts; revisions to the project description were made in response to some of these impacts and to public comments on the Draft EIR.

As explained herein, the Original Project has been revised to address and/or incorporate community comments, to scale back certain components or features of the Original Project and make other minor technical changes as a result of the Town's District Planning process. Furthermore, this Final EIR Addition describe clarifications and refinements to some of the Mitigation Measures presented in the Final EIR, based on comments and information submitted to the Town following publication of the Final

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[1] *Snowcreek Master Plan Update – 2007, www.ci.mammoth-lakes.ca.us/comdev/Snowcreek%20VIII.htm.*

[2] *Snowcreek Neighborhood District Planning Report, April 8, 2009, http://www.ci.mammoth-lakes.ca.us/comdev/SNOWCREEK%20VIII/SWG_TOML_Snowcreek_NDP_Final_040809.pdf.*

EIR. This document includes the following sections: 1) Introduction; 2) Description of Revised Project Features; 3) Analysis of Revised Project Features; 4) Mitigation Monitoring Program; and 5) Appendices.

Description of Revised Project Features

Original Project

The Original Project analyzed in the August 2007 Draft EIR proposed the development of 850 residential dwelling units, 400 Resort Hotel rooms/suites,[3] and up to 75,000 square feet for non-residential uses on a total of approximately 237 acres. The following provides a brief account of these components:

- **Residential:** The residential component could include a mix of residential product types from condominium units, single family dwellings, stacked flats and townhomes that will vary in size from 650 square feet (minimum) to 3,500 square feet (maximum). A Residents' Club with a snack bar, pool, spa and grill will accompany this component.
- **Resort Hotel:** The resort component will include 400 guest suites that will be part hotel, part Private Residence Club (PRC)/suite units or the like. The resort will also include retail space, a lounge, a fitness area, a pool, a spa/wellness center, and an ice skating pond.
- **Recreation:** While recreational amenities are incorporated throughout the Project, additional stand-alone recreational components will include a Golf Clubhouse, an expanded golf course and attendant facilities, and the Outfitters' Cabin. The existing privately owned publicly accessible nine-hole golf course on the north and west portions of the Project site will be expanded to include nine additional holes on the east and south edges of the Project site, thus creating a privately owned publicly accessible 18-hole golf course.
- **Retail:** In addition to the retail space provided at the resort, a stand-alone Market/General Store will be incorporated into the Project. The Market/General Store will serve the "Old Mammoth" portion of the Town with food, deli, drinks, and sundries. The Market/General Store draws inspiration from the historic Lutz Market during the early settlement days of Mammoth Camp.
- **Public Amenities:** In addition to public amenities provided in the expanded and enhanced golf course facilities, the Project will include amenities to enhance public recreational opportunities and support economic stability. These amenities will include a Natural Resources and Historic Interpretive Center, an Outfitters' Cabin, and the provision of Resort Hotel rooms/suites, restaurants, retail, and conference facilities.

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[3] *Hotel would accommodate 250 guest rooms/suites (125 dwelling units) and 150 Private Residence Club (PRC) suites (75 dwelling units); total 400 rooms/suites. Under Town Municipal Code, Section 17.28.240 (G.), a hotel room/suite or private residence room equals ½ of a unit, thus the 400 Hotel rooms/suites equates to 200 dwelling units.*

Revised Project Features

All Original Project components as described above would remain as Project features under the Revised Project Features; however, some would be modified. The modifications to the Original Project are described in detail in Section II, Project Description, of this Final EIR Addition and have been incorporated to accomplish the following:

- reduce the number of residential units;
- relocate the Market/General Store and modify the original concept of the Natural Resource and Historic Interpretive Center into a Natural Resources Interpretive Area;
- relocate the Outfitter's Cabin;
- change the ice rink feature to a great lawn;
- improve automobile circulation;
- improve emergency vehicle access;
- include a golf practice facility;
- include cross-country skiing, snowshoeing and snow play area;
- include a winter egress point from the Sherwin Range into and through the Project site for backcountry users (e.g., backcountry skiers and snowboarders) of the Sherwin Range;[4]
- include a publicly accessible Mini-Park;
- include an open space corridor through the center of the site; and
- redesign of the straight urban growth boundary to a contoured natural appearance.

As discussed in further detail in Section III, Environmental Impact Analysis, of this Final EIR Addition, this document has been prepared in order to analyze the potential for the revisions to the Original Project to result in new significant environmental impacts which were not identified in the Draft EIR or a substantial increase in the severity of impacts previously identified in the Draft EIR. The scope of this analysis focuses on the environmental effects that are associated with the specific modifications as identified above.

[4] *A Project objective has been revised to be consistent with this Project component. See Section II, Project Description, of this Final EIR Addition.*

Revised Mitigation Measures

Cultural Resources

Based on comments received from the Native American Heritage Commission (NAHC) after the publication of the Final EIR, the Town has incorporated some further revisions and clarifications to Mitigation Measure CULT-1, Impacts to Known Cultural Resources, to better refine the roles and responsibilities of the Project Applicant, Town, and Native American Tribal representatives with regard to monitoring of cultural resource sites north of Old Mammoth Road.

Water Quality and Water Supply

Due to potential changes in the Lahontan Regional Water Quality Control Board (Lahontan RWQCB) restrictions/regulations regarding reclaimed water the Town has incorporated some further revisions and clarifications to Mitigation Measures HYD-1a and -1b, Water Quality Standards, and UTIL-5e, Water Supply, to ensure that the Lahontan RWQCB updated or yet to be defined regulations and requirements shall apply. Revisions to Mitigation Measure UTIL-5e acknowledge that an agreement between the Mammoth Community Water District (MCWD) and the Project Applicant for use of reclaimed water on certain areas within the Project site is underway and is anticipated to be executed in the near future (See Appendix B, Mammoth Community Water District Data, to this Final EIR Addition).

Furthermore, in response to information provided by MCWD, Mitigation Measures UTIL-5a, b, c, d, and f, Water Supply, and UTIL-7, Cumulative Water Supply were revised. Mitigation Measures UTIL-5a, b, c, d, and f were included in the Final EIR as recommended, but not required, mitigation measures since no significant impact on water supply was found for the Project. However, there is a significant impact for cumulative water supply, and therefore, Mitigation Measures UTIL-5a, b, c, d, and f were revised and inserted under UTIL-7, Cumulative Water Supply, as required mitigation measures.

The complete text of the revised Mitigation Measures is shown in Section IV, Mitigation Monitoring Program, of this Final EIR Addition.

B. ENVIRONMENTAL REVIEW PROCESS

California Environmental Quality Act (CEQA) does not require formal hearings at any stage of the environmental review process (Section 15202(a) of the *CEQA Guidelines*). However, it does encourage "wide public involvement, formal and informal... in order to receive and evaluate public reactions to environmental issues…" (Section 15201 of the *CEQA Guidelines*).

Pursuant to *CEQA Guidelines* Section 15063, the Town prepared a preliminary Initial Study which concluded that the proposed Project could result in potentially significant environmental impacts and an EIR would be required. The Town circulated a Notice of Preparation (NOP) of a Draft EIR for the

proposed Project to the State Clearinghouse and interested agencies and persons on October 19, 2006 for a 30-day review period and a public scoping meeting was held November 16, 2006. Comments received on the NOP and comments received at the public scoping meeting were both considered in the preparation of the Draft EIR.

The Draft EIR was then made available to various public agencies, citizen groups, and interested individuals for a 45-day public review period from September 6, 2007 through October 22, 2007. The purpose of the review period is to provide interested public agencies, groups and individuals the opportunity to comment on the adequacy of the Draft EIR and to submit testimony on the possible environmental effects of the proposed Project. The Draft EIR was also circulated to state agencies for review through the State Clearinghouse of the Governor's Office of Planning and Research.

Copies of a Notice of Availability (NOA) of the Draft EIR were also sent to citizens surrounding the Project site, interested groups and agencies. Copies of the Draft EIR were available for review at the Town of Mammoth Lakes Community Development Department, Mono County Library, and via the internet at www.ci.mammoth-lakes.ca.us. Furthermore, a Planning Commission meeting was held on October 10, 2007 to gather public comments on the Draft EIR.

As a result of comments made on the Draft EIR, and in compliance with CEQA, a Final EIR was prepared in January 2008 and was made available to each person and public agency that commented on the Draft EIR. Pursuant to *CEQA Guidelines* section 15132, the January 2008 Final EIR consisted of the following:

- The Draft EIR or a revision of the draft.
- Comments and recommendations received on the Draft EIR either verbatim or in summary.
- A list of persons, organizations, and public agencies commenting on the Draft EIR.
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- Any other information added by the Lead Agency.

This document, together with the August 2007 Draft EIR and January 2008 Final EIR, makes up the Final EIR for the Project as defined in the *CEQA Guidelines* Section 15132. As Lead Agency under CEQA, the Town must provide each public agency that commented on the Draft EIR with a copy of its responses to comments at least ten days before certifying the Final EIR. In addition, the Lead Agency may also provide an opportunity for members of the public to review the Final EIR before certification, although this is not a requirement of CEQA.

C. USE OF THIS DOCUMENT

The Final EIR allows the public and Lead Agency to review revisions to the Draft EIR, comments, and responses to comments before approval of the Project. The Final EIR (which includes the Draft EIR, incorporated by reference) will serve as the environmental document used by the Town when considering approval of the Project. After completing the Final EIR and before approving the Project, the Lead Agency must make the following three certifications (*CEQA Guidelines* Section 15090).

- The Final EIR has been completed in compliance with CEQA;
- The Final EIR was presented to the decision-making body of the Lead Agency, and the decision-making body reviewed and considered the information in the Final EIR prior to approving the project; and
- The Final EIR reflects the Lead Agency's independent judgment and analysis.

In addition, if an EIR that has been certified for a project identifies one or more significant environmental impacts, the Lead Agency must adopt findings of fact (*CEQA Guidelines* Section 15091[a]). For each significant impact, the Lead Agency must make one of the following findings.

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen its significant environmental effects as identified in the EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Each finding must be accompanied by a brief explanation of the rationale for the finding. In addition, the Lead Agency must adopt, in conjunction with the findings, a program for reporting or monitoring the changes that it has either required in the project or made a condition of approval to avoid or substantially lessen impacts (*CEQA Guidelines* Section 15091[d]). These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the Mitigation Monitoring Program (MMP).

In addition, when a Lead Agency approves a project that would result in significant and unavoidable impacts that are disclosed in the EIR, the agency must state in writing its reasons for supporting the approved action (*CEQA Guidelines* Section 15093[b]). This statement of overriding considerations must

be supported by substantial information in the record, including the EIR. The proposed Project would result in significant and unavoidable impacts related to the following:

- **Aesthetics.** The Project would result in significant unavoidable impacts to public views and scenic vistas, visual character, and light and glare, from the Project as well as cumulative impacts. The Project would result in significant impacts to scenic vistas by altering the visual character of the site, which would be apparent to viewers looking south toward the Sherwin Range from public areas near the Project site and slightly obstruct views of the Sherwin Range. The Project would represent a substantial change in the visual character of the Project site by constructing housing and resort uses on a formerly undeveloped meadow. Although the Project would be required to implement and be consistent with all Town ordinances related to outdoor lighting, the introduction of light and glare on a formerly undeveloped meadow would create a new source of light or glare that would be noticeable and would expand the existing lit footprint of the Town.

- **Air Quality.** The Project would result in significant unavoidable impacts to air quality from Project construction generated PM_{10} emissions as well as cumulative impacts from construction generated PM_{10} emissions. These PM_{10} emissions cannot be reduced to zero even with the implementation of the recommended mitigation.

- **Utilities.** The Project would contribute to significant unavoidable cumulative impacts to water supply. Even with full implementation of various planned water supply projects, it is expected that insufficient water would be available to meet projected demand during a single dry year, given the cumulative anticipated project demand of existing and future projects. Therefore, because these future water sources do not exist at present the Project's contribution to overall water supply demand within the Town would be cumulatively considerable.

Due to these conclusions in the EIR for the Project, the Town would be required to adopt a statement of overriding considerations if it approves the Project. The statement of overriding considerations is not a substitute for the findings of fact described above.

These certifications, the findings of fact, and the statement of overriding considerations are included in a separate findings document prepared by the Town. The Draft EIR (incorporated by reference), Final EIR, findings of fact, and statement of overriding considerations are submitted to the Lead Agency for consideration of the Project.

D. ORGANIZATION OF THIS DOCUMENT

The Final EIR Addition is organized into five sections as follows:

Section I (Introduction): This section provides an introduction and summary of the Project history, as well as a description and explanation of the environmental review process.

Section II (Description of Revised Project Features): This section provides a complete description of the Revised Project Features including a brief summary of the Project location, Project site characteristics, overview of the proposed Project, Project characteristics, Project objectives, and required discretionary actions.

Section III (Analysis of Revised Project Features): This analysis section is the primary focus of this Final EIR Addition and contains a brief summary of the environmental impacts identified in the Draft EIR for each environmental issue area. Furthermore, this section analyzes whether any of these impacts may be altered as a result of the proposed changes in the proposed Project. Each environmental issue contains an assessment and discussion of the significance of impacts associated with the proposed Project, mitigation measures, cumulative impacts, general impact categories, and level of impact significance after mitigation. In addition, this section provides an analysis of the relationship of the proposed Project revisions to the Project alternatives that were evaluated in the Draft EIR and an assessment of their ability to feasibly attain most of the basic objectives of the revised Project and avoid or substantially lessen any of the significant effects of the revised Project.

Section IV (Mitigation Monitoring Program): This section identifies the final recommended mitigation measures necessary to avoid or to mitigate potential impacts to a level where no significant impact on the environment would occur.

Appendices: This includes the various technical reports and information used in the preparation of the Final EIR Addition.

II. DESCRIPTION OF REVISED PROJECT FEATURES

A. ENVIRONMENTAL SETTING

The general Project setting has not changed since the preparation of the Draft EIR with the exception of the Assessor Parcel Numbers (APNs) that comprise the Project site. The Project site located on the north side of Old Mammoth Road site is composed of Assessor's Parcel Numbers (APNs) 40-160-02. This parcel has been subdivided since the release of the Draft EIR as a result of the Snowcreek VII project. APN 40-160-02 currently reflects a total of approximately 15 acres as opposed to approximately 38 acres as identified in the Draft EIR. The Project site located on the south side of Old Mammoth Road and west of Sherwin Creek Road includes APNs 40-070-10, 40-070-11, 40-070-12, 40-070-13, 40-070-23, 40-140-04, and 40-140-05. These seven parcels comprise a total of approximately 222 acres, of which approximately 56 acres (APN 40-070-23) are occupied by the existing nine-hole golf course.

B. OVERVIEW OF THE ORIGINAL PROJECT

The Original Project consists of adoption by the Town of the Snowcreek VIII, Snowcreek Master Plan Update - 2007 (2007 Master Plan) to revise the Updated Master Plan for Snowcreek at Mammoth (1981 Master Plan), which was an update of the original Snowcreek Master Plan (1974 Master Plan). The 2007 Master Plan addresses proposed build-out of the remaining Snowcreek Master Plan area (i.e., Snowcreek VIII) and is intended to fulfill the vision of the previously approved master plans. The Original Project, as illustrated in Figure II-1, Illustrated Conceptual Plan of the Original Project, proposes the development of 850 residential dwelling units, 400 Hotel rooms/suites,[1] and up to 75,000 square feet for non-residential uses on a total of approximately 237 acres. The following provides a brief account of these components:

- **Residential:** The residential component could include a mix of residential uses from condominium units, single family dwellings, stacked flats and townhomes that will vary in size from 650 square feet (minimum) to 3,500 square feet (maximum). A Residents' Club with a snack bar, pool, spa and grill would accompany this component.
- **Resort Hotel:** The resort component would include 400 guest suites that will be part hotel, part Private Residence Club (PRC)/suite units or the like. The resort will also include retail space, a lounge, a fitness area, a pool, a spa/wellness center, and an ice skating pond.
- **Recreation:** While recreational amenities are incorporated throughout the Project, additional stand-alone recreational components will include a Golf Clubhouse, an expanded golf course and attendant facilities, and the Outfitters' Cabin. The existing privately owned publicly accessible nine-hole golf course on the north and west portions of the Project site will be expanded to

[1] *Hotel would accommodate 250 guest rooms/suites (125 dwelling units) and 150 Private Residence Club (PRC) suites (75 dwelling units); total 400 rooms/suites. Under Town Municipal Code 17.28.240.G, a hotel room/suite or private residence room equals ½ of a unit, thus the 400 Hotel rooms/suites equates to 200 dwelling units.*

include nine additional holes on the east and south edges of the Project site, thus creating a privately owned publicly accessible 18-hole golf course.

- **Retail:** In addition to the retail space provided at the resort, a stand-alone Market/General Store will be incorporated into the Project. The Market/General Store will serve the "Old Mammoth" portion of the Town with food, deli, drinks, and sundries. The Market/General Store draws inspiration from the historic Lutz Market during the early settlement days of Mammoth Camp.
- **Public Amenities:** In addition to public amenities provided in the expanded and enhanced golf course facilities, the Project will include amenities to enhance public recreational opportunities and support economic stability. These amenities will include a Natural Resources and Historic Interpretive Center an Outfitters' Cabin, and the provision of Resort Hotel rooms/suites, restaurants, retail, and conference facilities.

C. OVERVIEW OF THE REVISED PROJECT FEATURES

All Original Project components as identified above and described in Section III, Project Description, of the Draft EIR, would remain in the Revised Project Features; however, some would be scaled down or modified to better meet the community needs as identified through the EIR comment process, community input and the Town's District Planning process described in Section I, Introduction, of this Final EIR Addition. The specific modifications to the Original Project are illustrated on Figure II-2 Illustrated Conceptual Plan of the Revised Project Features and are described below.

Residential

Original Dwelling Unit Count

The Original Project included 850 residential dwelling units which could include a combination of condominium units, single family dwellings, stacked flats and townhomes providing a wide range of home ownership opportunities suitable as either primary or secondary residences. The homes would vary in size from 650 square feet (minimum) to 3,500 square feet (maximum). Housing density would range throughout the Project site from low density to high density. Of the 850 residential units, 80 units would be designated on site as workforce housing units available for purchase. The balance of the required workforce housing units would be addressed through preparation of an Affordable Housing Mitigation Plan (AHMP), as allowed by the Town's Zoning Code, which may include a variety of strategies including payment of in-lieu fees, credits, and/or construction of off-site units. In addition to the 850 residential dwelling units, the Original Project proposed 250 Resort Hotel Rooms/Suites and 150 Private Residence Club units, each of which, if under 850 square feet, would be calculated as ½ unit, for a total of 1,050 dwelling units.

Source: Scheurer Architects, 2006.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

NORTH

Figure II-1
Illustrated Conceptual Plan of the Original Project

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Source: Scheurer Architects, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure II-2
Illustrated Conceptual Plan of the
Revised Project Features

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Revised Dwelling Unit Count

The number of residential dwelling units in the Revised Project Features has been reduced by 60 dwelling units for a total of 790 dwelling units which includes with the 80 affordable housing units. The number of Resort Hotel dwelling units (200) would remain the same in the Revised Project Features. Accordingly, combining both the residential dwelling unit equivalents, the Resort Hotel Rooms/Suites[2] and the Private Residence Club dwelling units, the Project is reduced from 1,050 to 990 total dwelling units or dwelling unit equivalents ("dwelling units").

Housing density for the Project site was calculated by dividing the total number of dwelling units by the total number of acres in the Project. The Revised Project Features include 990 dwelling units (790 condominiums and townhome units combined with 200 Resort Hotel dwelling units) developed over 143 acres. This acreage does not include the 94 acres acquired in the United State Forest Service Land Exchange previously discussed. Overall housing density for the Revised Project Features would be approximately 6.92 dwelling units/acre (990 dwelling units/143 acres) as opposed to 7.34 dwelling units/acre (1,050 dwelling units/143 acres). The Revised Project Features combined the existing/entitled residential development results in an overall Snowcreek Master Plan density of approximately 6.19 dwelling units/acre (2,135 dwelling units/345 acres).

Recreation

The Revised Project Features are designed to further enhance and complement recreational opportunities already available in the Town and as analyzed in the Original Project. The Revised Project Features includes both new and revised "stand-alone" recreational amenities which include a Natural Resources Interpretive Area; a golf practice facility; winter recreational areas for snow play, cross country skiing, and snowshoeing; an Outfitters' Cabin; a Resort Hotel with a Great Lawn outdoor event area; a Mini-Park; and a Sherwin Range egress point. Detailed descriptions of these new and revised recreational features are provided below.

[2] *The Resort Hotel Rooms/Suites are not required to have kitchens, but may have kitchens.*

Natural Resources Interpretive Area

The Natural Resources Interpretive Area (Interpretive Area) is the only feature of the Revised Project Features that would remain on parcel (APN 40-160-02) north of Old Mammoth Road and west of Minaret Road. This component of the Original Project analyzed in the Draft EIR was designed as a stand-alone building approximately 900 square feet in size and would have provided six parking spaces. Under the Revised Project Features, the Interpretive Area would provide residents and visitors with information and exhibits regarding the history and resources of Mammoth Lakes and the Mammoth Creek Corridor. However, in lieu of a 900 square foot building and parking, this interactive educational feature is intended to be a small gathering place for hikes or where docents can conduct educational activities and could consist of the development of interpretive and way-finding signage, perhaps a platform and/or benches and landscaping.

The Interpretive Area would be accessible to pedestrians and bicyclists via the bike trails and crosswalks at the proposed roundabout at the Old Mammoth Road/Minaret Road intersection leading to and from the proposed Project residences and Resort Hotel.

Similar to the Original Project, any construction activity associated with the proposed Interpretive Area would not extend beyond the wetland delineation line verified by the United States Army Corps of Engineers. A conservation easement may be recorded against the environmentally sensitive property and the land may be transferred to the Town or a conservation organization agreeable to both parties which could allow for public access.

Golf Course/Winter Recreational Area

In the Revised Project Features, the existing privately owned publicly accessible nine-hole golf course on the west and north portions of the Project site would still be enlarged to include an additional nine holes. The Revised Project Features still do not anticipate major recontouring and reconfiguring of the existing nine holes. In addition, a golf practice facility would be developed on the south edge of the Project site and a maintenance facility would be developed on the eastern portion the Project site. The golf practice facility is designed to look like a standard golf hole and would be similar to every other hole on the future Snowcreek Golf Course. It will have a wider tee box to accommodate more than one golfer and would be used for practicing golf. The maintenance facility would include a structure to store golf course maintenance equipment, golf carts (in off-seasons), and other related golf course maintenance materials. Like the Original Project, the site would feature a privately owned publicly accessible 18-hole golf course over approximately 155 acres. As part of the Revised Project Features, a portion of the new nine holes developed on the 94-acre Open Space parcel would be used for a snow play area to provide additional winter recreational opportunities to the public. In addition, to further increase winter recreational opportunities, the entire golf course portion of the Project site would include publicly accessible cross-country ski and snowshoe trails. The environmental impacts of expanding the existing nine-hole golf course into an 18-hole golf course were considered in the Draft EIR.

Outfitters' Cabin

As described under the Original Project, the approximately 1,700 square foot Outfitters' Cabin would act as a staging area for outdoor activities. As with the Original Project, this facility would be designed for use by all residents of the Town, as well as by residents of the Project and the general public and would provide public parking, in conjunction with the hotel, and serve as a hub for year-round off-site recreational activities such as hiking, biking, fishing, cross country skiing, snow-shoeing, hay rides and sleigh rides. Also as with the Original Project, retail services and equipment rental would be provided to serve these types of activities. In the Original Project, the Outfitters' Cabin was to be established within the approximate 155 acres where the 18-hole golf course would be developed. Under the Revised Project Features, the Outfitters' Cabin is proposed to be located in or near the Resort Hotel. Public parking would be provided in the Resort Hotel parking facilities; separate parking would not be provided for the Outfitter's Cabin.

Great Lawn

In the Original Project, a publicly accessible ice-skating pond/rink was proposed as a recreational component of the Resort Hotel. As part of the Revised Project Features, this same area located at the front of the Resort Hotel would instead be designed as a "Great Lawn" outdoor event area and community gathering place. The Great Lawn would provide a privately owned, publicly accessible outdoor space for cultural events, community gatherings and/or hotel functions on a year-round basis.

Mini-Park

A privately owned, publicly accessible Mini-Park has been included in the Revised Project Features to provide additional recreational opportunities. The Mini-Park, approximately 5,100 usable square feet in size would be located near the Project Entrance/Gateway Area and would function as a small neighborhood park with park amenities, such as playground equipment, benches and picnic tables.

Sherwin Range Winter Egress Point

The privately owned Project site has periodically been accessed by cross country and downhill skiers exiting the Sherwin Range and Inyo National Forest. The Revised Project Features would include an identified winter egress point on the Project site for continued backcountry uses (e.g., backcountry skiers and snowboarders) of the Sherwin Range, which would connect to a publicly accessible road or path to Old Mammoth Road. The winter egress point will be located on the southwest portion of the Project site along the existing nine-hole golf course.

In addition, the Project would provide the opportunity in the future for publicly accessible year-round access to the Inyo National Forest, pursuant to approval by the United States Forest Service (USFS). A planning effort initiated by the USFS is underway and will consider portals between the Project Site and adjacent property, including the Inyo National Forest. Under the Revised Project Features, any such portal shall remain "closed" (meaning a possible opportunity in the future) unless and until the completion of the environmental compliance process for this process and until the USFS determines that, based on its planning process for activities in the Inyo National Forest, the portal shall be "opened." The Project Applicant anticipates that two portals would be located on the Project site. One portal, for winter egress for skiers and snowboarders from the Sherwin Range would be on a designated path at the southern edge of the Golf Course on the Project Site.[3] The other portal, also on the Project site would be publicly accessible year-round, providing access to the south, assuming that meets with USFS approval. In the event this portal is activated after USFS approval, it will be publicly accessible via the "feet first" circulation system provided on the Project site.

Retail

The Market/General Store (Store) was originally located on the parcel (APN 40-160-02) north of Old Mammoth Road and west of Minaret Road. This parcel is zoned Resort with an Open Space Stream Corridor (OSSC) overlay. In the Original Project, the Store was analyzed as a stand-alone building approximately 3,500 square feet in size that would have included both retail and storage space and provided 20 surface parking spaces.[4] The Store was designed to be accessed by two driveways off of Old Mammoth Road and a separate service drive to the rear of the building. Under the Revised Project Features, the Store would not be developed at this location and instead would be incorporated into a "Commercial/Retail Facility" south of Old Mammoth Road, in the Project Entry/Gateway area, which also includes the Residents' Club and 20 parking spaces available for the Store and the Commercial/Retail Facility. As a result, the two driveways off of Old Mammoth Road and separate service drive would no longer be developed. The Store would contain approximately the same square footage as the original Store.

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[3] *See Figure 5.6 of the Snowcreek Master Plan Update – 2007, www.ci.mammoth-lakes.ca.us/comdev/Snowcreek%20VIII.htm.*

[4] *One parking space per 150 sq. ft. Mammoth Lakes Municipal Code 17.20.040.Q.1*

Infrastructure

Roadways and Vehicular Circulation

The existing major public roads that serve the Project site are Old Mammoth Road, Minaret Road and Sherwin Creek Road. Under the Revised Project Features, primary vehicular access to the Project site would occur at two access points provided off of Old Mammoth Road instead of one access point off Old Mammoth Road under the Original Project. One vehicular access point would be from the Old Mammoth Road/Minaret Road intersection, which would be developed as a roundabout, and is consistent with the Original Project. The second access point would be located at a new T-intersection off of Old Mammoth Road between the new roundabout at the Minaret Road/Old Mammoth Road intersection and the Old Mammoth Road/Sherwin Creek Road intersection. This new vehicular access point would not be gated and a Greeter's Cabin would be provided for guest convenience. Similar to the Original Project, the number of internal intersections at the Project site would be limited and new internal vehicular access roads would be created throughout the Project site. Internal roadways would still be privately owned and maintained. All internal circulation would interface at various points with possible future links to the surrounding properties, whether it be to external trails or Forest Service lands. The internal roadway system would still provide access to various residential areas and non-residential land uses throughout the Project site. Furthermore, under the Revised Project Features, a new emergency vehicle access would be developed on the Project site to connect with Sherwin Creek Road on the east side of the site to be used for emergency vehicles only; this would replace the emergency access included in the Original Project (see Emergency Vehicle Access).

As with the Original Project, 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 roundabout and at the new intersection on Old Mammoth Road.

Parking and Transit

Similar to the Original Project, short-term surface parking would be provided adjacent to the check-in locations and then guests would be directed to understructure parking located under the Resort Hotel and major residential buildings. Short-term parking uses include passenger drop off and loading, service, deliveries, transit vehicles, and guest parking for residential uses. Parking for the golf course will still be provided through the Hotel parking in addition to parking for the conference/meeting space, spa/wellness center, and hotel restaurants and retail. The Snowcreek Master Plan Update will include parking ratios that will supersede the Town's Zoning Code parking requirements. The parking ratios will be reviewed to ensure that they achieve the goals of the adopted General Plan.

The Revised Project Features include four transit stops, instead of only one transit stop under the Original Project. Tour bus unloading and loading will be accommodated, but tour bus parking is not anticipated to be accommodated on site. Transit shelters would be located at two of the four transit stops. The specific design, location, and operational criteria for these transit facilities would be considered in conjunction with a community-wide transit system.

Emergency Vehicle Access

Emergency vehicles would circulate through the Project area using the internal roadway system and the three access points described above. As illustrated on Figure II-2, Illustrated Conceptual Plan of the Project, the new emergency vehicle access would be developed on the Project site to connect with the paved portion of Sherwin Creek Road on the east side of the site to be used for emergency vehicles only. This emergency vehicle access would replace the emergency vehicle access included in the Original Project that connected from the Project site west to Old Mammoth Road. Approval by the Inyo National Forest would be required for this emergency vehicle access connection (e.g., road use permit). 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. Surfaces would be designed to support loads created by emergency vehicle traffic. Standpipe and fire suppression system connections would be incorporated into architectural and landscaping design elements where practical and in locations accessible to fire equipment.

Construction Phasing and Grading

Similar to the Original Project, the Revised Project Features have been organized so that they could be developed in several phases. However, the Revised Project Features would allow for all phases to be progressively constructed at a pace dictated by market conditions and to follow an orderly growth pattern. Each phase would operate successfully as a complete entity throughout the entire development. All staging would occur within the Project boundaries. Most construction phases would last approximately 18 to 24 months but some may be as long as 24 to 30 months. Some phases may be under construction simultaneously. Construction activities are proposed to be complete in 2017.

During the use permit process for each construction phase, the Project Applicant will be required to develop a Construction Management Plan (CMP) which will include, among other things, a plan to keep residential and construction traffic separate to the extent feasible. Mitigation measures relating to reducing construction impacts from the approved Mitigation Monitoring Plan will be incorporated into each CMP, if applicable. However, preliminary grading would begin upon approval of a preliminary grading plan which may occur prior to the issuance of a use permit for the first phase of construction.

The preliminary grading plan for the Project contemplated the import of 820,000 to 1,000,000 cubic yards of dirt. The revised conceptual preliminary grading plan is based on the Revised Project Features which includes a second access road connecting to Old Mammoth Road just west of Sherwin Creek Road. It is anticipated that the second access road will be at a lower elevation than the road previously proposed which will allow the entire site to be lowered. This results in the need for approximately half the dirt import of the Original Project (approximately 450,000-500,000 cubic yards). The significant reduction in dirt import will consequently result in proportionately fewer dirt hauling truck trips from other sites than previously contemplated.

It is anticipated that fill material imported to the Project site prior to construction, would be received from various off-site sources in the Mammoth Lakes area including the Snowcreek VII project. The imported fill would be installed at final grade ranging from one to 14 feet from north to south across the site. To the degree feasible, all fill areas would blend into the existing topography to create a natural looking landscape by both varying the fill height where necessary and varying fill slopes to match existing grade. Each fill area would blend into the existing surroundings prior to beginning fill in the next area.

Best management practices will be utilized during construction to minimize the impacts of storm water runoff during construction. These erosion control measures (already included in the Final EIR as mitigation measures) will be implemented in connection with each phase of work. The Town will review and approve a preliminary site grading plan for the Project site. The Town will also review and approve dirt import from other project sites within the Town's jurisdiction to this Project site through subsequent grading permits for each project and phase of dirt import.

D. PROJECT OBJECTIVES

The objective of the Project is to update the 1981 Master Plan, to complement the changes in the Town since 1981, and to complete the Mammoth Lakes experience by fulfilling the vision for a destination resort within the resort Town. All of the objectives of the Original Project as presented in Section III, Project Description, of the Draft EIR apply to the Revised Project Features. However, the objective to "Provide year round access to the Sherwin Range with an Outfitter's Cabin for hiking and biking in the spring, summer, and fall as well as access to the Sherwin Bowl for hike-in downhill skiing as well as snow shoeing and cross country skiing in the winter." has been revised to reflect a change in location of the Outfitters Cabin as follows:

> *"Provide winter egress from the Sherwin Range for skiers and snowboarders and provide the opportunity in the future for publicly accessible year round access to the Inyo National Forest, which will be opened if it meets with USFS approval after completion of a USFS-initiated planning effort that will comply with NEPA and/or CEQA."*

Additional Project objectives have also been revised to be consistent with the Revised Project Features of the Snowcreek Master Plan Update as follows:

- The objective to coordinate all planning criteria with the General Plan, Snowcreek Master Plan, and Town Zoning Code has been revised to delete "Town of Mammoth Lakes Zoning Code" because the Snowcreek Master Plan Update will provide development standards that are specific to the Snowcreek VIII site and will supersede the Town's Zoning Code for this Project.
- The objective that identifies the diverse recreational amenities provided has been revised to include the recreational amenities of the Revised Project Features.
- The objective to protect and preserve Mammoth Creek has been revised to delete "the irrigation and" because the Revised Project Features do not include any irrigation along Mammoth Creek (Natural Resources Interpretive Area).

E. RELATED PROJECTS

The cumulative impact analysis included in this Final EIR Addition is based on Table II-1, Related Projects, in Section II, Environmental Setting, of the Draft EIR, which lists the related projects that were identified for the Original Project's cumulative impact analysis. All related projects (i.e., those projects with pending applications, recently approved, under construction, or reasonably foreseeable projects at the time of the Notice of Preparation (NOP) on October 19, 2006 that could produce a related or cumulative impact on the local environment when considered in conjunction with the proposed project) are included in the cumulative impact analyses in the Draft EIR. As described in the Draft EIR, the related project's list was revised and updated after the NOP and represents the broadest range of reasonable foreseeable development, including a number of projects that had not yet been approved as of December 31, 2006.

F. DISCRETIONARY ACTIONS

The Town is the Lead Agency for purposes of complying with CEQA and is the primary public agency responsible for approving projects on these properties. However, this EIR may be used by various governmental decision-makers for discretionary permits and actions that are necessary or may be requested in connection with the Project, as well as any other discretionary permits and actions that may be identified during the environmental review and entitlement process**.** While the primary discretionary action necessary for the Project is approval of the Snowcreek VIII, Snowcreek Master Plan Update – 2007 (2007 Master Plan), several additional actions were identified in the August 2007 Draft EIR. Those actions as identified in Section III, Project Description, of the Draft EIR, as modified below, would still be required under the Revised Project Features.

The following approval actions are anticipated to be done concurrently with approval of the Snowcreek Master Plan Update:

- Minor General Plan Amendment to adjust the Urban Growth Boundary (UGB) in Figure 4 of the 2007 General Plan. The Sherwin Ski Bowl was removed from the 2007 General Plan. (See discussion below).
- Zoning Code Amendment for the building height of the Hotel[5].
- Development Agreement.
- Vesting Tentative Tract Map or Tentative Tract Map for Parcelization Purposes.
- Conceptual Grading Plan.
- Any other necessary discretionary or ministerial permits and approvals required for construction or operation of the Project and/or Revised Project Features.

Under the Revised Project Features, the Town's Urban Growth Boundary (UGB) would be adjusted to accommodate the new layout of the residential units that abut the UGB, as was contemplated by the 2007 General Plan (Policy L.6.E). Policy L.6.E states that USFS land that is exchanged into private ownership will be included within the UGB. This would result in the golf course expansion area to be included within the UGB. This action would require a minor General Plan amendment to make an implementing change to the UGB boundary consistent with Policy L.6.E. The previous General Plan Amendment regarding the Sherwin Ski Bowl was only applicable to the 1987 General Plan, and has been removed since the 2007 General Plan was adopted.

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[5] *The Zoning Code Amendment for the transfer of unused density was removed due to General Plan Policy L.3.H and the nature of master plans, which allows unused density to be shifted within a master plans boundaries.*

The last two anticipated concurrent actions were added since the Draft EIR was prepared because the processing time of the Snowcreek Master Plan Update and associated district planning process was longer than expected**.** Any of the above actions that do not occur concurrently with the Snowcreek Master Plan Update approval would occur after approval of the Snowcreek Master Plan Update.

The following approval actions will be done post the approval of the Snowcreek Master Plan Update:

- Modification of the MCWD's legal boundaries and amendments to the Arcularius/Dempsey Agreements boundary;
- Vesting Tentative Tract Maps/Tentative Tract Maps;
- Conditional Use Permits, Use Permits, and Administrative Permits;
- Design Review;
- Grading Permits (including Landscape Plans and construction of laterals that connect to water and wastewater systems);
- Building Permits; and
- Any other necessary discretionary or ministerial permits and approvals required for construction or operation of the Project and/or Revised Project Features.

III. ANALYSIS OF REVISED PROJECT FEATURES

A. INTRODUCTION

The following analysis reviews the changes proposed by the Revised Project Features to determine whether a new significant environmental impact would result from the changes proposed in the Revised Project Features, whether a substantial increase in the severity of a previously identified environmental impact would result from the changes proposed in the Revised Project Features, and/or whether any new mitigation measures are necessary as a result of the changes proposed in the Revised Project Features. For each impact category, the same mitigation measures identified in the Final EIR continue to be recommended for the Revised Project Features unless, as discussed herein, the changes proposed by the Project Applicant result in the reduction of such potential impact to a less than significant level, rendering mitigation unnecessary. The following analysis also provides a discussion comparing the Revised Project Features to the on-site development alternatives analyzed in the Draft EIR.

B. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

The Initial Study reviewed topical areas, broken down into sub-topics. The following discussion addresses those topical areas for which the Initial Study determined there was no substantial evidence that the Original Project would cause significant environmental effects for at least one sub-topic of the following topical areas: Agricultural Resources, Air Quality, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Traffic/Circulation, and Utilities.

Agricultural Resources

As the Project site does not contain any agricultural resources, the changes in the Revised Project Features proposed by the Project Applicant would not result in significant new agricultural resource impacts.

Air Quality

The Revised Project Features would result in the same construction and operational activities as the Original Project; therefore, the changes in the Revised Project Features proposed by the Project Applicant do not raise new air quality issues with regards to objectionable odors.

Biological Resources

The Project's general site boundaries have not changed as a result of the Revised Project Features; therefore, the changes in the Revised Project Features proposed by the Project Applicant do not raise new issues with regards to conflicting with a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan.

Geology and Soils

The Project's general site boundaries have not changed as a result of the Revised Project Features. Similar to the Original Project, the Revised Project Features do not include the use of septic tanks. Therefore, the changes in the Revised Project Features proposed by the Project Applicant do not raise new geology and soils impacts with regards to the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Hazards and Hazardous Materials

The Project site location and general boundaries have not changed as a result of the Revised Project Features. The Revised Project Features would result in the same types of construction and operational activities as the Original Project. Therefore, the changes in the Revised Project Features proposed by the Project Applicant do not raise new hazards and hazardous materials issues.

Hydrology and Water Quality

As there are no dams or levees in the Project area, the changes in the Revised Project Features proposed by the Project Applicant do not raise new hydrology and water quality issues with regards to exposing people or structures to a significant risk or loss, injury or death involving flooding, as a result of the failure of a levee or dam.

Land Use and Planning

With the exception of a contoured configuration of the residential units at the eastern boundary of the site, which will not result in any net decrease of open space, the Project site location and general boundaries have not changed as a result of the Revised Project Features. The Revised Project Features would result in the same types of construction and operational activities as the Original Project. Therefore, the changes in the Revised Project Features proposed by the Project Applicant do not raise new land use and planning issues regarding dividing an established community or conflicting with any habitat conservation plan or natural communities conservation plan.

Mineral Resources

As the Project site does not contain any known mineral resources, the changes in the Revised Project Features proposed by the Project Applicant would not result in significant new mineral resource impacts.

Noise

As the Project site is not within an airport land use plan, or within two miles of a public airport or private airstrip, the changes in the Revised Project Features proposed by the Project Applicant do not raise new noise issues regarding the exposure of persons to safety hazards and excessive noise levels associated with an airport.

Population and Housing

As there are no existing housing units on the Project site, the changes in the Revised Project Features proposed by the Project Applicant do not raise new population and housing issues regarding the displacement of a substantial numbers of existing housing and people, necessitating the construction of replacement housing elsewhere.

Traffic/Circulation

The Revised Project Features would result in the same types of construction and operational activities as the Original Project. Therefore, the changes in the Revised Project Features proposed by the Project Applicant do not raise new transportation and traffic issues that would result in a change in air traffic patterns at any airport in the area.

Utilities

The Revised Project Features would result in the same types of construction and operational activities as the Original Project. The Revised Project Features propose fewer total units than the Original Project (990 versus 1,050) and reduces the development on the parcel north of Old Mammoth Road from two buildings with associated surface parking to a Natural Resources Interpretive Area with no parking. Therefore, it is concluded that impacts to utilities and service systems with regards to wastewater treatment and solid waste disposal would be less than those of the Original Project as a result from the changes proposed in the Revised Project Features.

C. IMPACTS ANALYZED IN THE DRAFT EIR

The following discussion addresses those issues for which a detailed environmental analysis was presented in the Draft EIR: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Traffic/Circulation, Utilities, and General Impact Categories.

Aesthetics

The changes in the Revised Project Features proposed by the Project Applicant reduce the amount of proposed development, but do not alter the site plan in such a way which would affect the aesthetics analysis of the Final EIR. The Revised Project Features propose fewer total units than the Original Project (990 versus 1,050) and reduces the development on the parcel north of Old Mammoth Road from two buildings with associated surface parking to a Natural Resources Interpretive Area with no parking. Furthermore, the Revised Project Features incorporate a less structured approach to the design of the residential condominiums. As illustrated on Figure II-2, Illustrated Conceptual Site Plan for the Revised Project Features, the straight alignment of the residential condominiums, particularly along the boundary of the residential uses with the land exchange properties, has been revised to be contoured resulting in a less rigid and more natural appearance.

Under the Revised Project Features, building heights would be the same of those of the Original Project for both residential and hotel uses. The only two revisions to the residential/hotel component are reductions in dwelling unit count and a meandering development boundary. The reduced dwelling unit count may result in a reduction of the mass and scale of the structures, as described in the Draft EIR, but neither revision to the structural component results in a substantial alteration to the profile of the development as identified in the six viewpoints studied in the aesthetics analysis of Chapter IV.B, Aesthetics, of the Draft EIR. Accordingly, the profile of the residential and hotel components would substantially be similar to that analyzed in the Draft EIR. Impacts therefore would also be substantially similar to those studied under the Draft EIR. Similar to the Original Project, the Revised Project Features would result in substantial changes to visual character on the Project site and within a public viewshed, resulting in impacts to views. The Revised Project Features, same as the Original Project, would represent a substantial change in the visual character of the Project site by constructing housing and resort uses on a formerly undeveloped meadow. Although the Project would be required to implement and be consistent with all Town ordinances related to outdoor lighting, the introduction of light and glare on a formerly undeveloped meadow would be substantially similar to the Original Project and would create a new source of light or glare that would be noticeable and would expand the existing lighting footprint of the Town.

Accordingly, it is concluded that significant new aesthetic impacts would not result from the changes proposed in the Revised Project Features, and new mitigation measures are not necessary with respect to aesthetics as a result of changes proposed in the Revised Project Features. The same mitigation measures required for the Original Project identified in Section IV, Mitigation Monitoring Program, of this document are required for the Revised Project Features.

Air Quality

The Revised Project Features do not result in a significant change in the Project boundaries or footprint. Accordingly, the Revised Project Features would result in similar construction activities on the Project site and would generate a similar amount of construction equipment emissions as under the Original Project. The Revised Project Features would require approximately half the dirt import of the prior conceptual design (approximately 450,000-500,000 cubic yards as opposed to approximately 820,000 to 1,000,000 cubic yards). It is anticipated that fill material to be imported to the Snowcreek VIII Project site prior to construction, would be received from various off-site sources in the Mammoth Lakes area including the Snowcreek VII project. Therefore, due to reduced amount of required fill and the fewer trips, air quality impacts related to soil import would be less than the Original Project. Operational emissions from stationary sources (propane for space and water heating devices, cooking appliances, fireplaces, and operation of landscape equipment) and operational emissions of Ozone, respirable particulate matter (PM_{10}) and carbon monoxide (CO) would be less than the Original Project due to the reduction in residential units and the elimination of the 900 square foot Natural Resources and Historic Interpretive Center.

Accordingly, it is concluded that no significant new air quality impacts would result from the changes proposed in the Revised Project Features, and that new mitigation measures are not necessary with respect to air quality as a result of changes proposed in the Revised Project Features. The same mitigation measures required for the Original Project identified in Section IV, Mitigation Monitoring Program, of this document are required for the Revised Project Features.

Biological Resources

The changes to the Original Project proposed by the Project Applicant reduce the amount of proposed development, but do not alter the site plan in such a way which would significantly affect the biological resource analysis of the Final EIR. The Revised Project Features follow the same general development footprint as the Original Project. While under the Revised Project Features, the development on the portion of the site north of Old Mammoth Road would be substantially reduced, some improvements would occur.

The replacement of the Market/General Store and a Natural Resources and Historic Interpretive Center with the development of a Natural Resources Interpretive Area would result in fewer disturbances to the special-status plant and animal species and riparian habitat near Mammoth Creek north of Old Mammoth Road. Furthermore, under the Revised Project Features, impacts to wildlife movement, migration corridors, and native wildlife nurseries, trees and vegetation that could potentially conflict with the Town's General Plan policies would be less than those of the Original Project due to the reduction of development north of Old Mammoth Road.

Opening the 94-acre Open Space parcel as a designated snow play, cross-country ski and snowshoe area would not affect biological resources more than what was analyzed in the Draft EIR, since those activities would be limited to the golf-course area where these types of activities currently, although informally, occur.

For the foregoing reasons, it is concluded that significant new biological resources impacts would not result from the changes proposed to the Original Project, and new mitigation measures are not necessary with respect to biological resources as a result of changes proposed to the Original Project. The same mitigation measures required for the Original Project identified in Section IV, Mitigation Monitoring Program, of this document are required for the Revised Project Features.

Cultural Resources

The changes to the Original Project proposed by the Project Applicant would reduce the amount of proposed development, but do not alter the site plan in such a way which would significantly affect the cultural resource analysis of the Final EIR. The Revised Project Features follow the same general development footprint as the Original Project.

The replacement of the Market/General and a Natural Resources and Historic Interpretive Center with the development of a Natural Resources Interpretive Area would result in fewer construction-related earthmoving activities with the potential to impact cultural resources in the area north of Old Mammoth Road near Mammoth Creek. While under the Revised Project Features, the development on this portion of the site would be substantially reduced, some improvements would occur.

Accordingly, it is concluded that significant new cultural resources impacts would not result from the changes proposed to the Original Project and new mitigation measures are not necessary with respect to cultural resources as a result of changes proposed in the Revised Project Features. As noted in Section I, Introduction, to this Final EIR Addition, based on comments received from the Native American Heritage Commission (NAHC) after the publication of the Final EIR, the Town has incorporated some further revisions and clarifications to Mitigation Measure CULT-1, Impacts to Known Cultural Resources, to better define the roles and responsibilities of the Project Applicant, Town, and Native American Tribal representatives with regard to monitoring of cultural resource sites north of Old Mammoth Road. The revised mitigation measures required for the Original Project identified in Section IV, Mitigation Monitoring Program, of this document are also required for the Revised Project Features.

Geology and Soils

Under the Revised Project Features, impacts from fault rupture and strong seismic shaking would be the same as the Original Project. Impacts from liquefaction (the process of moist soils being converted to a liquid state due to seismic shaking), soil instabilities, and soil erosion would be somewhat less due to the decrease in development impacts resulting from the reduction in residential units, and the replacement of the Natural Resources and Historic Interpretive Center north of Old Mammoth Road with a Natural Resources Interpretive Area. Impacts from cyclic densification (the process of dry soils becoming compacted due to seismic shaking), landslides and avalanches, volcanic activity and expansive soils would be the same as under the Original Project.

For the foregoing reasons, it is concluded that significant new geology and soil impacts would not result from the changes proposed in the Revised Project Features, and new mitigation measures are not necessary with respect to geological resources as a result of changes proposed to the Original Project. The same mitigation measures required for the Original Project identified in Section IV, Mitigation Monitoring Program, of this document are required for the Revised Project Features.

Hydrology and Water Quality

Similar to the Original Project, the Revised Project Features would result in development on the site, with the exception of the Market/Grocery Store and Natural Resources and Historic Interpretive Center on the portion of the site north of Old Mammoth Road. This would result in fewer construction earthmoving activities to the area north of Old Mammoth Road near Mammoth Creek and a resultant decrease in the potential to significantly affect water quality due to the reduced construction activity at that area. Operation impacts from groundwater depletion or recharge, drainage pattern alteration, and drainage system capacity would be similar to the Original Project in the area south of Old Mammoth Road since development would occur over roughly the same area, but less than the Original Project for the area north of Old Mammoth Road. Similar to the Original Project, the Revised Project Features would be located entirely outside the 100-year flood zone and this impact would be similar to the Original Project.

As noted in Section I, Introduction, to this Final EIR Addition, due to potential changes in the Lahontan Regional Water Quality Control Board (Lahontan RWQCB) restrictions/regulations regarding reclaimed water the Town has incorporated some further revisions and clarifications to Mitigation Measure HYD-1a and -1b, Water Quality Standards, and UTIL-5e, Water Supply, to ensure that all water recycling requirements duly adopted and enforceable by the Lahontan RWQCB shall apply. Revisions to Mitigation Measure UTIL-5e also acknowledge that an agreement between the Mammoth Community Water District (MCWD) and the Project Applicant for use of reclaimed water on certain areas within the Project site is underway and is anticipated to be executed in the near future.

Accordingly, it is concluded that significant new hydrology and water quality impacts would not result from the changes proposed to the Original Project, and new mitigation measures are not necessary with respect to hydrology and water quality as a result of changes proposed in the Revised Project Features. The revised mitigation measures required for the Original Project identified in Section IV, Mitigation Monitoring Program, of this document are also required for the Revised Project Features.

Land Use and Planning

The Revised Project Features proposes the same general land uses on the Project site within the same general development footprint as the Original Project, only at a reduced density. The changes to the Original Project proposed by the Project Applicant reduce the amount of proposed development, but do not alter the site plan in such a way which would significantly affect the land use analysis of the Final EIR. The Revised Project Features include fewer total units than the Original Project (990 versus 1,050) and reduces the development on the parcel north of Old Mammoth Road from two buildings with associated surface parking to a Natural Resources and Historic Interpretive Area.

The Revised Project Features proposes development with an overall density of 6.19 dwelling units per acre over the entire Snowcreek Master Plan area. Similar to the Original Project, this density would not exceed the density allowed under the adopted General Plan. Building heights for residential and non-residential structures proposed under the Revised Project Features would be the same as those of the Original Project. The Revised Project Features incorporate a less structured approach to the design of the residential condominiums. As illustrated on Figure II-2, Illustrated Conceptual Site Plan for the Revised Project Features, the linear layout of the residential condominiums, particularly along the boundary of the residential uses with the land exchange properties, has been revised to be contoured resulting in a less rigid and more natural appearance. Due to this revision, a minor General Plan amendment is required to adjust the Town's Urban Growth Boundary (UGB) at this location. The modification of the UGB boundary will not result in a net reduction of open space area and would not create any new impacts because of the Covenant restrictions. A minor General Plan amendment is needed only to ensure that the UGB boundary map featured in the General Plan implements textual requirements of the General Plan (Policy L.6.E). The General Plan amendment has no affect on the general plan consistency analysis in the Draft EIR.

It should also be noted that a lot line adjustment will be required for the property to allow this meandering development boundary, and be subject to the Covenant initiated as a part of the 2005 Land Exchange process. Lot line adjustments are allowed by the Covenant as long as there is no net reduction in Covenant land. The lot line adjustment would be required to be agreed upon by the Town, Eastern Sierra Land Trust, and the Project Applicant.

Furthermore, the Final EIR identified that a Zone Code Amendment was required for the transfer of unused density within the Snowcreek Master Plan to the Project site. However, after further review of the Snowcreek Master Plan, the Town determined that the transfer of unused density would not be required due to the nature of master plans, which allows unused density to be shifted to undeveloped areas of master plans. In addition, 2007 General Plan Policy L.3.H allows density to be clustered or transferred within clearly articulated district or master plans. The Zone Code Amendment for the Hotel building height is still applicable.

Because the Revised Project Features incorporate substantially the same land uses as the Original Project, only at a reduced density, the changes in the Revised Project Features do not affect the Final EIR's analysis of the Original Project's land use compatibility with existing uses in the vicinity of the site, or the consistency of the Original Project with land use plans, policies, and regulations. Accordingly, it is concluded that significant new land use and planning impacts would not result from the changes proposed in the Revised Project Features, and new mitigation measures are not necessary with respect to land use and planning as a result of changes proposed to the Original Project. See also, Population and Housing, below.

Noise

The Revised Project Features propose the same general residential, non-residential, and recreational land uses on the Project site within the same general development footprint as the Original Project, only at a reduced density. The Revised Project Features would result in construction activities on the Project site and would generate a similar amount of temporary construction equipment noise and ground-borne vibration as under the Original Project. However, the reduced amount of required fill for the Revised Project Features would result in fewer haul trips; therefore construction related noise impacts would be less than the Original Project. Operational impacts resulting from traffic-generated noise would be decreased due to the reduction in vehicle trips resulting from the decrease in residential units and the replacement of the Natural Resource and Historic Interpretive Center with a park-like Interpretive Area. Similar to the Original Project, the Revised Project Features would not be subject to excessive operational ground-borne vibration. Overall impacts to noise under the Revised Project Features would be less than under the Original Project due to the decrease in vehicle trips created by the decrease in residential units and the change in development with regards to the Natural Resource and Historic Interpretive Center on the site.

Accordingly, it is concluded that significant new construction and operational noise impacts would not result from the changes proposed in the Revised Project Features, and new mitigation measures are not necessary with respect to noise impacts as a result of changes proposed in the Revised Project Features. The same mitigation measures required for the Original Project identified in Section IV, Mitigation Monitoring Program, of this document are required for the Revised Project Features.

Population and Housing

The Revised Project Features include the same general residential, non-residential, and recreational land uses on the Project site within the same general development footprint as the Original Project, only at a reduced density. The Revised Project Features propose fewer total units than the Original Project (990 versus 1,050). Based on the reduction in the scale of the uses identified above, the Revised Project Features would result in less construction activity and temporary and permanent employment than the Original Project.

The Revised Project Features would create fewer additional housing units as compared to the Original Project, but would continue to provide 80 affordable housing units on site. Population growth associated with both market rate and affordable housing units within the Town of Mammoth Lakes as a result of the Revised Project Features would be consistent with the housing projections in the 2007 General Plan.

Workforce housing units would be addressed through preparation of an Affordable Housing Mitigation Plan (AHMP), as allowed by the Town's Zoning (Municipal Code 17.36), which would include phasing of workforce units and may include a variety of strategies including payment of in-lieu fees, credits, and/or construction of off-site units. Affordable housing would be developed per the Town approved AHMP for the proposed Revised Project Features.

Accordingly, it is concluded that significant new population and housing impacts would not result from the changes proposed to the Original Project, and new mitigation measures are not necessary with respect to population and housing impacts as a result of changes proposed in the Revised Project Features.

Public Services

The Revised Project Features propose the same general residential, non-residential, and recreational land uses on the Project site within the same general development footprint as the Original Project, only at a reduced density. According to the United States Census Bureau Census 2000, the Project is anticipated to generate 2.44 persons per household, which would result in approximately 2,318 new residents for the Revised Project Features, as opposed to 2,562 new residents for the Original Project. Accordingly, demand on police, fire protection, schools, and parks and recreation services would be commensurately lower. Similar to the Original Project, the Revised Project Features would result in a temporary increase in population in the Town due to the influx of construction workers and a permanent increase in the population of the Town resulting from the construction of new housing units, which would attract new residents requiring police services. The permanent increase in population would be less under the Revised Project Features due to the reduction in housing units; therefore, this impact would be less than under the Original Project. The Revised Project Features would also result in the construction of additional residential land uses in the Town creating an increase in the demand for fire services. This increase in demand for police and fire services would be less than the Original Project because of the decrease in residential units proposed under the Revised Project Features.

Similar to the Project, the Revised Project Features would generate students and residents using park facilities. Because the Revised Project Features propose a reduction of 60 residential dwelling units, the number of residents and students generated by the Revised Project Features would be less than those generated by the Original Project and the impacts on schools and park services necessarily would be less than under the Original Project.

The Revised Project Features would require snow removal services and similar to the Original Project, these snow removal services would be the responsibility of the Snowcreek Homeowner's Association and this impact would be the same as under the Original Project.

Accordingly, it is concluded that significant new public service (i.e., police protection, fire protection, park services, schools and snow removal services) impacts would not result from the changes proposed to the Original Project, and new mitigation measures are not necessary with respect to public service impacts as a result of changes proposed in the Revised Project Features. The same mitigation measures required for the Original Project identified in Section IV, Mitigation Monitoring Program, of this document are required for the Revised Project Features.

Recreation

The Revised Project Features include the same general residential, non-residential, and recreational land uses on the Project site within the same general development footprint as the Original Project, only at a reduced density. The Revised Project Features would generate fewer residents and would therefore have less impact on existing recreational facilities in the area than under the Original Project. The Revised Project Features would introduce more on-site recreational opportunities than the Original Project by providing winter recreational activities (snow shoeing, cross country skiing, and snow play area) on the existing and proposed privately-owned, publically-accessible golf course, a golf practice facility and a Mini-Park. In addition, the Revised Project Features would include an identified winter egress point for backcountry uses (e.g., backcountry skiers and snowboarders) of the Sherwin Range on the Project site. In addition, the Project would provide the opportunity in the future for publically accessible year-round access to the Inyo National Forest, pursuant to approval by the United States Forest Service (USFS). A planning effort initiated by the USFS is underway and will consider portals between the Project Site and adjacent property, including the Inyo National Forest. Under the Revised Project Features, any such portal shall remain "closed" (meaning a possible opportunity in the future) unless and until the completion of the environmental compliance process for this process and until the USFS determines that, based on its planning process for activities in the Inyo National Forest, the portal shall be "opened." The Project Applicant anticipates that two portals would be located on the Project Site. One portal, for winter egress for skiers and snowboarders from the Sherwin Range would be on a designated path at the southern edge

of the Golf Course on the Project Site.[1] The other portal, also on the Project Site would be publicly accessible year-round, providing access to the south, assuming that meets with USFS approval. In the event this portal is activated after USFS approval, it will be publicly accessible via the "feet first" circulation system provided on the Project Site.

Accordingly, it is concluded that significant new recreation impacts would not result from the changes proposed to the Original Project, and new mitigation measures are not necessary with respect to parks and recreation impacts as a result of changes proposed in the Revised Project Features.

Traffic/Circulation

The Original Project's primary vehicular access point was through a single point of entry at the Minaret Road/Old Mammoth Road intersection. As such, all traffic into and out of the Project site was assigned to this location. The Revised Project Features would include a new vehicular access point at a new T-intersection off of Old Mammoth Road between the new roundabout at the Minaret Road/Old Mammoth Road intersection and the Old Mammoth Road/Sherwin Creek Road intersection. This new vehicular access point would not be gated and a Greeter's Cabin would be provided for guest convenience.

The Revised Project Features propose the same general residential, non-residential, and recreational land uses on the Project site within the same general development footprint as the Original Project, only at a reduced density; therefore, the introduction of the new intersection would only cause some Project traffic to be redistributed from the Minaret Road/Old Mammoth Road intersection. Based on the location of the new vehicular access, the redistribution of Project traffic would only affect the Minaret Road/Old Mammoth Road intersection. A new Traffic Impact Analysis (TIA) for the Revised Project Features was prepared to analyze the impacts to this intersection and the new intersection. The Revised Project Features TIA has been included in Appendix A, Traffic Data, of this Final EIR Addition.

As a result of the redistribution of Project traffic due to the new vehicular access point, both of the study area intersections are forecasted to operate at a satisfactory LOS in the existing plus Project and cumulative plus Project conditions when utilizing the existing traffic trip count data at the Minaret Road/Old Mammoth Road intersection from Saturday, January 31, 2009. With existing and cumulative conditions, Project-generated impacts on intersection LOS would be less than significant and no mitigation measures are required.

Consistent with the methodology utilized for the Original Project TIA, Project trips under Revised Project Features TIA 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. Because the trip distribution percentages and corresponding Project trip assignments

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[1] *See Figure 5.6 of the Snowcreek Master Plan Update – 2007, www.ci.mammoth-lakes.ca.us/comdev/Snowcreek%20VIII.htm.*

have not changed regionally, the traffic volumes and Level of Service (LOS) at the intersections analyzed under the Original Project are the same under the Revised Project Features. Furthermore, because the Revised Project Features propose less density than the Original Project, the number of vehicle trips generated would decrease from the Original Project. Accordingly, impacts to transportation and circulation would be less under the Revised Project Features than the Original Project.

Furthermore, as previously discussed under the heading "Air Quality" above, the Revised Project Features would require approximately half the dirt import of the prior conceptual design (approximately 450,000-500,000 cubic yards as opposed to approximately 820,000 to 1,000,000 cubic yards). Therefore, due to reduced amount of required fill and the fewer haul trips, construction related traffic impacts would be less than the Original Project.

Accordingly, it is concluded that significant new traffic impacts during both construction and operational phases would not result from the changes proposed to the Original Project, and new mitigation measures are not necessary with respect to traffic and circulation impacts as a result of changes proposed in the Revised Project Features.

Utilities

Similar to the Original Project, the Revised Project Features would result in demand for water supply and in the generation of wastewater from residential and non-residential land uses on site. Because the Revised Project Features result in a reduction of 60 residential dwelling units as compared to the Original Project, the Revised Project Features necessarily would result in decreased demand for water supply. The reduced water demand associated with the reduction in the number of dwelling units would offset any increase in landscape irrigation associated with the open space on the Project site. Landscape irrigation is a largely seasonally-limited water use while residential water consumption occurs on a year-round basis. The relocation of the Market/General Store, previously designed as a stand-alone building, to the portion of the Project site south of Old Mammoth Road would also reduce water demand associated with landscaping since this retail use would now be incorporated into a "Commercial/Retail Facility" associated with the proposed Residents' Club. The change from the ice-skating pond to the great lawn area would also further reduce water demand as the water associated with irrigation of the great lawn is only required for a portion of the year (i.e., summer), while the ice skating pond would require water-associated maintenance year round. As a result, the Revised Project Features would result in a lower level of water consumption at the Project site than that which was evaluated in the Draft EIR for the Original Project.

For the same reasons, the Revised Project Features would generate less wastewater than the Original Project due to the reduction in residential uses and elimination of some non-residential uses. Therefore, impacts to water supply and wastewater generation would be less than under the Original Project. Similar to the Original Project, the Revised Project Features would require installation of wastewater infrastructure and impacts to wastewater infrastructure would be the same as under the Original Project,

subject to any changes in the availability and allowed uses of reclaimed water subsequently adopted by the RWQCB and the water district.

The parcels which comprise the Project site and the successor owners of those parcels are beneficiaries of various reservations and grants to the Mammoth Community Water District (MCWD). Those reservations and grants are found in the Arcularius Agreement of May 1977, the MCWD/Dempsey Agreement of August 1983, the MCWD/Dempsey Agency Agreement of August 1983, and the grant deed from the United States to Dempsey for the new nine-hole parcel.

The Arcularius Agreement (Agreement) was originally a settlement agreement between the Arcularius family and MCWD. The Agreement addressed the annexation of certain property into the MCWD service area and certain water right matters. Under the Agreement the MCWD provides water and sewer service to future development of such property. The Original Project minus the 2005 Land Exchange parcel is within the Agreement property. By virtue of the Agreement, MCWD is committed to provide water and sewer service to the portion of the Project site located within the Agreement boundary to the extent of the remaining unused residential units of the Snowcreek Master Plan at build-out. However, the Revised Project Features include relocating the Resort Hotel and some of the residential development outside of the Agreement boundary resulting in the need for revisions to both the MCWD legal boundaries and the lands covered under the Agreement. The MCWD intends to work with the Project, the Local Agency Formation Commission (LAFCO) and the Town to implement these boundary changes which would ensure water supply conditions for the Revised Project Features would remain the same as those of the Original Project.[2]

Furthermore, as noted in Section I, Introduction, to this Final EIR Addition, in response to information provided by MCWD in May 2009, Mitigation Measures UTIL-5a, b, c, d, and f, Water Supply, and UTIL-7, Cumulative Water Supply were revised. Mitigation Measures UTIL-5a, b, c, d, and f were included in the Final EIR as recommended, but not required, mitigation measures since no significant impact on water supply was found for the Project. However, there is a significant impact for cumulative water supply, and therefore, Mitigation Measures UTIL-5a, b, c, d, and f were revised and inserted under UTIL-7, Cumulative Water Supply, as required mitigation measures.

Accordingly, it is concluded that significant new utility impacts would not result from the changes proposed to the Original Project, and new mitigation measures are not necessary with respect to water utility impacts as a result of changes proposed in the Revised Project Features. The same mitigation measures required for the Original Project as revised in Section IV, Mitigation Monitoring Program, of this document are required for the Revised Project Features.

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[2] *Written Correspondence, Mammoth Community Water District, Town of Mammoth Lakes, May 12, 2009. See Appendix B to this Final EIR Addition.*

D. CUMULATIVE IMPACTS

The revisions proposed by the Project Applicant reduce the impacts of the Original Project, but do not eliminate potential impacts identified in the Final EIR. In no case do the revisions proposed by the Project Applicant introduce a new impact or increase the severity of a previously identified impact. The revisions proposed by the Project Applicant do not affect the related project analysis of the Final EIR and they do not increase the Original Project's incremental contribution towards cumulative impacts identified in the Final EIR. Accordingly, it is concluded that significant new cumulative environmental impacts would not result from the changes proposed to the Original Project, and new mitigation measures are not necessary with respect to cumulative impacts as a result of changes proposed in the Revised Project Features.

E. GENERAL IMPACT CATEGORIES

Summary of Significant Unavoidable Impacts

The revisions proposed by the Project Applicant reduce the impacts of the Original Project, but do not eliminate potential impacts identified in the Final EIR. Aesthetic related impacts to public views and scenic vistas, visual character, and light and glare, construction-related air emissions, and cumulative water supply effects, identified as significant unavoidable impacts in the Final EIR, would be reduced but would remain significant and unavoidable under the Revised Project Features.

Growth Inducing Impacts

The revisions proposed by the Project Applicant would reduce the amount of development proposed but would not affect the Final EIR's analysis of the growth inducing impacts of the project.

Significant Irreversible Environmental Changes

The revisions proposed by the Project Applicant would reduce the amount of development proposed, but would not affect the Final EIR's analysis of the significant irreversible environmental changes of the Original Project.

F. ALTERNATIVES

The Final EIR analyzed four on-site alternatives: A) No Project (required by CEQA) – this would be buildout of the site under the existing entitlements and existing 1981 Master Plan, B) Revised Site Plan – same number of units but an alternate configuration designed to minimize impacts, C) Reduced Density – an approximate 50 percent reduction in residential units in comparison to the Original Project, and D)

Increased Density – build-out of all remaining Snowcreek Master Plan units.[3] For further description of these alternatives, see Section VI, Alternatives to the Proposed Project, of the Draft EIR. The following discussion compares the Revised Project Features to each of these alternatives.

The Revised Project Features fall within the scope of the on-site alternatives analyzed in the Original Project Traffic Impact Analysis and Draft EIR. The Revised Project Features propose the same general residential, non-residential, and recreational land uses on the Project site within the same general development footprint as the Original Project, only at a reduced density. The Revised Project Features would include a new vehicular access point at a new T-intersection off of Old Mammoth Road between the new roundabout at the Minaret Road/Old Mammoth Road intersection and the Old Mammoth Road/Sherwin Creek Road intersection, and would cause some Project traffic to be redistributed from the Minaret Road/Old Mammoth Road intersection. Additionally, under the Revised Project Features the development on the parcel north of Old Mammoth Road would be minimal.

As discussed earlier, the Revised Project Features would not result in any new potential impacts or increase the severity of potential impacts previously identified in the EIR. Overall environmental impacts under the Revised Project Features would be less than those under Alternative A (No Project) because less non-residential space is proposed (75,000 square feet as opposed to 120,000 square feet). Similarly, overall environmental impacts under the Revised Project Features would be less than those under the Alternatives B (Revised Site Plan) and D (Increased Density) because less residential development is proposed (1,050 dwelling units and 1,186 dwelling units, respectively, as opposed to 990 dwelling units). However, the Revised Project Features would have greater environmental impacts than those under Alternative C (Reduced Density) due to greater non-residential development (75,000 square feet as opposed to none) and greater residential development (990 dwelling units as opposed to 530 dwelling units).

The Draft EIR reaches the conclusion that Alternative C (Reduced Density) is the Environmentally Superior Alternative because although it would not eliminate, it would reduce significant impacts related to aesthetics, air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, land use, noise, public services, recreation, transportation and circulation, and utilities as compared to the Original Project. However, Alternative C does not satisfy the Project objectives of creating a destination resort experience with a luxury hotel.

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[3] *The density bonus of 36.625 units assigned to the Snowcreek Athletic Club parcel has been transferred to a parcel in the North Village Specific Plan and would not apply to the Project. Alternative D has been prepared to show the impacts of the Project without the density bonus.*

IV. MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, §15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). The Town of Mammoth Lakes (Town) is the Lead Agency for the Snowcreek VIII, Snowcreek Master Plan Update – 2007 (Project) and is therefore responsible for enforcing and monitoring the mitigation measures in this Mitigation Monitoring Program (MMP).

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified project design features or recommended mitigation measures to avoid or to mitigate potential impacts identified to a level where no significant impact on the environment would occur. There are occasions that feasible mitigation is not available. CEQA Code 15126.4 (5) states: If the lead agency determines that a mitigation measure cannot be legally imposed, the measure need not be proposed or analyzed. Instead, the EIR may simply reference that fact and briefly explain the reasons underlying the lead agency's determination. This MMP is designed to monitor implementation of the required and recommended mitigation measures and conditions set forth for project approval for the Project as identified in the Draft Environmental Impact Report (Draft EIR) and the Final Environmental Impact Report (Final EIR). The required and recommended mitigation measures as well as the conditions set forth for project approval are listed and categorized by impact area, with an accompanying identification of the following:

- Monitoring Phase, the phase of the project during which the mitigation measure shall be monitored. These phases include:
  - ◊ Pre-Construction, including the design phase.
  - ◊ Construction.
  - ◊ Operation (post-construction).
- Implementing Party, the party responsible for implementing the mitigation measure.
- The Enforcement Agency, the agency with the power to enforce the mitigation measure.
- The Monitoring Agency, the agency to which reports involving feasibility, compliance, implementation, and development are made.

The MMP for the Project will be in place throughout all phases of the Project. The Project Applicant shall be responsible for implementing all mitigation measures unless otherwise noted. The Project Applicant shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented. The Town, although assisted by other agencies as identified below, will

be the primary Enforcement and Monitoring Agency for the MMP procedures and will also serve to provide the documentation for the reporting program.

Generally, each certification report will be submitted to the Town in a timely manner following completion/implementation of the applicable mitigation measure and shall include sufficient information to reasonably determine whether the intent of the measure has been satisfied. The Town shall assure that project construction occurs in accordance with the MMP. Departments listed below are all departments of the Town unless otherwise noted.

As described in Section I, Introduction, to this Final EIR Addition, Mitigation Measure CULT-1, Impacts to Known Cultural Resources, has been revised based on comments received from the Native American Heritage Commission after the Final EIR was published. Mitigation Measures HYD 1a and -1b, Water Quality Standards, and UTIL-5e, Water Supply, have also been revised to ensure that the Lahontan RWQCB updated or yet to be defined regulations and requirements shall apply. Furthermore, Mitigation Measures UTIL-5 and UTIL-7 were revised as a result of information provided by the Mammoth Community Water District in May 2009. These changes have been made for clarification purposes and would still result in the same level of impact after mitigation.

AESTHETICS

Mitigation Measure AES-5 Signage

Prior to the issuance of building permits, all buildings containing three or more separate businesses shall prepare a Master Sign Plan, in accordance with the Mammoth Lakes Municipal Code Chapter 17.34 and 17.40.

Monitoring Phase	Pre-Construction
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure AES-6 Light and Glare

Prior to occupancy, all lighting on the Project site shall comply with the applicable requirements of the Town of Mammoth Lakes Outdoor Lighting Ordinance, in accordance with Mammoth Lakes Municipal Code Chapter 17.34.

Monitoring Phase	Pre-Construction/Construction/Pre-Occupancy
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

AIR QUALITY

Mitigation Measure AQ-1 Construction

The Project applicant shall require that the following practices be implemented by including them in the contractor construction documents to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the Project construction phases:

a. Water all construction areas at least twice daily; water trucks will be filled locally after the contractor makes water acquisition agreements and obtains any required permits.

b. Cover all trucks hauling soil, sand, and other loose materials;

c. Apply clean gravel, water, or non-toxic soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;

d. Remove excess soils from paved access roads, parking areas and staging areas at construction sites;

e. Sweep streets daily (with mechanical sweepers) if visible soil material is carried onto adjacent public streets;

f. Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);

g. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);

h. Limit traffic speeds on unpaved roads to 15 miles per hour;

i. Install gravel-bags, cobble entries, or other Best Management Practices (BMPs) and erosion control measures to prevent silt runoff to public roadways;

j. Replant vegetation in disturbed areas as soon as possible;

k. Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site;

l. Suspend excavation and grading activities when wind (as instantaneous gusts) exceeds 50 miles per hour (mph) and when sustained winds exceed 25 mph increase the frequency of watering from twice daily, as described in Mitigation Measure AQ-1a above, to three to four times a day;

m. The construction fleet will meet the terms set forth in the CARB Proposed Regulation for in-use Off Road Diesel Vehicles, paragraph (d)(3) Idling. The proposed regulation implementation date is May 1, 2008.

n. Limit the hours of operation of heavy duty equipment and/or the amount of equipment in use;

o. All equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications;

p. When feasible, alternative fueled or electrical construction equipment shall be used for the Project site;

q. Use the minimum practical engine size for construction equipment;

r. Gasoline-powered equipment shall be equipped with catalytic converters, where feasible.

Monitoring Phase	Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Community Development Department
Monitoring Agency	GBUAPCD

Mitigation Measure AQ-2 Operational Emissions

The Project applicant shall require the following implementation measures to reduce PM_{10} operational emissions resulting from the Project to a less than significant level:

a. The Project shall include a transportation demand management program to reduce overall vehicle miles traveled (VMTs), in order to demonstrate compliance with the Federal PM_{10} standard of 150 $\mu g/m^3$. The program shall include, but not be limited to, circulation system improvements, shuttles to and from parking areas, and the location of facilities to encourage pedestrian circulation.

b. The Project shall be linked to existing developed areas through existing road networks, public transit systems, open space systems, and bicycle and pedestrian systems.

c. The Project shall implement trip reduction measures particularly during PM peak traffic hours to disperse trips between parking areas and mountain portals to and from the ski area.

d. Residential condominium units shall enter into a transit fee agreement with the Town consistent with the Town's established Transit Fee Agreement Program.

e. No solid fuel burning appliances shall be permitted within residential units within multi-family residential developments.

Monitoring Phase	Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Community Development Department
Monitoring Agency	GBUAPCD

BIOLOGICAL RESOURCES

Mitigation Measure BIO-1a Special Status Species

To determine presence or absence of Masonic rock cress in the development area, a qualified biologist shall conduct focused surveys according to CDFG guidelines[1],[2] for this species prior to the onset of construction activities. The surveys shall be conducted at the proper time of year when this plant is both evident and identifiable. A qualified biologist is an individual who possesses the following qualifications: 1) experience conducting floristic field surveys; 2) knowledge of plant taxonomy and plant community ecology; 3) familiarity with the plants of the area, including rare, threatened, and endangered species; 4) familiarity with the appropriate state and federal statutes related to plants and plant collecting; and 5) experience with analyzing impacts of development on native plant species communities.

If Masonic rock cress is not found in the development area, no further mitigation would be required. However, if this plant species is located, the survey will determine the number of individuals present and the limits of the area occupied by the population, and one of the following additional mitigation measures shall be implemented:

(a) avoidance and permanent protection of the onsite population;

(b) permanent preservation of an existing, offsite population of the species in the region at a 2:1 acreage ratio; or

(c) transplant the individuals to permanently preserved habitat on- or off-site at a 1:1 acreage ratio. If transplanted offsite, the location should preferably be adjacent to the site or in close proximity.

Each additional mitigation option above (a – c) shall include the preparation of a Preservation Plan (under a or b) or a Mitigation Plan (under c) by a qualified biologist to be submitted to and approved by the Town. The Preservation or Mitigation Plan shall include the location and extent of the preserved or transplanted individuals and measures to ensure protection of the population during and following Project implementation (in perpetuity), including a mechanism to ensure permanent preservation of the population from development such as a conservation easement. The Plan shall also include methods to transplant the individuals (if applicable), measures to maintain the population (i.e., weed control), and methods to monitor the population for a minimum of five years following preservation or transplantation, including performance criteria and contingency measures in case of failure to meet the established performance criteria.

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[1] *California Department of Fish and Game. 1983. Guidelines for conducting and reporting botanical inventories for federally listed, proposed and candidate plants. Unpublished information sheet, revised 2000.*

[2] *California Department of Fish and Game. 2000. Guidelines for assessing effects of proposed developments on rare and endangered plants and plant communities. Unpublished information sheet.*

Monitoring Phase	Pre-Construction
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure BIO-1b Special Status Species

To avoid substantial adverse affects to Yosemite toad, a qualified biologist shall conduct surveys following standard visual encounter techniques supplemented with dipnetting surveys to confirm presence or absence of toads in the study area. At minimum, the biologist shall be familiar with the distinguishing physical characteristics of all life stages of the Yosemite toad and other amphibians found in the Sierra Nevada region of California. The biologist shall also hold all necessary federal, state, and local agency permits for surveying and handling this species. Because the actual timing of visual encounter and dipnetting surveys for Yosemite toad may vary depending primarily on the watershed characteristics, regional snow pack, timing and rate of spring runoff, day length, average ambient air and water temperatures, and local and seasonal weather conditions, the biologist shall visit nearby accessible occurrences of Yosemite toad (reference sites) to identify the breeding period in the vicinity of the Project site. The biologist shall then conduct at least one to two visual encounter surveys from May through July at the appropriate time of day to determine presence or absence of toads onsite. If during the initial breeding survey, no individual Yosemite toads or egg masses are encountered, subsequent surveys shall be conducted two to four weeks later. Approximately four to eight weeks after completing the breeding survey(s), dipnetting surveys for tadpoles shall be conducted (usually July through August).

If no individual toads (e.g., adults or tadpoles) or egg masses are encountered, no further mitigation would be required. However, if Yosemite toad is encountered the following measures shall be implemented:

- A qualified biologist shall develop and implement, in coordination with the USFWS, CDFG, and USFS, an exclusion and relocation program for Yosemite toads within the development area. The design and type of exclusion fencing, as well as the method and location of relocation shall be approved by the resource agencies prior to implementation.
- Pre-construction surveys of aquatic habitats and adjacent terrestrial habitat shall be conducted in all work area by qualified biologist within two weeks of initiating work. Any observed toads shall be relocated according to procedures outlined in the exclusion and relocation program developed and implemented above. Active work areas shall be re-surveyed regularly between May and September.
- During construction activities, all trash that may attract predators will be properly contained, removed from the work area, and disposed of regularly. Following Project construction, all trash and construction debris shall be removed from work areas.

- Any fueling and maintenance of vehicles and other equipment and staging areas shall be at least 65 ft (20 m) from any willow-alder riparian community or waterbody.
- Appropriate sediment and erosion control best management practices (BMPs) shall be implemented to protect the water quality of the Mammoth Creek and the several ponds near Mammoth Creek, as well as the golf course ponds and associated drainages. BMPs to be implemented shall be described in the Project site's stormwater pollution prevention plan (SWPPP) and shall be installed according to the manufacture's specifications.
- Areas temporarily disturbed by construction activities shall be recontoured and revegetated. An appropriate assemblage of vegetation that is suitable for the area shall be used during restoration efforts.

Monitoring Phase	Pre-Construction/Construction
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure BIO-1c Special Status Species

To avoid substantial adverse affects to nesting willow flycatchers, construction activities, including vegetation clearing and grubbing and grading, on the portion of the development area north of Old Mammoth Road shall be conducted outside of the nesting season (June 1st through September 15th). If this is not feasible, then a qualified biologist holding all necessary federal, state, and agency permits shall conduct protocol-level surveys for willow flycatchers following methods outlined in *A Willow Flycatcher Survey Protocol for California*[3] to confirm presence or absence in the study area. A qualified biologist is an individual who has sufficient knowledge, training, and experience with bird identification and surveys to distinguish the willow flycatcher from other non-*Empidonax* species, and recognize the willow flycatcher's primary song. Also, it is strongly recommended that the biologist has attended a willow flycatcher survey training workshop. The protocol is based on the use of repeated tape-playback surveys during pre-determined periods of the breeding season: Survey Period 1: June 1st through June 14th; Survey Period 2; June 15th through June 25th; and Survey Period 3: June 26th through July 15th. It requires a minimum of two surveys on the site, one during Survey Period 2 and one during either Survey Period 1, or Survey Period 3 to document presence or absence of willow flycatchers during the survey year. In addition, successive surveys must be at least five days apart; surveys done fewer than 5 days apart are not considered to be in separate survey periods.

[3] *Bombay, H. L., T. M. Ritter, and B. E. Valentine. 2006. A willow flycatcher survey protocol for California. June 6, 2000.*

If no willow flycatchers are detected in the study area, no further mitigation would be required. However, if willow flycatcher is detected, the CDFG shall be contacted for a final discussion on the possibility of doing construction-related activities during the breeding season. Also, in coordination with the CDFG, a long-term (i.e., greater than five year) monitoring program shall be developed and implemented in order to protect the existing population and provide baseline data to make well-informed, adaptable management plans, if needed in the future. Regardless of whether or not flycatchers are detected, the willow flycatcher survey forms (Form 1; Willow Flycatcher Field Survey Form, Form 2; Willow Flycatcher Survey Summary-Site Description, and Form 3: Willow Flycatcher Survey Summary-Results Summary) shall be submitted to the CDFG by October 1st of each year.

Monitoring Phase	Pre-Construction/Construction
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure BIO-1d Special Status Species

To avoid substantial adverse affects to other nesting migratory birds and raptors, one of the following measures shall be implemented:

- Conduct vegetation removal and other ground disturbance activities associated with Project construction during the non-breeding season (September 16th through March 14th); OR
- Conduct pre-construction surveys for nesting birds if construction activities are to take place during the nesting season (March 15th through September 15th). Pre-construction surveys shall be conducted by a qualified biologist once per week for eight consecutive weeks at the appropriate time of day during the breeding season and shall end no more than three days prior to the onset of construction activities to confirm presence or absence of active nests in the Project vicinity (at least 300 feet around the development area). If active nests are encountered, species-specific measures shall be prepared by a qualified biologist, in coordination with the CDFG and other appropriate agencies, and implemented to prevent direct loss or abandonment of the active nest. At a minimum, construction activities in the vicinity of active nest shall be deferred until the young have fledged and an exclusion buffer zone shall be established. A minimum exclusion buffer of 25 feet is typically recommended by CDFG for songbird nests, and 200 to 500 feet for raptor nests, depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel restricted from the area. A survey report by the qualified biologist verifying that the young have fledged shall be submitted to the Town for review and concurrence prior to initiation of construction activities within the nest-set-back zone. The survey report shall also be submitted to the CDFG for review.

Monitoring Phase	Pre-Construction/Construction
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure BIO-1e Special Status Species

The following good wildlife management practices shall be implemented to reduce impacts to nesting migratory birds and raptors, as well as other wildlife species, following Project development.

- Unleashed domestic pets belonging to residents or visitors shall be prohibited from entering the adjacent undeveloped lands or open space areas. Signage shall be posted and maintained along the boundaries of the development area indicating such prohibitions and educating the community about domestic pets as a conservation threat to birds and other wildlife.
- Signage shall be installed along the existing nature trails on the Project parcel north of Old Mammoth Road educating the community about the breeding season being a vital period in birds' and other animals' lives and disturbances during this time may result in nest or young abandonment.
- Educational brochures shall be distributed to residents and visitors discussing the importance of not supplementing the diet of avian nest predators such as jays (*Cyanocitta* sp.), magpie (*Pica* sp.), ravens (*Corvus corax*), and brown-headed cowbird (*Molothrus ater*) by feeding them during the breeding season. Also, educational brochures shall instruct residents and visitors not to feed wildlife or allow wildlife access to trash. This could lead to increased natural mammalian predators such as raccoon, fox (*Vulpes* sp.), and opossum (*Didelphis virginiana*). These predators tend to benefit disproportionately from human habitation, and as their populations expand they are negatively affecting the health of bird and other animal populations.
- Night lighting associated with the Project shall be designed to provide illumination of target areas with minimal offsite visibility to avoid potentially illuminating wildlife use areas located within and adjacent to the development area.

Monitoring Phase	Pre-Construction/Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure BIO-1f Special Status Species

To avoid substantial adverse affects to western white-tailed jackrabbit, one of the following measures shall be implemented:

- Conduct vegetation removal and other ground disturbance activities associated with Project construction during the non-breeding season (August 1st through January 31st); OR
- Conduct pre-construction surveys for western white-tailed jackrabbit if construction activities are to take place during the breeding season (February 1st through July 31st). Pre-construction surveys shall be conducted by a biologist familiar with this hares' habitat and sign (e.g., tracks, pellets) once per week for five consecutive weeks and shall end no more than three days prior to the onset of construction activities to confirm presence or absence of hares within the Project's development area. If hares or evidence of hare is encountered, the qualified biologist, in coordination with the CDFG, shall develop and implement site-specific measures (e.g., exclusion buffer zone, nesting monitoring) to avoid loss of nests or young. A survey report by the qualified biologist verifying the presence or absence of western white-tailed jackrabbit and describing measures developed and implemented to avoid hares, if determined present, shall be submitted to the Town for review and concurrence prior to initiation of construction activities.

Monitoring Phase	Pre-Construction/Construction
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure BIO-1g Special Status Species

To avoid substantial adverse effects to badgers, a qualified wildlife biologist shall conduct an initial survey for active burrows at least 30 days prior to initiation of construction activities to confirm presence or absence of badger in the project vicinity (at least 150 feet around the development footprint). If no individual badgers or evidence of badger is found, no further mitigation would be required at this time. However, if badger is detected, site-specific measures (e.g., exclusion buffer zone, nesting monitoring) shall be prepared by a qualified biologist, in coordination with the CDFG and other agencies as appropriate, and implemented to prevent direct loss of active burrows and/or individuals. Regardless of whether badger is detected during the initial survey, a subsequent survey for badger in the Project vicinity shall be conducted no more than 3 days prior to the initiation of construction activities to confirm no new burrows have established in the intervening period. A survey report by the qualified biologist verifying that there are no active burrows present in the development footprint shall be submitted to the Town for review and concurrence prior to initiation of construction activities. The survey report shall also be submitted to the CDFG for review.

Monitoring Phase	Pre-Construction
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure BIO-2a Sensitive Natural Communities

To avoid potential inadvertent impacts to preserved sensitive habitats (riparian habitat, wet meadow, or other jurisdictional features) adjacent to the development area, the following measures shall be implemented prior to and during construction activities:

- Prior to construction activities, the boundaries of sensitive habitats that will not be impacted shall be plotted on all construction plans and maps, including a minimum buffer of 10 feet or more as determined by a qualified biologist.
- Silt fencing and construction fencing (or flagging to make the silt fencing more visible) shall be installed around the sensitive habitat and buffer, and the final location of the installed fencing shall be approved by a qualified biologist prior to initiation of construction activities.
- Encroachment into the sensitive habitat and buffer shall be prohibited by construction personnel, and storage of materials or equipment shall be prohibited in this area.
- Prior to the onset of construction activities, construction personnel shall be briefed on the location of sensitive habitat and other resources that shall be preserved and the importance of avoidance.
- The silt fence shall be monitored regularly during construction activities to ensure that the fencing remains intact and functional, and that no encroachment has occurred into the sensitive habitat or boundary; any repairs to the fence or encroachment correction shall be conducted immediately. A memo summarizing monitoring dates, observations, and repairs/corrections shall be prepared following each construction season and submitted to the Town.
- Appropriate sediment and erosion control best management practices (BMPs) shall be implemented to protect water quality of Mammoth Creek and its adjacent wet meadow community during and following project construction. The BMPs to be implemented shall be described in the site's stormwater pollution prevention plan (SWPPP) and shall be installed according to the manufacturer's specifications.
- All fueling and maintenance of vehicles and other equipment and staging areas shall be at least 50 ft (15 m) from sensitive habitats.

Monitoring Phase	Pre-Construction/Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure BIO-2b Sensitive Natural Communities

To minimize establishment of invasive, non-native plant species on the site, the following measures shall be implemented.

- A construction schedule shall be developed to closely coordinate activities such as clearing, grading, and reseeding, to ensure areas are not prematurely stripped of native vegetation and revegetation activities be conducted as soon as possible following development.
- Vegetation disturbances shall be limited to those areas identified on construction plans and maps as slated for development or construction staging.
- Native and compatible non-native plant species, especially drought resistant species, shall be used for revegetation. Refer to the list of Plants that Thrive in Eastern Sierra Gardens' prepared by Mono County and the Town of Mammoth Lakes.
- Landscaping will not use invasive non-native plants that threaten wildlands according to the California Invasive Plant Inventory made available by the California Invasive Plant Council (Cal-IPC).
- Erosion and sediment control materials shall be certified as weed-free.

Monitoring Phase	Pre-Construction/Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure BIO-3 Jurisdictional Resources

Prior to the onset of construction activities, including concrete and riprap removal associated with the reduction of the stormwater retention in the existing golf course pond, and vegetation clearing and grubbing and grading associated with the creation of the stormwater control basins and vegetative swale, a Waste Discharge Requirement (WDR) permit application shall be submitted to RWQCB and a Lake or Streambed Alteration Notification shall be submitted to CDFG for impacts to the existing golf course pond, the northernmost retention basin, and the drainage/ditch connecting these features. Mitigation measures associated with permits may include impact minimization measures such as implementation of best management practices (i.e., erosion and sediment control measures) and seasonal work restrictions, and possibly habitat compensation measures such as the restoration plantings in the vicinity. Impacts to

potentially jurisdictional features shall not occur until the permits are received from the appropriate regulatory agencies, or correspondence is received from the agencies indicating that a permit is not required.

Monitoring Phase	Pre-Construction
Implementing Party	Applicant
Enforcement Agency	Planning Division/CDFG/ RWQCB
Monitoring Agency	Building Division

Mitigation Measure BIO-4a Wildlife Movement, Migration-Corridors, and Native Wildlife Nurseries

To offset the loss of holding area deer habitat, the applicant shall purchase or contribute funds to purchase a conservation easement on property(ies) that contain important lands in the winter range, migration corridor, and/or holding area of the Round Valley mule deer herd or any other migratory mule deer herd within the Mammoth Lakes vicinity as determined by the CDFG. The amount of acreage to be purchased or made part of a conservation easement ("replacement land") to offset the loss of mule deer habitat by this project shall be determined by the CDFG, and based upon the recommendation of a qualified biologist. The location and quantity of replacement land shall be based upon the acreage of deer habitat affected by the development and the comparative benefits or value to the mule deer herd of the habitat being removed by this project to the area being acquired or protected. Consequently, the CDFG shall not be required to utilize a simple removal to replacement ratio, but shall be permitted to consider other factors such as the quality and quantity of plant foraging material in the removal area and the replacement area and whether the replacement area land serves to protect important lands in the winter range, migration corridor and/or the holding area for the herd. In lieu of providing for replacement land, the CDFG may approve other means recommended by a qualified biologist by which the applicant shall protect or enhance habitat for the Round Valley mule deer herd or any other migrating mule deer herd within the Mammoth Lakes vicinity, such as erecting fencing along U.S. Highway 395 to protect the deer herd from vehicular traffic, providing monetary contributions toward the construction of a deer undercrossing along U.S. Highway 395, or other means to enhance the herd's habitat, or protect the herd, that is roughly proportional to the impact on the deer herd of the loss of deer herd habitat caused by the project (the "in lieu protection program").

The proposed land protection agreement or in lieu protection program shall be prepared by the applicant in close consultation with the Town, CDFG and directly affected parties (i.e., the seller(s) of the conservation easement or the recipients of the monetary contributions under the in lieu program). Prior to the onset of construction activities associated with the development of the new golf course, located on those portions of the site that have historically been deer habitat (refer to areas labeled "I" on Figure III-4), the Town shall receive a signed copy of the land protection agreement, executed by all directly affected parties as defined above, or obtain written confirmation from CDFG of CDFG's approval of the in lieu protection program proposed by the applicant. Construction activities include vegetation clearing

and grubbing and grading. In all events, implementation of the approved land protection agreement or in lieu protection program shall be commenced to the CDFG's satisfaction, prior to any grading of the approximately 46 acres of impacted deer habitat. Implementation shall be completed in stages, to the satisfaction of the CDFG, so as to ensure that the mitigation occurs within a sufficiently short period of time after the impact has occurred, in order to minimize any possibility of an unmitigated impact. The Town will reserve the option to delay the onset of construction activities in the event it determines that implementation of the proposed land protection agreement or in lieu protection program has been unduly delayed or obstructed by the applicant.

Monitoring Phase	Pre-Construction
Implementing Party	Applicant
Enforcement Agency	Planning Division/CDFG
Monitoring Agency	Planning Division

Mitigation Measure BIO-4b Wildlife Movement, Migration-Corridors, and Native Wildlife Nurseries

Major construction activities (e.g., vegetation clearing and grubbing, and grading) within the development area south of Old Mammoth Road shall not occur when significant numbers of migrating deer are present in the Project vicinity (generally during the period from April 15 through June 1 and from October 1 through November 15) to avoid potential adverse impacts to the Round Valley mule deer herd using the Sherwin holding area and Mammoth Rock migration route during the spring and fall migration periods. Because the actual dates of construction will be based on deer arrival at and departure from the Project vicinity, which will depend on weather and snow conditions, a monitoring program shall be developed and implemented, in coordination with CDFG and other appropriate agencies, to determine the presence of deer in the area. All major construction activities shall be conducted during the interim periods between spring and fall migration periods only.

Monitoring Phase	Pre-Construction/Construction
Implementing Party	Applicant
Enforcement Agency	Planning Division/CDFG
Monitoring Agency	Planning Division

Mitigation Measure BIO-4c Wildlife Movement, Migration-Corridors, and Native Wildlife Nurseries

In addition to the good wildlife management practices outlined in Mitigation Measure BIO-1e, the following habitat management practices shall be implemented:

- No fences or other potential impediments to deer and other wildlife movement shall be installed along the outer edges of the Project site, particularly along the southern and eastern Project boundaries for deer.

- No depredation permits for controlling deer shall be requested. The applicant recognizes that the development of lands within deer habitat contains associated risks of damage, which is acceptable.
- Require management practices of landscapes treated with pesticides that minimize low-level exposures and sub-lethal effects to wildlife. Herbicides, pesticides, and fungicide application records and other landscape and turfgrass management records shall be made available to the Town or CDFG at any time upon request.

Monitoring Phase	Pre-Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Planning Division/CDFG
Monitoring Agency	Planning Division

CULTURAL RESOURCES

Mitigation Measure CULT-1 Impacts to Known Cultural Resources

The Revised Project Features propose no development of the portion of the Project site located north of Old Mammoth Road, including the CA-MNO-3 site. The improvements proposed for the Natural Resources Interpretive area would not involve significant excavation and would not be sufficient to trigger the protocols specified in this measure. In the event that this portion of the Project site is conveyed to another entity and proposed for development, then that portion shall be avoided or capped as determined by the Town based on the advice of the qualified archeologist in consultation with the Native American Monitors. If the archeologist determines that the site should be capped, the archeologist and Native American Monitors shall be on site during any capping activities. The archeologist and Native American Monitors shall be compensated for their services by the Project Applicant. The archeologist and Native American Monitors shall be selected and designated as described below.

1. The Native American Monitors shall be selected as follows: The Town shall request, in writing, that the Interested Tribes self-designate a Native American Monitoring candidate to be considered for selection by the Project Applicant. Interested Tribes as provided to the Town by the NAHC through the CEQA process shall include the following: Antelope Valley Paiute Tribe; Benton Paiute Reservation; Big Pine Band of Owens Valley; Bishop Paiute Tribe; Bridgeport Paiute Indian Colony; Mono Lake Indian Community; and the KutzadikaA Indian Community Cultural Preservation Association. The Town must maintain a record of proof of delivery of the request for a period of not less than three years after the Project has completed build-out. The Interested Tribes shall present their individual Native American Monitoring candidate in writing, submitted to the Project Applicant within 25 days of Town's request in order to be considered for selection.

The Project Applicant shall select and notify at least one − but not more than three − Native American Monitors for this Project from candidates provided in writing to the Project Applicant; this selection shall occur within 15 business days of the expiration of the previously mentioned 25 calendar day submittal period. Proof of delivery shall accompany the notification of selection distributed to the chosen Native American Monitors.

There shall be no more than one Native American Monitor per construction crew. A "construction crew" shall be defined as those workers assigned to a specific task of the Project's construction. If the selected Native American Monitor(s) are not present at the designated work sites at the designated times as instructed by the Project Applicant, or selection of the Native American Monitors does not occur by the designated times identified above, construction shall proceed as scheduled under the sole monitoring of the qualified archeologist.

2. The archeologist shall be selected as follows: The Town shall prepare a list of at least three proposed qualified archeologists. The Project Applicant shall select and notify one of the archeologists on the Town's list within 25 calendar days after receipt of the list. If the Project Applicant cannot select an archeologist within 25 calendar days of receipt of the list, the Town shall make the decision as to the identity of the archeologist.

Phase	Pre-Construction
Implementing Party	Applicant or Property Owner at that time
Enforcement Agency	Community Development Department
Monitoring Agency	Community Development Department

Mitigation Measure CULT-2a Impacts to Unknown Cultural Resources

A Mitigation Monitoring and Reporting Plan (MMRP) shall be prepared by a qualified archaeologist meeting the Secretary of the Interior's Standards for Archaeology[4] and the Native American Monitors as selected per requirements identified in Mitigation Measure CULT-1 prior to Project construction. The MMRP shall outline the protocol for notification, temporary protection, documentation, and evaluation of previously unrecorded cultural resources encountered during construction, as well as mitigation of Project-related impacts to any such resources that are considered significant under CEQA, and the curation of any artifacts or samples collected in the field. The MMRP shall include a sample data recovery plan and a curation agreement. This document shall be completed prior to commencement of any ground-disturbing activity associated with the Project site (including clearing, brushing, grubbing,

[4] *National Park Service, ARCHEOLOGY AND HISTORIC PRESERVATION: Secretary of the Interior's Standards and Guidelines [As Amended and Annotated], website: http://www.nps.gov/history/local-law/arch_stnds_9.htm, November 18, 2007.*

vegetation removal, disking, grading, trenching, excavation, and/or boring) and shall include a provision requiring cultural resources awareness training for all Project construction personnel prior to the initiation of ground-disturbing activities.

Monitoring Phase	Pre-Construction
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

Mitigation Measure CULT-2b Impacts to Unknown Cultural Resources

A qualified archaeologist and the Native American Monitor(s) as selected per requirements identified in Mitigation Measure CULT-1 shall monitor all ground-disturbing construction in native soils for the portion of the Project site north of Old Mammoth Road. The archaeological and Native American monitor(s) shall be supplied with maps and site records for the previously recorded cultural resources within the Project site, so that she/he can distinguish new resources from those that have been previously recorded and evaluated. The monitors shall prepare daily monitoring logs recording the type of work monitored, soil conditions, discoveries, and general observations.

Monitoring Phase	Construction
Implementing Party	Applicant
Enforcement Agency	Community Development Department
Monitoring Agency	Community Development Department

Mitigation Measure CULT-2c Impacts to Unknown Cultural Resources

Previously unknown cultural resources identified during Project construction shall be protected through temporary redirection of work and possibly other methods such as fencing (to be outlined in the MMRP) until formally evaluated for significance under CEQA. In the event that previously unrecorded cultural resources are exposed during construction, the qualified archaeological monitor and the Native American Monitor(s) as selected per requirements identified in Mitigation Measure CULT-1 shall be empowered to temporarily halt construction in the immediate vicinity of the discovery while it is documented and evaluated for significance. The monitors shall provide consultation when resources are found to determine how the resources shall be handled. If the selected Native American Monitor(s) and the applicant cannot agree upon the proper treatment, the qualified archeologist monitoring the ground disturbing activities shall make the decision. Construction activities may continue in other areas. If the discovery is evaluated as significant under CEQA, additional work such as data recovery excavation may be warranted to mitigate Project-related impacts to a less-than-significant level if preservation is not possible.

Monitoring Phase	Pre-Construction/Construction
Implementing Party	Applicant
Enforcement Agency	Community Development Department
Monitoring Agency	Community Development Department

Mitigation Measure CULT-2d Impacts to Unknown Cultural Resources

Procedures of conduct following the discovery of human remains have been mandated by Health and Safety Code Section 7050.5, Public Resources Code Section §5097.98 and the California Code of Regulations Section 15064.5(e) (CEQA). According to the provisions in CEQA, if human remains are encountered at the site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The Mono County Coroner shall be notified immediately. The Coroner shall then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner shall notify the NAHC within 24 hours, who will, in turn, notify the person the NAHC identifies as the most likely descendent (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, re-intern the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

Monitoring Phase	Construction
Implementing Party	Applicant/Mono County Coroner
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

Mitigation Measure CULT-2e Impacts to Unknown Cultural Resources

A monitoring report shall be prepared upon completion of construction monitoring, summarizing the results of the monitoring effort by both the qualified archaeological monitor and the Native American Monitor(s) as selected per requirements identified in Mitigation Measure CULT-1. Site records for any newly recorded or updated cultural resources shall be appended to the monitoring report.

Monitoring Phase	Operation
Implementing Party	Applicant/Archaeologist
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

Mitigation Measure CULT-2f Impacts to Unknown Cultural Resources

Artifacts or samples collected during the course of construction monitoring and any testing or data recovery associated with newly discovered resources by both the qualified archaeological monitor and the Native American Monitor(s) as selected per requirements identified in Mitigation Measure CULT-1 shall be curated in perpetuity in an appropriate facility upon completion of analysis and processing.

Monitoring Phase	Construction
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

GEOLOGY/SOILS

Mitigation Measure GEO-3a Liquefaction and Soil Instabilities

Prior to issuance of building permits and grading activities, a design level geotechnical report shall be prepared and all recommendations in the report shall be adhered to. The design-level geotechnical report shall evaluate the potential for localized liquefaction by performing supplemental subsurface exploration (to evaluate the thickness, in place density, fines content of the underlying loose to medium soil and gradation), laboratory testing, and engineering analysis.

Monitoring Phase	Pre-Construction
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure GEO-3b Liquefaction and Soil Instabilities

Implement all recommendations contained within these site-specific geotechnical reports, including those pertaining to site preparation, excavation, fill placement and compaction; foundations; concrete slabs-on-grade; pavement design; lateral earth pressures and resistance; and surface drainage control.

Monitoring Phase	Pre-Construction/Construction
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure GEO-3c Liquefaction and Soil Instabilities

The final grading, drainage, and foundation plans and specifications shall be prepared and/or reviewed and approved by a Registered Geotechnical Engineer and Registered Engineering Geologist. In addition, upon completion of construction activities, the Project applicant shall provide a final statement indicating whether the work was performed in accordance with Project plans and specifications and with the recommendations of the Registered Geotechnical Engineer and Registered Engineering Geologist.

Monitoring Phase	Pre-Construction/Pre-Occupancy
Implementing Party	Applicant
Enforcement Agency	Building Division
Monitoring Agency	Building Division

Mitigation Measure GEO-6 Volcanic Activity

The Project applicant shall prepare an emergency evacuation plan in consultation with the Town in order to provide for the orderly evacuation of the Project site in case the potential for volcanic hazards increases and residents need to vacate the Project site.

Monitoring Phase	Pre-Construction
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Mammoth Lakes Fire Protection District

Mitigation Measure GEO-8 Soil Erosion/Loss of Topsoil

The following measures shall be implemented to prevent soil erosion and loss of topsoil:

- A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared with the grading plans to fulfill regulatory requirements.
- Permanent erosion control measures shall be placed on all graded slopes. No graded areas shall be left unstabilized between October 15th and April 15th.
- Finish grading for all building areas shall allow for all drainage water from the building area to drain away from building foundations (two percent minimum grade on soil or sod for a distance of five feet). Ponding of water shall not be permitted.

Monitoring Phase	Pre-Construction/Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

HYDROLOGY & WATER QUALITY

Mitigation Measure HYD-1a Water Quality Standards

The golf course expansion (Areas E2, E4, and F) area may be irrigated with reclaimed or potable water. At this time, mitigation requirements for the use of reclaimed water have not been determined. However, if reclaimed water is used for irrigation, options shall be explored to prevent reclaimed water from entering Mammoth Creek. These measures could include:

- Irrigate all retention basins and the swale from the retention basins (located to the west of Sherwin Creek Road) using potable water or reclaimed water with controls to prohibit application during stormwater runoff events.
- Irrigate any landscaping within or directly tributary to these features which requires irrigation using potable water or reclaimed water with controls to the satisfaction of the RWQCB.
- Grade southeasterly limits of the golf course expansion area in some locations to minimize tributary drainage from the south and direct it east toward Sherwin Creek Road.

At this stage, it is unknown if it will be required to limit reclaimed water from entering the tributary area that flows toward Mammoth Creek. The final determination of outflow conditions if reclaimed water is used will be made during the final design in coordination with the RWQCB and other applicable agencies. In the event that reclaimed water is used, the above mitigation measures will be implemented to the satisfaction of the RWQCB to minimize any impacts to the water quality of Mammoth Creek. Furthermore, the Project shall comply with all water recycling requirements duly adopted and enforceable by the Lahontan RWQCB.

In consultation with the Town, the Project applicant shall identify and implement a suite of stormwater quality BMPs designed to address the most likely sources of stormwater pollutants resulting from operation of the proposed development projects within the proposed Project area. Pollutant sources and pathways to be addressed by these BMPs include, but are not necessarily limited to, parking lots, maintenance areas, trash storage locations, rooftops, interior public and private roadways, the golf course, and storm drain inlets. These BMPs shall include detention and sedimentation basins as well as infiltration devices designed to filter runoff from paved areas on the Project site. The design and location of these BMPs will be subject to review and comment by the Town but shall generally adhere to the standards associated with the Phase II NPDES stormwater permit program.

Implementation of these BMPs shall be assured by the Community Development Director and Town Engineer prior to the issuance of Grading or Building Permits. Compliance with these mitigation measures and applicable regulatory requirements would reduce potential impacts resulting from Project operation on receiving water quality in Mammoth Creek to a less-than-significant level.

Monitoring Phase	Pre-Construction/Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Planning Division/Community Development Department
Monitoring Agency	Planning Division/Community Development Department

Mitigation Measure HYD-1b Water Quality Standards

Capacity of on-site retention basins for the golf course areas irrigated with recycled water shall include retention capacity for a 24-hour storm of an intensity established by the RWQCB in order to limit recycled water from entering Mammoth Creek and sufficient to limit recycled water from entering Mammoth Creek to levels consistent with RWQCB standards.

Monitoring Phase	Pre-Construction/Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Planning Division/Community Development Department
Monitoring Agency	Planning Division/Community Development Department

Mitigation Measure HYD-2 Groundwater Depletion or Recharge

All underground structures shall be designed with exterior wall drain board to a footing drain system as well as underslab subdrains. Crawl spaces shall be protected with proper ventilation and subdrains. The system shall be designed such that subdrains shall be designed with outlet systems that have maximum water surface elevations lower than the bottom of the subdrains to ensure that subdrains would not be inundated with stormwater when retention basins reach capacity. Subdrain design shall be based on final Project design and shall be adequately sized so that retention basin capacity is maintained for stormwater retention purposes. Implementation of this measure would reduce this impact to a less-than-significant level.

Monitoring Phase	Pre-Construction
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

Mitigation Measure HYD-4 Drainage System Capacity

In consultation with the Town of Mammoth Lakes and RWQCB, and subject to Town approval, the Project applicant shall identify and implement a suite of storm drainage facilities designed to safely capture, treat, and convey runoff from the required design storms. In addition, a detailed set of maintenance procedures necessary to assure that storm drainage facilities continue to work as designed shall be established and approved by the Town, in consultation with the RWQCB. Particular items requiring maintenance include, but are not limited to, cleaning of grates, removal of foreign materials from storm drainage pipes, maintenance as necessary for outlet facilities and retention basins, and repairs as necessary to damaged facilities.

Monitoring Phase	Pre-Construction/Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Planning Division/RWQCB
Monitoring Agency	Planning Division

NOISE

Mitigation Measure NOISE-1a Exposure of Persons to Excessive Noise Levels

Construction activities shall be limited to between the hours of 7 A.M. and 8 P.M., Monday through Saturday. Work hours on Sundays and Town recognized holidays shall be limited to the hours between 9 A.M. and 5 P.M., and shall be permitted only with the approval of the building official or designee.

Monitoring Phase	Construction
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

Mitigation Measure NOISE-1b Exposure of Persons to Excessive Noise Levels

Project developers shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:

- Provide advance notification of construction to the immediate surrounding land uses around a development site
- Ensure that construction equipment is properly muffled according to industry standards
- Place noise-generating construction equipment and locate construction staging areas away from residences, where feasible

- Schedule high noise-producing activities between the hours of 8 A.M. and 5 P.M. to minimize disruption on sensitive uses
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets

Monitoring Phase	Pre-Construction/Construction
Implementing Party	Applicant/Contractor
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

Mitigation Measure NOISE-1c Exposure of Persons to Excessive Noise Levels

Project developers shall require by contract specifications that construction staging areas within the Project site would be located as far away from vibration-sensitive sites as feasible.

Monitoring Phase	Pre-Construction/Construction
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

PUBLIC SERVICES

Mitigation Measure PS-2a Police Services (Cumulative)

Bars and restaurants that cater to late night crowds will have trained security personnel in order to reduce demand on police services.

Monitoring Phase	Operation
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

Mitigation Measure PS-2b Police Services (Cumulative)

Provide fair share of Developer Impact Fees to assist the MLPD in the construction of a public safety and dispatch facility and holding facilities as needed.

Monitoring Phase	Pre-Construction
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

Mitigation Measure PS-2c Police Services (Cumulative)

Provide private security within the site to patrol the non-residential complex in the evenings, if necessary, in order to reduce criminal behavior, and work in conjunction with law enforcement to solve crimes and crime problems.

Monitoring Phase	Operation
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

TRAFFIC/CIRCULATION

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 protected northbound and southbound phasing. This improvement shall be implemented when warranted. Project may be required to construct the improvement based upon project phasing and available Developer Impact Fees (DIFs). Applicant costs to construct would be eligible for reimbursement pursuant to the provisions of the Town of Mammoth Lake's Municipal Code. This Project will also be required to contribute to a Townwide traffic monitoring program. Implementation of this mitigation measure would reduce this impact to a ***less-than-significant*** level.

Monitoring Phase	Pre-Construction/Construction
Implementing Party	Applicant
Enforcement Agency	Public Works/Planning Division
Monitoring Agency	Public Works/Planning Division

UTILITIES

Mitigation Measure UTIL-5 Water Supply

The applicant shall be subject to the provisions of a recycled water ordinance adopted by the Town pursuant to Article 10.9, beginning with Section 65601 of the Government Code, and titled Water Recycling in Landscaping Act (Act) at such time as the Town is notified by the Mammoth Community Water District (MCWD) of the future availability of recycled water, pursuant to an executed agreement between MCWD and the Project Applicant and consistent with allowed and prohibited uses of reclaimed water established by the Lahontan RWQCB. In addition, the Snowcreek Master Plan shall include a provision that, for all projects constructed or approved prior to the notice, the applicant shall use their best efforts to use recycled water consistent with the Town, the Act, and water district policy.

In addition to using recycled water, untreated well water may be used for irrigation of the golf course expansion (Areas E2, E4, and F) area. At this time, mitigation requirements for the use of recycled water or untreated well water have not been determined. However, if recycled water or untreated well water is used for irrigation, options shall be explored to limit recycled water or untreated well water from entering the tributary area that flows toward Mammoth Creek. Mitigation measures for the use of reclaimed water or untreated well water are specifically described in Mitigation Measure HYD-1, but could include increasing the capacity of on-site retention for the Golf course areas irrigated with recycled water or well water to include capacity for a storm of 100-year intensity, on-site retention of snow-melt runoff, and grading southeasterly limits of the golf course expansion area in some locations to minimize tributary drainage from the south and direct it east toward Sherwin Creek Road.

Monitoring Phase	Pre-Construction/Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

Mitigation Measure UTIL-7a Cumulative Water Supply

The Town shall not approve new development applications that would result in a water demand in excess of available supplies as determined by the Mammoth Community Water District. The Town shall work with Mammoth Community Water District to ensure that development projects include phased demand increases so that the development of necessary additional water supply sources is established prior to respective development demand occurring.[5]

Monitoring Phase	Pre-Construction/Construction/Operation
Implementing Party	Planning Division
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

Mitigation Measure UTIL-7b Cumulative Water Supply

The applicant shall ensure that the landscape irrigation system be designed, installed and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets.

Monitoring Phase	Pre-Construction/Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Public Works/Planning Division/Building Division
Monitoring Agency	Public Works/Planning Division/Building Division

Mitigation Measure UTIL-7c Cumulative Water Supply

The applicant shall install either a "smart sprinkler" system to provide irrigation for the landscaped areas or, at a minimum, set automatic irrigation timers to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be adjusted to avoid water runoff, especially when irrigating sloped property.

Monitoring Phase	Pre-Construction/Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Public Works/Planning Division
Monitoring Agency	Public Works/Planning Division

[5] *This mitigation measure was included in the General Plan Updated FPEIR May 2007, page 4-286 and was made a policy of the 2007 General Plan.*

Mitigation Measure UTIL-7d Cumulative Water Supply

The applicant shall select and use drought-tolerant, low-water consuming plant varieties to reduce irrigation water consumption.

Monitoring Phase	Pre-Construction/Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

Mitigation Measure UTIL-7e Cumulative Water Supply

The applicant shall install low flush water toilets and urinals and shall limit the number of showerheads to one high efficiency fixture per stall, in new construction. Low-flow faucet aerators shall be installed on all sink faucets. These fixtures shall meet the U.S. EPA WaterSense standards or other comparable standard of water use efficiency.

Monitoring Phase	Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

Mitigation Measure UTIL-7f Water Supply

The applicant shall install Energy Star dishwashers, clothes washers, and refrigerators.

Monitoring Phase	Construction/Operation
Implementing Party	Applicant
Enforcement Agency	Planning Division
Monitoring Agency	Planning Division

APPENDICES

APPENDIX A

TRAFFIC DATA

LSA

LSA ASSOCIATES, INC.
20 EXECUTIVE PARK, SUITE 200
IRVINE, CALIFORNIA 92614
949.553.0666 TEL
949.553.8076 FAX

BERKELEY
CARLSBAD
FORT COLLINS
FRESNO
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROCKLIN
SAN LUIS OBISPO
SOUTH SAN FRANCISCO

MEMORANDUM

DATE: March 19, 2009

TO: Jen Daugherty

FROM: Mike Arizabal and Les Card

SUBJECT: Snowcreek VIII Traffic Impact Analysis Addendum

The following is an addendum to the Snowcreek VIII Traffic Impact Analysis (TIA) dated July 31, 2007. The purpose of this addendum is to adequately address the changes to the site plan (Figure 2a) with the new public vehicular access to Old Mammoth Road near Sherwin Creek Road and an emergency access within the vicinity of the hotel easterly to connect to Sherwin Creek Road which then connects to Old Mammoth Road. The addendum provides a revised impact analysis for existing plus project and cumulative plus project scenarios consistent with the framework and methodology utilized in the previous TIA. It should be noted that the project land uses and intensities do not change. As such, the addendum assesses any project impacts and corresponding required mitigation measures associated with the redistribution of traffic due to the new vehicular access. The addendum also analyzes the operation of the proposed access location for conformance with Town level of service (LOS) standards.

PROJECT DESCRIPTION

The project land uses and intensities do not change from those previously analyzed as part of the July 2007 Snowcreek VIII TIA. Primary access to the site in the previous site plan was provided from the intersection of Minaret Road and Old Mammoth Road. As such, all traffic into and out of the project site was assigned to this location. The new vehicular access to Old Mammoth Road (t-intersection) approximately 250 feet west of Sherwin Creek Road, coupled with the change in location of the retail portion of the project (from the northwest corner of Minaret Road/Old Mammoth Road to the southwest corner of that intersection), would cause some project traffic to be redistributed from the Minaret Road/Old Mammoth Road intersection to the new access driveway at Old Mammoth Road. Based on the location of the new vehicular access east of the project site, the redistribution of project traffic would only affect the Minaret Road/Old Mammoth Road intersection.

In addition to the new vehicular access, the project would construct a westbound left-turn lane from Old Mammoth Road into the project at this location as a project design feature. This design is based on Exhibit 9-75: *Guide for Left-Turn Lanes on Two-Lane Highways* of A Policy on Geometric Design of Highways and Streets (American Association of State Highway and Transportation Officials, 2004). An exclusive westbound left-turn lane with 150 feet of storage should be provided at the intersection of the new access and Old Mammoth Road based on the projected westbound left-turn volume (153 vehicles) and the opposing eastbound traffic volume (612 vehicles). It is also recommended, although not required for the Snowcreek VIII project, that the existing 25 mph speed limit on Old Mammoth Road easterly of Sherwin Creek road be extended westerly to Minaret Road and the future roundabout.

LSA

FIGURE 2A

N

0 350 700
FEET

SOURCE: Hart Howerton

I:\DMY0601\G\Site Plan.cdr (3/18/09)

Snowcreek VIII

Site Plan

EXISTING PLUS PROJECT CONDITIONS

Consistent with the methodology utilized in the July 2007 TIA, 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 average daily traffic (ADT) at study area intersections and roadway segments are illustrated in Figure 8b. As shown in Figure 8b (consistent with the previous study), 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 west via Old Mammoth Road.

Regionally, the trip distribution percentages and corresponding project trip assignment have not changed. As a result, the traffic volumes and LOS at the intersections of Minaret Road/Meridian, Old Mammoth Road/Meridian, Old Mammoth Road/Main Street, and Minaret Road/Main Street remain unchanged from the previous study. However, with the addition of the new vehicular access at Old Mammoth Road, some project traffic that previously utilized the Minaret Road/Old Mammoth Road intersection will shift east to this location. The redistributed volumes are shown on Figure 8b. For each turning movement, the previous and revised volumes are shown.

The revised project trip assignment from Figure 8b is added to the existing conditions. It should be noted that existing count data was recently collected (Saturday, January 31, 2009) at Minaret Road/Old Mammoth Road (attached) for the Town's use in calibrating their model and has been utilized in this addendum with de minimus impacts. It should be noted that the total approach volume of the new count data is slightly lower than the data utilized in the July 2007 TIA. The revised existing plus project volumes are illustrated in Figure 9b. The existing traffic volumes upstream and downstream of the proposed access location were utilized to determine the eastbound and westbound through volumes for the new intersection. The LOS at the study area intersections is shown in Table A. The updated existing plus project LOS worksheets are attached.

Table A: Existing plus Project Typical Winter Saturday Intersection LOS

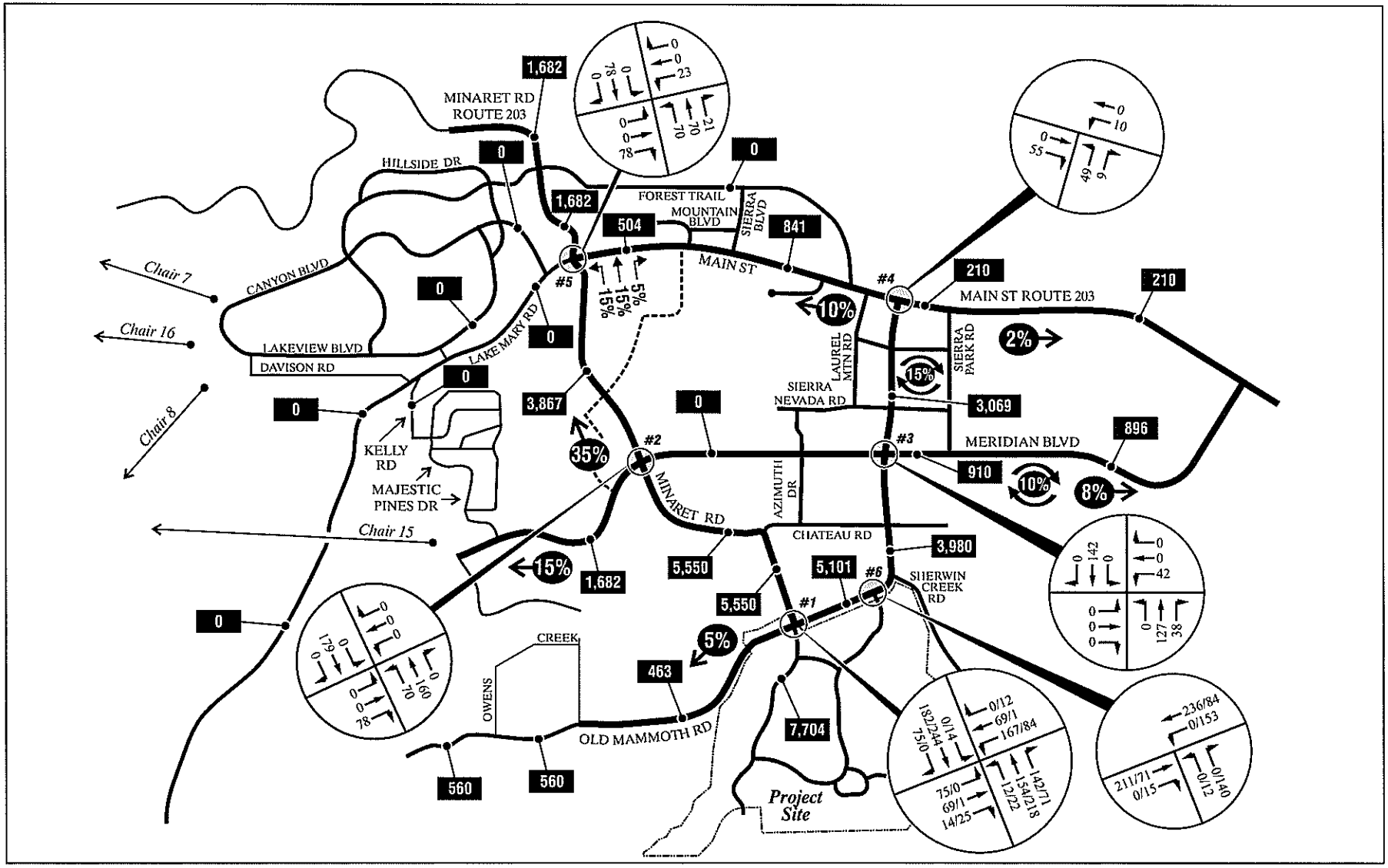
Intersection[1]	Existing + Project	
	Delay (sec)	LOS
1. Minaret Road/Old Mammoth Road[2]	6.1	A
6. New Access/Old Mammoth Road[3]	16.5	C

[1] Only intersections affected by redistribution were analyzed. All other intersections remain the same as previous study.
[2] Roundabout
[3] Unsignalized intersection

As shown in Table A, the LOS at intersections 2 through 5 remains unchanged from the previous study.

Existing plus Project Mitigation Measures

No new mitigation measures based on the redistribution of project traffic in the existing plus project conditions are required other than those prescribed in the previous study.



LSA

LEGEND:

20% - Percent Trip Distribution XX/YY - Previous Trips/New Trips

15% - In This Area

YYYY - Average Daily Traffic (ADT)

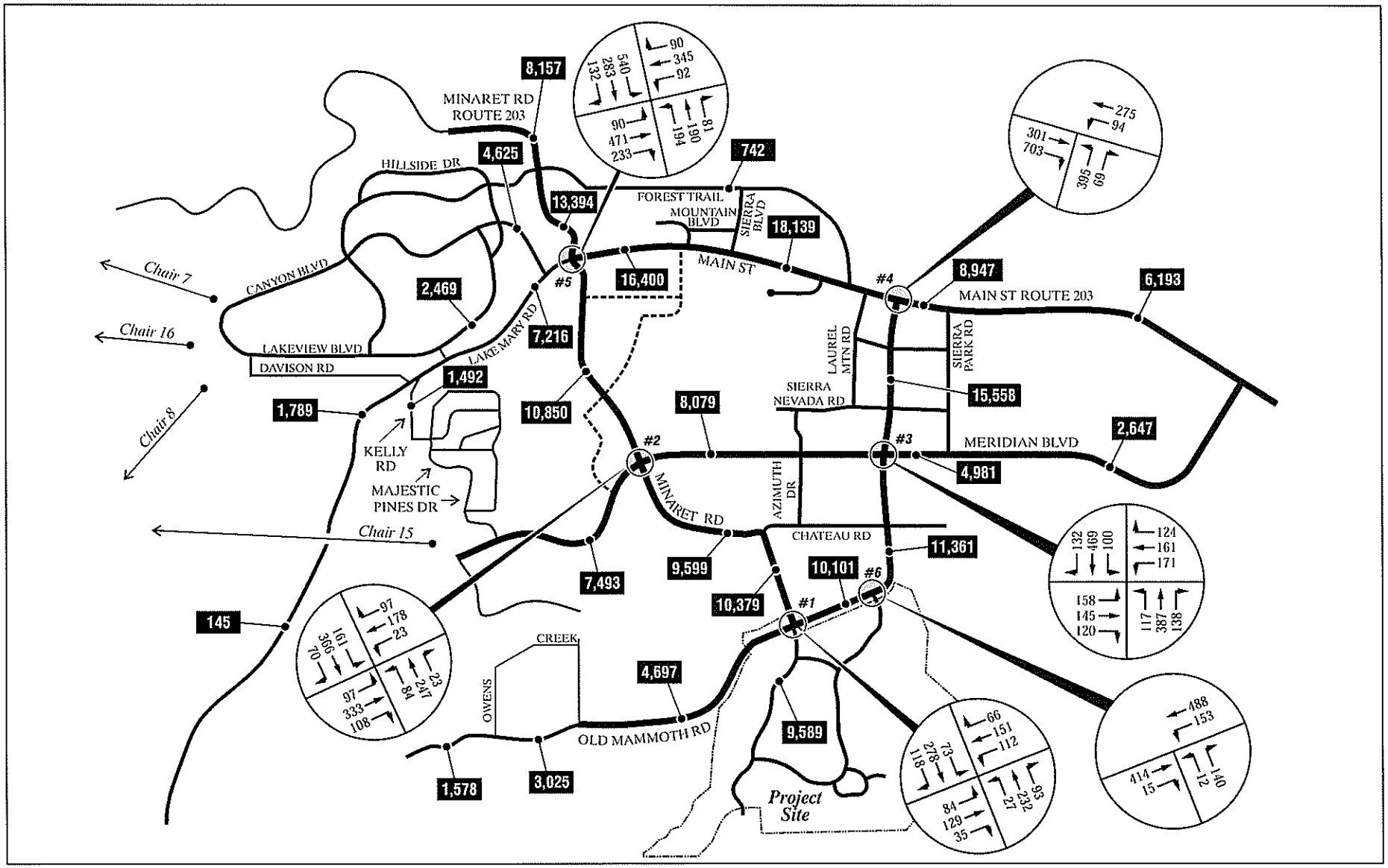
NOT TO SCALE

I:\DMY0601\G\Revised Trip Dist.cdr (11/6/08)

FIGURE 8B

Snowcreek VIII

Revised Project Trip Distribution and Assignment



LSA

YYYY - Average Daily Traffic (ADT)

N

NOT TO SCALE

I:\DMY0601\G\Revised Ex+Proj Vols.cdr (11/6/08)

FIGURE 9B

Snowcreek VIII

Revised Existing Plus Project Typical Winter Saturday Peak Hour Traffic Volumes

CUMULATIVE PLUS PROJECT CONDITIONS

The revised project trip assignment from Figure 8b were added to the cumulative baseline condition of the previous study. The revised cumulative plus project traffic volumes are shown in Figure 10b. Cumulative traffic volumes upstream and downstream of the proposed access location were utilized to determine the eastbound and westbound through volumes for the new intersection. The LOS at the study area intersections is shown in Table B. The updated cumulative plus project LOS worksheets are attached.

Table B: Cumulative Plus Project Typical Winter Saturday Intersection LOS

Intersection[1]	Cumulative + Project	
	Delay (sec)	LOS
1. Minaret Road/Old Mammoth Road[2]	6.4	A
6. New Access/Old Mammoth Road[3]	30.1	D

[1] Only intersections affected by redistribution were analyzed. All other intersections remain the same as previous study.
[2] Roundabout
[3] Unsignalized intersection
Shaded = unsatisfactory LOS

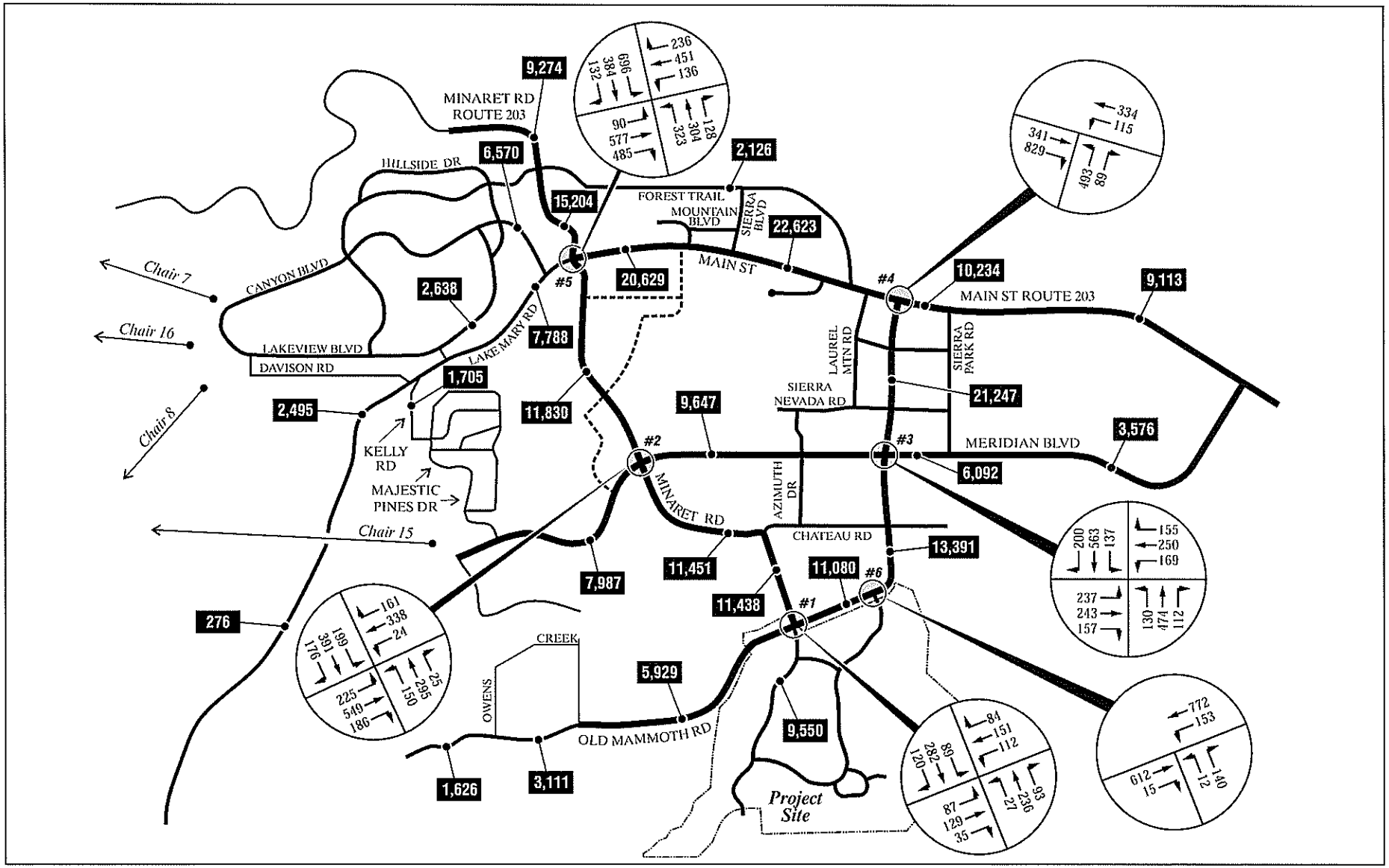
As shown in Table B, the LOS at intersections 2 through 5 remains unchanged from the previous study, and no new impacts are created by the redistribution of project traffic in the cumulative plus project condition.

Cumulative plus Project Mitigation Measures

No new mitigation measures in the cumulative plus project conditions are required other than those prescribed in the previous study.

INTERNAL CIRCULATION

The evaluation of the operation of the internal street system remains consistent with the previous study. As previously noted, as a design feature, the project will construct a westbound left-turn lane on Old Mammoth Road at the new access.



LSA

FIGURE 10B

YYYY - Average Daily Traffic (ADT)

N

NOT TO SCALE

I:\DMY0601\G\Revised Cumulative+Proj Vols.cdr (11/6/08)

Snowcreek VIII

Revised Cumulative Plus Project Typical Winter Saturday Peak Hour Traffic Volumes

EMERGENCY ACCESS

The revised plan has three completely separate access points from Old Mammoth Road, two with public streets and one relocated (from the District Plan) emergency vehicle only from Sherwin Creek Road. The two public street access points provide the most direct access and therefore will be the primary public emergency routes. Only in extremely rare circumstances (like mandatory evacuations) would the Sherwin Creek Road access be potentially utilized and therefore emergency vehicle traffic demand will be de minimis.

CONCLUSIONS

Based on the results of this addendum, the redistribution of project traffic to reflect the additional access location will create no new significant impacts.

Intersection: MINARET AND OLD MAMMOTH RD

Day: 1/31/09 : Saturday

Name: MARGARET ROTEN

15 Minute	VEHICLE COUNTS															
Time Segment	FAIRWAY North Bound				OLDMAMMOTH East Bound				MINARET South Bound				OLD MAMMOTH West Bound			
Ending @	Ped	Right	Thru	Left	Ped	Right	Thru	Left	Ped	Right	Thru	Left	Ped	Right	Thru	Left
7:15		0	2	0		0	6	5		1	0	0		0	5	0
:30		3	4	0		0	15	10		4	1	4		3	4	0
:45		2	1	0		0	14	16		6	2	2		9	5	0
8:00		3	5	2		2	14	17		11	1	8		5	10	3
:15		3	3	3		1	23	45		11	1	11		3	14	2
:30		3	16	0		1	23	37		11	1	13		3	11	1
:45		3	10	0	1	0	17	26		9	1	12	1	7	13	4
9:00		2	10	0	1	0	22	39		11	0	4		1	16	3
:15		1	12	2		0	27	29		17	1	8		7	11	1
:30		3	7	1		1	35	25		6	5	6		3	13	3
:45		11	4	1		2	16	11		14	3	10		7	20	1
10:00		8	3	3		0	17	21		9	1	5		8	9	3
:15		4	5	2		2	30	30		16	0	7		10	17	6
:30		2	4	0	1	0	25	25	3	13	1	5	1	1	17	1
:45		1	4	1	1	1	22	19		21	2	9	1	7	16	1
11:00	6	3	4	1	2	3	35	21		7	3	16	1	6	18	3
:15		3	4	1	1	0	24	19		23	0	5		6	18	3
:30		1	3	0		1	26	19		12	5	8		4	22	2
:45		3	6	1		1	33	14		19	0	6	4	9	26	3
Noon	1	2	1	3		0	29	25	2	12	1	2		10	19	4
12:15		3	1	1	1	2	31	21	2	14	3	7		4	26	4
:30		3	2	2		0	26	17		16	5	8	9	5	26	2
:45		6	5	0	3	0	22	15		12	5	7		0	19	7
1:00		1	1	1		2	27	16		12	1	14		8	22	0
:15		1	3	2		0	15	5		12	5	7		8	31	5
:30		3	2	1		0	20	19		12	3	7		8	25	6
:45		3	3	1	1	2	21	21		19	2	5		10	24	6
2:00		3	1	1		1	24	15		17	0	2		7	20	4
:15		1	2	0	1	3	17	19		21	5	5	4	7	24	1
:30		2	2	1		1	16	6		21	2	5	12	7	26	2
:45	2	5	0	1		4	26	26	2	19	3	4	1	4	26	2
3:00		2	1	1		0	25	15	2	12	3	6		7	25	3
:15		1	2	1	3	0	14	9		11	4	5		8	23	2
:30		2	7	2	3	2	27	14		24	5	7		11	32	8
:45		1	5	3		1	31	22		28	7	10	1	13	30	5
4:00		4	3	2		1	19	18	1	34	11	6		12	29	6
:15		4	5	2	3	3	22	25		34	4	9		16	32	5
:30		2	2	1	1	3	29	20		41	8	6		18	27	3
:45		6	5	1		5	26	23		28	12	17		12	44	8
5:00		4	1	1		4	29	25		33	7	10		14	30	8
:15		3	2	3		1	29	16		26	6	14		15	32	5
:30		9	6	0		0	44	20		31	9	18		13	44	7
:45		6	4	0		2	17	19		24	1	15		11	32	10
6:00		6	1	2		2	31	16		39	1	12		12	48	9

Snowcreek VIII
Existing plus Project Conditions
*with redistribution of traffic

Level Of Service Computation Report
PHWA Roundabout Method (Future Volume Alternative)

****

Intersection #4 Minaret Rd/ Old Mammoth Rd

****

Average Delay (sec/veh): 6.1 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		
Volume Module:												
Base Vol:	5	14	22	59	34	118	84	128	10	28	150	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	14	22	59	34	118	84	128	10	28	150	54
Added Vol:	22	218	71	14	244	0	0	1	25	84	1	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	232	93	73	278	118	84	129	35	112	151	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	30	258	103	81	309	131	93	143	39	124	168	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	258	103	81	309	131	93	143	39	124	168	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	258	103	81	309	131	93	143	39	124	168	73
PCE Module:												
AutoPCE:	30	258	103	81	309	131	93	143	39	124	168	73
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	30	258	103	81	309	131	93	143	39	124	168	73

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	318	322	514	381
MaxVolume:	1028	1026	922	994
PedVolume:	0	0	0	0
AdjMaxVol:	1028	1026	922	994
ApproachVol:	391	521	276	366
ApproachV/C:	0.38	0.51	0.30	0.37
ApproachDel:	5.6	7.1	5.6	5.7
ApproachLOS:	A	A	A	A
Queue:	1.8	3.0	1.3	1.7

Snowcreek VIII
Existing plus Project Conditions
*with redistribution of traffic

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #99 New Access/Old Mammoth Road

****

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C[16.5]

****

Street Name:	New Access						Old Mammoth Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	343	0	0	404	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	343	0	0	404	0
Added Vol:	12	0	140	0	0	0	0	71	15	153	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	140	0	0	0	0	414	15	153	488	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	13	0	156	0	0	0	0	460	17	170	542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	0	156	0	0	0	0	460	17	170	542	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1351	1351	468	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	477	xxxx	xxxxx
Potent Cap.:	167	152	599	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1096	xxxx	xxxxx
Move Cap.:	144	125	599	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1096	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	480	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		16.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

****

Note: Queue reported is the number of cars per lane.

****

Snowcreek VIII
Cumulative (2009) plus Project Conditions
*with redistribution of traffic

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection #4 Minaret Rd/ Old Mammoth Rd

Average Delay (sec/veh): 6.4 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		
Volume Module:												
Base Vol:	5	14	22	59	34	118	84	128	10	28	150	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	14	22	59	34	118	84	128	10	28	150	54
Added Vol:	22	218	71	25	244	2	3	1	25	84	1	24
PasserByVol:	0	4	0	5	4	0	0	0	0	0	0	6
Initial Fut:	27	236	93	89	282	120	87	129	35	112	151	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	30	262	103	99	313	133	97	143	39	124	168	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	262	103	99	313	133	97	143	39	124	168	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	262	103	99	313	133	97	143	39	124	168	93
PCE Module:												
AutoPCE:	30	262	103	99	313	133	97	143	39	124	168	93
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	30	262	103	99	313	133	97	143	39	124	168	93

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	339	322	537	389
MaxVolume:	1017	1026	910	990
PedVolume:	0	0	0	0
AdjMaxVol:	1017	1026	910	990
ApproachVol:	396	546	279	386
ApproachV/C:	0.39	0.53	0.31	0.39
ApproachDel:	5.8	7.4	5.7	5.9
ApproachLOS:	A	A	A	A
Queue:	1.9	3.2	1.3	1.9

Snowcreek VIII
Cumulative (2009) plus Project Conditions
*with redistribution of traffic

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #99 New Access/Old Mammoth Road

****

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: D[30.1]

****

Street Name:	New Access						Old Mammoth Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	343	0	0	404	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	343	0	0	404	0
Added Vol:	12	0	140	0	0	0	23	71	15	153	84	0
PasserByVol:	0	0	0	0	0	0	-23	198	0	0	284	0
Initial Fut:	12	0	140	0	0	0	0	612	15	153	772	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	13	0	156	0	0	0	0	680	17	170	858	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	0	156	0	0	0	0	680	17	170	858	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1886	1886	688	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	697	xxxx	xxxxx
Potent Cap.:	79	71	450	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	909	xxxx	xxxxx
Move Cap.:	65	56	450	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	909	xxxx	xxxxx
Volume/Cap:	0.20	0.00	0.35	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	307	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Shrd ConDel:	xxxxx	30.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	A	*	*
ApproachDel:		30.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		D			*			*			*	

****

Note: Queue reported is the number of cars per lane.

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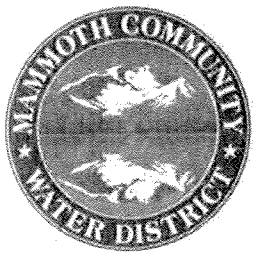
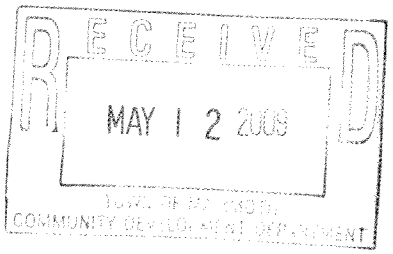
APPENDIX B

MAMMOTH COMMUNITY WATER DISTRICT DATA

MAMMOTH COMMUNITY WATER DISTRICT
Post Office Box 597
Mammoth Lakes, California 93546
(760) 934-2596



May 12, 2009



Town of Mammoth Lakes
Planning Division
Attn: Jen Daugherty
Post Office Box 1609
Mammoth Lakes, CA 93546

Re: Water Supply Assessment for Snowcreek Master Plan

Dear Ms. Daugherty,

This letter provides updated information to supplement previous correspondence regarding water supply from the Mammoth Community Water District (MCWD) to the Snowcreek VIII development. The updated information reflects water supply issues related to changes in the Snowcreek VIII Project (Project) layout since MCWD's last correspondence in January 2008, at which time the final EIR for the Project was issued. Our letter of January 2008 included two tables updating our Water Supply Assessment for the Project and confirming that MCWD had adequate existing and future water supply dedicated to serving the forecasted water supply requirements. Since the January 2008 final EIR issuance, two related steps in the review and approval for the Project have occurred, which require updating the water supply availability for the Project; the Snowcreek Neighborhood District Plan (NDP) was developed and adopted by the Town in December 2008, and an updated Snowcreek VIII Master Plan (Master Plan) was issued in April 2009.

The issue which results from changes to the Project, as reflected in the 2008 NDP and April 2009 Master Plan, is the location of a portion of the Project outside of both the existing MCWD legal boundaries and the lands covered under the Arcularius / Dempsey Agreements. Snowcreek is the successor to Arcularius/Dempsey under these agreements. See earlier correspondence for details on these agreements. Pursuant to these agreements, and in exchange for certain considerations, MCWD committed to providing water service to the specified property, up to a maximum number of units. The total units included in the April 2009 Master Plan is below the maximum per the Agreements. Therefore, the conclusions regarding adequate available water supply presented in MCWD's letter of January 2008 are still valid.

However, to ensure both adequate water supply availability and the legal commitment and ability to serve the full extent of the Project, revisions will be needed to both the

MCWD legal boundaries and the lands covered under the Arcularius/Dempsey Agreements. MCWD staff, subject to confirmation by the District Board of Directors (to be considered at the May 28th 2009 Board Meeting), intends to work with Snowcreek, LAFCO, and the Town to implement these changes as part of the remaining steps in permitting and approval for Snowcreek Phase VIII. We anticipate the following sequence of activities:

1. MCWD to seek LAFCO approval to extend MCWD's legal boundaries to enclose all lands within the Project, including the proposed golf course expansion.
2. MCWD and Snowcreek to approve an amendment to the Arcularius/Dempsey Agreements, extending the water service commitment to those units of the future development outside the current Agreement lands, and capping the total units of development based on the revised Master Plan.
3. MCWD and Snowcreek to execute a long term Recycled Water Supply Agreement, which addresses the non-potable water supply for the future golf course expansion. The irrigation demands for the future golf course are outside of the current District legal boundaries, and were not included in WSA. By using recycled water as the primary supply, the net impact of the future irrigation demands on potable sources (groundwater and surface water) will be offset.

If you have any questions regarding the above information, please contact me.

Sincerely,

Mammoth Community Water District

Greg Norby
General Manager